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Intermodal oversize load transport by Scandinavian Express Poland - video report

More than two months of preparations - tedious route planning, detailed measurements of all the elements on the road and over 2,000 kilometers covered while checking all the vital information. A lot of effort to meet one goal - at the beginning of November, to transport a fully assembled steel footbridge for pedestrians and cyclists from Gdynia to Malmo in Sweden. The length of the entire transport unit traveling by road was 39 meters, with a total weight of 84 tonnes.

The fully assembled steel footbridge for pedestrians and cyclists was more than 33 meters in length, nearly 6.5 meters in width and weighed 48 tonnes. With the tractor and the semi-trailer, the length of the entire unit exceeded 39 meters while the height reached 4.5 m.

The unusual transport undertaking started in the Tri-City and finished in southern Sweden - in the very centre of Malmö. It involved delivering the cargo first to Swinoujście, then the footbridge was successfully carried by ferry to Trelleborg, to finally reach where it was to be installed. In total, nearly 700 km to cover.

It's not a common occurrence that a shipment of such large dimensions is transported via public roads. Moreover, in this case, the level of difficulty was raised by the fact that the unloading was planned in southern Sweden. This meant that in Poland alone, there was almost 500 km to cover - says Patryk Szymański, Vice

President of Scandinavian Express Poland, the logistics operator responsible for the entire transport of the footbridge.

The preparations for the transport took over two months and involved detailed planning of the whole process, the preparation of equipment, and very precise maneuvers on the route, as well as the partial dismantling of road infrastructure. *The ferry crossing was an additional difficulty as placing such a giant in the ferry loading area required prior consultations and preparations, as well as making detailed measurements of both the vessel and the two terminals* - adds Patryk Szymański.

The vehicle chosen for this non-standard transport project was a 6x4 FH16 Volvo tractor, 660 horse power, with a gross unit weight of 120 tonnes. The load was placed on a 6-axle Nooteboom semi-trailer equipped with an extended deck, hydraulic suspension and an axle steering system. It can be extended to the maximum length of almost 42 meters, although this time the extra length of 16 meters was sufficient.

The obstacles encountered on the route included:

- ✓ toll gates at the A1 motorway, which were partially dismantled to allow the easy passage of cargo;
- ✓ roundabouts which required very precise maneuvers in the opposite direction to the traffic (on the left side, against the traffic flow);
- ✓ a railway bridge in Jastrowie (national road 22) - slow and careful passage under the bridge due to just centimeters of space separating the load from the top of the bridge structure;
- ✓ tight junctions in smaller towns the passage through which required the trailer axles to be remotely controlled;
- ✓ Swinoujscie port area, where the harbor structures and the supports for footbridges created many obstacles. In many situations, the margin of space was a hair's breadth;
- ✓ the ferry exit ramp in Trelleborg - leaving the ferry at 90 degrees to the left with a load of such length required meticulous precision from both the driver and the pilot crew;

- ✓ passing through the suburbs of Malmö to reach the very center of the city - this involved going round many roundabouts (which had to be passed in the opposite direction to the flow of traffic) and intersections (full of traffic islands and lights), which also had to be managed at an angle of 90 degrees;
- ✓ positioning the transport unit for unloading - driving onto the middle of an intersection, reversing at an angle of 90 degrees and backing towards the place of unloading.

The efforts to overcome all the most difficult moments and obstacles on the route can be seen in a short video report prepared by a crew that accompanied the Scandinavian Express team on the entire length of the route.

[Click here](#) to watch video report.

The logistics operator responsible for the entire transport of the steel footbridge was Scandinavian Express Poland, a company with over 20 years of experience, specializing in international freight forwarding and the transport of general cargo and oversize loads between Europe and Scandinavia.

Scandinavian Express Poland

An independent transport, freight forwarding and logistics operator, specialising for over 20 years in international transport and freight forwarding of general cargo, FTL and oversize loads between Europe and Scandinavia.

For more information, please contact:

Piotr Krupa

PR Specialist

email: p.krupa@scandinavian.com.pl

mobile: 669 850 069