



Project Cargo and Heavy-Lift Logistics

Course: Breakbulk, SPMT Road Moves and Module Transport

10 – 14 October 2027

Riyadh - KAFD district five-star



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Ref: 1783_27396 **Date:** 10 – 14 October 2027 **Location:** Riyadh - KAFD district five-star **Fees:** 20000 SAR

Introduction:

Project Cargo and Heavy-Lift Logistics training on breakbulk, SPMT road moves and module transport is a 5-day course for project logistics, out-of-gauge forwarding and EPC materials functions, ending with a Costed Project Cargo Transport Plan. Giga-projects lose weeks and budget when a transformer or process module meets an unsurveyed bridge, a vessel without the right deck strength, or a quay that cannot take the trailer load. Nominees already coordinate heavy shipments and work through case studies on real cargo data and route drawings. CoreConcept Training Center delivers this project cargo and heavy-lift logistics course.

Course Objectives:

- Compile cargo data sheets and run desktop and physical route surveys that confirm clearances, bearing capacity and obstructions from yard to foundation
- Select heavy-lift vessel types and negotiate voyage charter clauses, laytime and risk allocation under the Incoterms rules for breakbulk shipments
- Specify stowage, grillage and seafastening requirements in line with the IMO CSS Code and the vessel Cargo Securing Manual
- Plan SPMT and hydraulic trailer road moves with axle configuration, swept-path checks, permits and escort arrangements
- Choose load-out and final placement methods including ro-ro, lift-on, float-on and jack-and-slide, with marine warranty approval points
- Prepare a costed transport plan with insurance cover, contingency and standby allowances for a module or heavy equipment package

Target Audience:

- Project logistics managers responsible for delivering modules and long-lead equipment to construction sites
 - Freight forwarding managers responsible for out-of-gauge and breakbulk consignments
 - EPC materials and site logistics managers responsible for receiving and placing heavy equipment
 - Chartering and shipping managers responsible for heavy-lift vessel fixtures
 - Heavy transport contract managers responsible for road move subcontractors, permits and costs
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Course Outline:

Day 1: Project Cargo Landscape, Cargo Data and Route Survey

- Project Cargo Classes From Out-of-Gauge Units to Integrated Modules
- Cargo Data Sheet With Weight, Dimensions and Centre of Gravity
- Delivery Chain Map From Fabrication Yard to Site Foundation
- Desktop and Physical Route Survey With Clearance Obstruction Register
- Current-State Review of Organisational Heavy Transport Interfaces and Failures

Day 2: Heavy-Lift Shipping, Chartering and Stowage Standards

- Heavy-Lift Vessel Types Semi-Submersible, Project Carrier and Ro-Ro
- Heavy-Lift Voyage Charter Party Clauses and Laytime Terms
- Incoterms Rules Risk Allocation for Breakbulk Project Shipments
- IMO CSS Code and Cargo Securing Manual Application
- Stowage Plan, Tank Top Loading and Grillage Design Inputs

Day 3: Road Moves, Port Handling and Load-Out Methods

- SPMT Axle Line Count, Power Pack and Steering Mode Selection
- Hydraulic Modular Trailer Versus SPMT Selection for Highway Moves
- Abnormal Load Permit Dossier, Escort Plan and Night Move Window
- Swept-Path Analysis for Bends, Bridges and Overhead Utility Lines
- Ro-Ro, Lift-On and Float-On Load-Out Method Selection at Quay

Day 4: Seafastening, Jack-and-Slide, Insurance and Move Risk

- Seafastening and Lashing Calculation for Motion Accelerations at Sea
- Jack-and-Slide and Skidding System Operations for Final Placement
- Marine Warranty Survey Approval Points and Certificate of Approval
- Institute Cargo Clauses and Delay in Start-Up Insurance Cover
- Heavy Transport Incident Review With Bow-Tie Risk Controls

Day 5: Case Study Work and the Costed Project Cargo Transport Plan

- Case Module and Transformer Data Pack Review and Route Choice
 - Shipping Option Comparison of Charter Versus Liner Breakbulk Cost
 - Road Move Schedule, Permit Lead Times and Escort Resources
 - Transport Cost Model With Contingency, Standby and Demurrage Lines
 - Costed Project Cargo Transport Plan Completion and Panel Defence
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Skills You Will Gain:

- Route Survey Planning
- Heavy-Lift Vessel Chartering
- Seafastening Specification
- Axle Line Configuration
- Swept-Path Assessment
- Load-Out Method Selection
- Project Cargo Cost Modelling
- Heavy Transport Risk Control

Why Attend This Course:

- Deliver a Costed Project Cargo Transport Plan to the project director and the logistics steering group for approval before contracts are placed
- Decide between charter and liner breakbulk options, trailer or SPMT configurations and load-out methods using route and cargo evidence
- Avoid standby charges, damaged equipment and missed setting dates caused by unsurveyed routes, late permits or weak seafastening
- Coach site, procurement and forwarding colleagues with the cargo data sheet, route survey register and cost model templates

Conclusion:

Back at work, the participant presents the Costed Project Cargo Transport Plan to the project director and the logistics steering group. They use it to approve the shipping option, the road move configuration, the load-out method and the insurance and contingency budget before heavy transport contracts are awarded. After the first heavy consignment arrives on its foundation, the organisation should compare actual transit days, standby hours, permit lead times and cost lines against the plan and revise the assumptions that proved weak.

Frequently Asked Questions FAQ:

What should participants know before a project cargo and heavy-lift logistics course?

Participants should already coordinate shipments of heavy equipment or oversized packages and be able to read a general arrangement drawing and a weight report. An anonymised cargo list or route drawing from a current project helps during the case study day.

How does project cargo and heavy-lift logistics training differ from a crane lift planning course?

A crane lift planning course calculates rigging, load charts and ground bearing for a single lift. This course plans the whole movement chain, from route survey and vessel charter through seafastening, road moves, load-out and insurance, ending in a costed transport plan.

Why do project cargo and heavy-lift logistics plans start with a route survey?

The route survey sets every later decision. Bridge ratings, bend radii, overhead lines and quay strength decide the cargo dimensions a fabricator may ship, the trailer or SPMT configuration and the permits needed, so late surveys force costly redesign or standby.

What do participants take back from project cargo and heavy-lift logistics training?

Participants take back a Costed Project Cargo Transport Plan for a case module and transformer package, covering route survey findings, shipping option, seafastening requirements, road move configuration, load-out method, insurance cover and a cost model with contingency, ready for the project director to review.
