

# Ten in a row

*For decades, Putzmeister concrete, mortar and high density solids pumps have been used in Japan, a country which is spoilt for technology. Of course, it takes quite a bit longer to transport the machines to the Far East, and the transport process is associated with significantly higher costs for PM dispatch. The simultaneous shipment of ten truck-mounted concrete pumps on the 21,000 km long ocean voyage to Tokyo at the end of October was the exception to the rule but, at the same time, was a fascinating example of the careful planning and smooth cooperation between all those involved.*

24 October: From 3.30 pm, six truck-mounted M 28 concrete pumps and four M 36 machines are standing in two rows of five, ready for departure, on PM's company premises. The drivers from GERBER Transfer und Logistik, to whom the shipping company FR.MEYERS'S SOHN INTERNATIONAL LOGISTICS GmbH has assigned the contract to transport the ten right-hand drive truck-mounted concrete pumps to Bremerhaven, are ready to go, now that each of them has checked that the tyre pressure and the oil and coolant levels in the vehicles entrusted to their care are ok. They set off in convoy towards the north, with a good 700 km motorway or nine hours of pure driving time ahead of them. The next morning, the transport drivers hand the concrete pumps over to BLG Automobile Logistics GmbH, a company in Bremerhaven which has specialised in loading and unloading freight ships.

26 October: Loading of the 200 m long "Hual Tokyo" begins at 6.30 am. The RoRo freight ship, specially designed for transporting vehicles, has just docked a few hours ago after arriving from Newcastle in England. While high-quality passenger vehicles by famous manufacturers from Munich, Augsburg and Stuttgart disappear into the huge ship in dozens and, depending on the port of destination, are driven onto different decks, the teams are still also busy clearing the freight intended for Bremerhaven.

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At about 7.30 am, they begin loading the PM truck-mounted concrete pumps. In groups of two and three, they are driven from the assembly site which is 600 m away, across a relatively flat bow ramp onto the main deck of the "Hual Tokyo". The drivers appear to be able to move anything that has more than four wheels: 200 ton mining trucks for strip mining, heavy mobile cranes, road cutters, track vehicles or even truck-mounted concrete pumps – everything has to be positioned in the narrowest of spaces and lashed securely. The total of around 150 trucks and heavy commercial vehicles are relatively quickly accommodated on board, with the loading of almost 2,500 passenger cars lasting through to the evening. At around 11 pm, the "Hual Tokyo" departs. The journey will take it via Southampton and Le Havre through the Mediterranean and into the Suez Canal. After stops in Singapore, Hong Kong and Taiwan, the floating vehicle transporter is expected in Toyohashi Harbour (near Tokyo) on 28th November.

*Six M 28 and four M 36 stand on PM's company premises, ready to depart on their journey to Japan*

## Long sea route to Japan

The "Hual Tokyo", commissioned in 2004, was designed as a RoRo freight ship, i.e. the ship only takes truck-mounted freight on board ("roll on/roll off"). The ship, with a displacement of 57,280 gross register tons, sails under the Norwegian flag and measures approximately 32 m across and 199 m in length. On its twelve decks, the "Hual Tokyo" has an area of approximately 54,300 m<sup>2</sup>, space enough for 6,100 passenger cars. The crew of 24 is accommodated in single cabins and is predominantly made up of Philipinos.

The direct sea route from Bremerhaven to Toyohashi in Japan is approximately 11,400 nautical miles, which corresponds to around 21,100 km. However, the transport route is longer, due to the five intermediate stops. Nonetheless, the "Hual Tokyo" scarcely needs more than four weeks sailing time. At an average speed of 20 knots (37 km/h), the fuel consumption (heavy oil) is approximately 60,000 l per day (2,500 l/hour). The freight costs for a 30 metre long truck-mounted concrete pump are approximately EUR 7,000.

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*At the crack of dawn, the truck-mounted concrete pumps are driven on board the special transporter together with 150 other commercial vehicles and 2,500 passenger cars*