

SPARBER GROUP PROJECT CARGO DIVISION AND THUNDERBOLT GLOBAL LOGISTICS BALTIMORE USA TEAM UP TO DELIVER 5 INDUSTRIAL PRESSES IN THE USA

From early July 2017 to early December 2017 Sparber Group Project Cargo Division based in Barcelona and Thunderbolt Global Logistics in Baltimore, MD USA worked closely together and delivered 5 industrial presses. Sparber Group shipped 6 separate breakbulk shipments that arrived at the port of Portsmouth, VA and Thunderbolt arranged the delivery to Union, SC. There were also 56 40' OT containers that were shipped to the Port of Savannah that had to be delivered in conjunction with the breakbulk pieces. The presses are used in the automotive industry.

There was a total of 39 breakbulk pieces. The weight of the pieces ranged from 18 tons up to 113 tons. There were pieces that weighed 93 tons, 72 tons, 69 tons, 62 tons, 59 tons (4), 58 tons and a number of pieces between 18 – 53 tons. We had very good cooperation from the operations team at the Port of Portsmouth, VA. Thunderbolt has developed a strong relationship with them due to project cargo that has arrived in Norfolk/Portsmouth.

Shipments arrived at the Port of Portsmouth, VA starting on July 10th from Bilbao. Subsequent vessels arrived on July 22nd/September 3rd/September 18th/October 28th and November 18th. Each shipment had various size components of the 5 presses. They were shipped on mafi trailers.

In gauge 40' open top containers were shipped from Bilbao to the Port of Savannah and deliveries were made on specific dates as required by the job site. There was a very strict delivery schedule regarding the dates of each specific breakbulk piece and specific container. The drivers had to be on time and deliver in the correct order as requested.

The final shipment was challenging as the vessel arrived right before the Thanksgiving holiday in late November. The ship had been delayed and all the delivery dates had to be changed and permits had to be amended. We even had to change truckers for the 37-ton platform as the original trucker could not provide a driver due to the delay. The cargo could not move until after the holiday restrictions were lifted. The cargo on the final shipment was as follows:

Lower bed 113,000 kgs/Dims: 8.20 x 3.95 x 3.96 meters

Upper bed 72,000 kgs/Dims: 8.20 x 3.50 x 3.20 meters

Plate 62,000 kgs/Dims; 8.20 x 3.45 x 2.80 meters

Table 53,000 kgs/Dims: 5.20 x 3.80 x 1.00 meters

Platform 37,000 kgs/Dims: 10.80 x 4.45 x 3.75 meters

Uprights (4) 18,000 kgs/Dims: 12.50 x 1.60 x 1.30 meters

The 113,000 lower bed required months of planning and was transported using a specially designed beam dolly trailer. They had to move at night from Virginia to the North Carolina border. In North and South Carolina, the driver could only move during daylight hours. They could not leave until after 9:00 AM. In late November we don't have as much daylight but that didn't delay the delivery. The trucker was only able to obtain the final permit to move in South Carolina the day before they arrived at the border. Police escorts were needed the entire way.

Thunderbolt staff kept in daily contact with Sparber Project Cargo Division regarding the deliveries, so they could keep their customer informed. In the end it all worked out and we hope to deliver more presses in 2018.



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