

## From the chairman's desk

It has been some time since the last NMT Projects newsletter however in that time we have experienced a very exciting, and above all, highly active period. With the help of our loyal customers who have entrusted us in overseeing their valuable contracts, we can reflect on a very successful period in our company's history. Our organization has once again proven to be flexible, hands on, efficient, creative, yet still be cost efficient on behalf of our clients. Largely in part to my colleagues, I am very proud to say that NMT Projects has made another giant step forward to set the bar higher for the years to come. As chairman it brings me great joy to be able to share a few of the highlights with you.



\*As one of the major project forwarders in Australia, our office located in Perth has successfully completed one of the largest projects in the company's history and are

## NEWS

The latest news from NMT Global Project Logistics

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currently tendering for similar projects which are anticipated to start in the course of 2014.

\*In Central America our organization is quickly

becoming a leader in the industry. In order to meet the increasing demand in the region we have acquired three additional high capacity cranes, as well as additional heavy trailers, with more equipment to be implemented in the months to come.

\*Last year was quite challenging for our office in Dubai. They have successfully entered the Arabian Gulf offshore market for the service and maintenance of offshore platforms. This will be an exciting year with the expected growth in these markets.

\*Additionally we have expanded our service network to encompass several new regions with new offices having opened in San Salvador, Spain, and Thailand. Our continued growth allows us to better serve our clients and solidifies our position as a leader the industry.

I hope you enjoy reading it

## NMT Australia in General

After successful completion of over 1,850,000FRT of cargo over approximately 95 vessels in 2012 and 2013, for various high profile projects, involvement with a good share of major EPC's within Australia and the future thereafter looks bright for our office and the Group. NMT have successfully established offices in Thailand and Port Hedland. Both offices offer support with all the major operations for the Pilbara area. NMT Shanghai has been an important support base for Australia, and with all the mining industry growth, the office has increased personnel by 50% in the last 12 months. Robert Brierley has recently been appointed the China Manager located in our Shanghai office. Having worked in the Perth office the last 18 months, Rob understands our business and the relationship between China and Australia. Rob will be working on existing and new business leads throughout China and neighbouring countries to reinforce NMT presence in this region. In the October 2013 listing there were 92 projects at the Publicly Announced Stage of the investment pipeline with a combined value of between \$110 billion and \$152 billion. The number of projects at the Publicly Announced Stage has decreased by 21 since the end of April 2013 with a corresponding decrease in value of between \$12 billion and \$19 billion. Projects at the Feasibility Stage have also been affected by market conditions and lower commodity prices; at the end of October 2013 there were 162 projects at the Feasibility Stage with a combined value of \$208 billion. This is 12 projects and \$24 billion less than at the end of April 2013. Our Vision is to continue supporting all current and new clients with a hands on, professional and schedule driven approach. The inclusion and assistance of our offices overseas will be paramount and the office in Perth is already pre-planning further staff and infrastructure expansions.

## Wharf Modules for Geraldton berth 7

NMT Australia

Laing O'Rourke

Berth 7 - 4 X Wharf Modules

Sattahip, Thailand to Geraldton, Western Australia

February 2012



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NMT on behalf of Laing O'Rourke shipped 4 Wharf Modules and associated equipment from Sattahip, Thailand. The vessel used being the MV Svenja at this time is one of the heaviest lift capacity vessels in the world of its purpose. The project itself required a lot of consultation with all involved parties, authorities and contractors. Geraldton being a swell affected port and the precision installation and timing required by our client, close discussions were held with the GPA, LOR and the vessel owner in order for safe mooring during installation. The installation was estimated to be completed over 6 days and was finished in 5, safely and without event. The shipment comprised of heavy lifts up to 710mT, 54m long and 19.5m wide with installation direct to pile.



## Solomon Mine Project

NMT Australia

Fortescue Metals Group  
Solomon Mine - Various Cargo  
From Various Ports to Solomon Mine Site via Port Hedland, Western Australia  
November 2011 to June 2013



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NMT were awarded and have successfully completed the complete logistic packages for the Fortescue Metals Group on the new Solomon Mine Project (60MTPA). This was approximately 360kms inland from Port Hedland. The total modularised package was moved from offshore through to Port Hedland and was approx. 600,000FRT. NMT was also given the task to move approx. AUD\$26 Million dollars' worth of transport for the movement of Free Issue goods assigned to this project from various offshore and local Australian suppliers. Some of the modularised cargoes were some of the largest pieces ever moved within the Pilbara region from the



port. Eg. The Rom Bin with a weight of 310mT. Plus the Train Load Out bin measuring at 18m x 14m diameter and weighing 245mT plus the support structure measuring 21m x 14m diameter and weighing 175mT. This project required a significant amount of communication and co-ordination between NMT, vessel operators, Port Hedland Port Authority, main roads of Western Australia and Horizon Energy to deliver all cargo from vessel to site in a safe and timely manner.

## Train Load Out Bins

NMT Australia

**Laing O'Rourke on behalf of Fortescue Metals Group**  
**Train Load Out Bin Components**  
**Ex Sattahip, Thailand to Solomon Mine via Port Hedland, Western Australia**  
**April 2012**

NMT Projects Australia had been awarded the total logistics for the movement of over 40,000mT / 370,000FRT from Thailand to the Solomon Mine Site, via Port Hedland. One of the packages consisted of the Train Load Out Facility. The main item being the Train Load Out Bin itself measuring at 18m x 14m diameter and weighing 245mT plus the support structure measuring 21m x 14m diameter and weighing 175mT. This required a lot of communication and co-ordination between NMT, PHPA and MRWA to deliver all cargo from vessel to site in a safe and timely manner.





Pilbara Project Phase 2 - Various Cargo

NMT Australia

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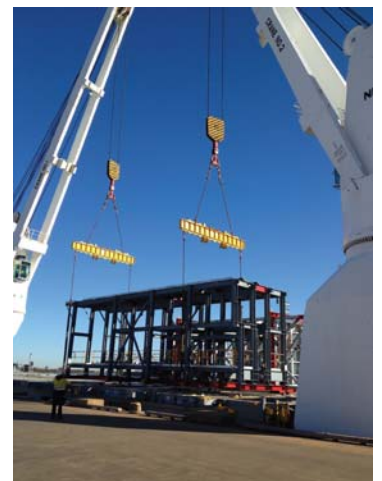
Pilbara Project Phase 2 - Various Cargo

Tianjin, Dalian and Qingdao, China to Port Hedland, Western Australia

December 2012 to July 2013



NMT arranged the ocean transportation of nine full and complete shipments, total of 172,063CBM & 16,175mT. Shipments contained various cargos including 22kms of conveyor system for Western Turner Syncline, with ground modules, primary crushers, transfer stations, conveyor galleries and surge bins. Phase 2 cargo was primarily for Western Turner Syncline however also included cargo for Hope Downs 4, Cape Lambert and Marandoo. NMT inspected all cargo at fabrication shops and load ports prior to loading to mitigate quarantine risk to the client and any delays possible in Australia for further cleaning.



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**KARARA Mining Shiploader**  
**48,472CBM of Shiploader and components**  
**Nantong port, China to Port Hedland, West Australia**

NMT on behalf of KARARA Mining shipped 48,472CBM of Shiploader and components from Nantong to Port Hedland in April 2012. The vessel used being the MV Fairpartner which is one of the heaviest lift capacity vessels in the world of its purpose. Heavy lift of this project is up to 735mT.

What makes this project complicated is that CHEC as the shipper is a Chinese government company, which brings a lot of extra requirements for this case, for example, any transportation for this cargo needs to be Chinese carriers, trucks and vessels. Whole project took about 7 months from preparing and meetings till vessel's sailing. By successfully managing this project, NMT proves we can do both Chinese and Western jobs right!



**ThyssenKrupp Reclaimer**  
**17,062CBM of Substructure and parts/components for Reclaimer RC 703**  
**Xiamen port, China to Port Hedland, West Australia**

NMT on behalf of ThyssenKrupp shipped 17,062CBM of Substructure and parts/components for Reclaimer from Xiamen to Port Hedland in April 2012. The vessel used being the MV Fairpartner which is one of the heaviest lift capacity vessels in the world of its purpose. Heavy lift of this project is up to 815mT. The lift was carried out using the vessel's 2 x 900mT cranes. Total weight of the piece including lifting gear was approximately 950 mT. The time required to land the reclaimer on rails welded to the vessel's hatch covers was around four hours. Once landed on the rails, the reclaimer was then skidded on the rails on the deck of the ship to its final stow position.





## Mermaid Azipods

NMT Houston

### Cargo: Mermaid azipods

Back in our November 2011 newsletter we reported that we had a cruise ship azipod in long term storage in Rotterdam ready to ship on short notice anywhere it may be required.

Unfortunately, in August of this year a cruise ship's Alaskan summer season was brought to a premature end when it suffered persistent propulsion problems. We were called to quickly mobilize and deliver the spare pod to the Freeport, Bahamas shipyard for an exchange. This move had extreme time constraints and required chartering of a heavy lift vessel, SAL - M/V Gloria, last in – first out that could load in Rotterdam promptly and travel at full speed to arrive at the shipyard within a small berthing window.



The azipod had a weight of 217mT and required engineers to travel to Rotterdam for final inspection of the pod before we could place in horizontal position for transport and bring alongside the MV Gloria. The engineering work required, preparation for transport, and the mobilization alongside vessel was performed within a few days after receiving the call. The pod was delivered on time and was able to discharge on the agreed time frame allowing our client to make the required repairs in order to get the cruise ship back underway.

Our ability to promptly secure a heavy lift vessel with the required speed to make the delivery deadline allowed our client to have the cruise ship back in service for a new voyage at the end of September and thus minimizing the time she was out of service.

Along with delivery of the spare pod we were able to assist our client with loading the damaged pod, and a second pod, back to Rotterdam for direct discharge to barge for transport to Frouard and final delivery to Champigneulle where the pods will be repaired for future service. We trust that in the near future our client will be giving us a call to coordinate the transport of the repaired pods back from Champigneulle to Rotterdam and place into storage so we can once again be "at the ready" in case called upon!



### Power Plant Project in Surinam

NMT the Netherlands

In January 2013 NMT was awarded the transportation of generator sets for a power plant project in Surinam.



2 diesel engines of 300mT each ex Italy, 2 generators of 72mT each and 1 transformer of 52mT ex Finland had to be shipped, hauled and rigged onto foundations at the Staatsolie Power Company Surinam power plant on the Tout Lui Faut refinery just South of Paramaribo.

The engines were feedered from Triëste, Italy to Antwerp and shipped on Biglift's "Tracer" to Paramaribo where they were discharged onto 2 x 12 Scheuerle SPMT's on a flattop barge.





The engines were temporarily stored on the refinery roto dock and a few weeks later shifted on a 1,5 x Cometto SPMT onto their foundations.

Last but not least a 50mT exhaust gas boiler was picked up in Qingdao, China in coöperation with NMT Shanghai and shipped on "HHL Amazon"

## Gas Compressors for Cidade de Ilhabela NMT the Netherlands

### MASSA AND LIVORNO, ITALY TO RIO DE JANEIRO, BRAZIL - GAS COMPRESSIONS SKIDS FPSO CIDADE DE ILHABELA

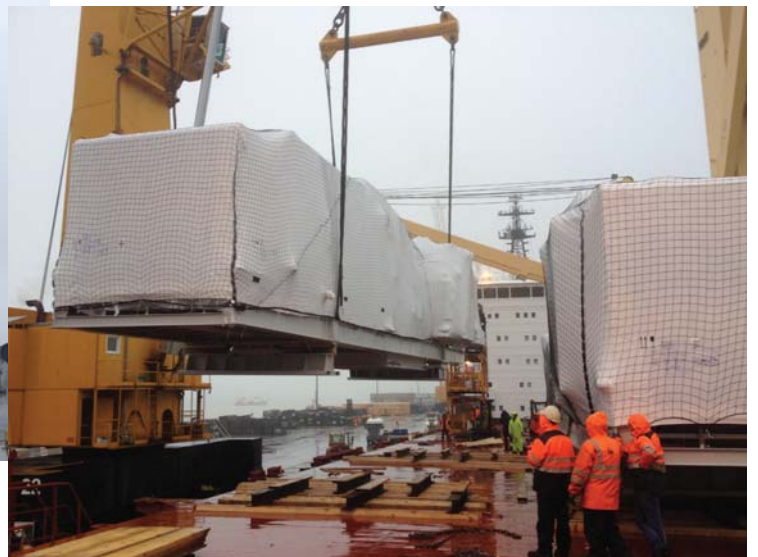
NMT Projects was awarded this project by SBM Offshore in February 2013 for the transport of 2 Gas Compression skids for 164mT and 147mT each plus 2,200CBM of general cargo for the newbuild FPSO Cidade de Ilhabela.

Due to the very short window of 2 weeks for collection of the cargo and arrival of the vessel in Marina Di Carrara, NMT have made a very tight transport plan in order to ensure a timely delivery to the port. For the general cargo from Livorno, we successfully applied for road-permits for all 32 trucks within 1 week as most of the cargo was oversized. In order to maintain the schedule, we have placed a cargo surveyor at the collection points in order to ensure a smooth loading and departure of the trucks.

For the 2 Gas Compression units, a multi-axle hydraulic trailer was put in place for the transport from Massa to Marina Di Carrara.



During the loading of the vessel, we encountered 4 days of non-stop heavy rainfall. Despite these severe conditions, we were able to load all cargo with a minimum delay. After loading, all cargo lashing and welding's was checked and approved by NMT and SBM's Marine Warranty Surveyor. After the Certificate of Approval, the vessel sailed to Rio de Janeiro where she arrived within the estimated timeframe.



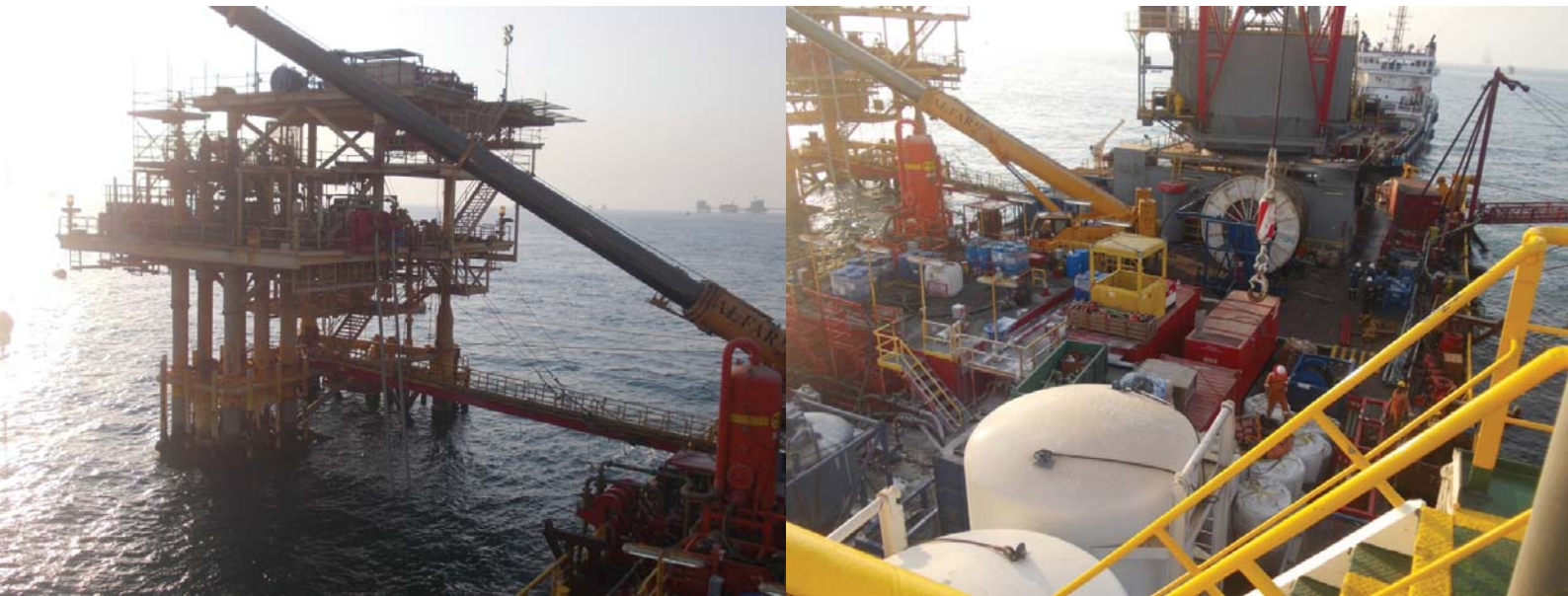
## Bulk Handling Crane

NMT Projects was awarded project to forward a dismantled bulk handling shore crane from Heijningen in the Netherlands to Mobile, Alabama, U.S.A. Despite a slight delay in the production of some pieces, which caused a very short time frame to mobilize the crane to the port, we were able to meet the required shipping dates. We rented a 650mT mobile crane to lift pieces of 80 & 85mT from manufacturers premises at Heijningen onto a flat top barge. Due to stowage reasons, at port captains request a number of small pieces was delivered to Rotterdam port by truck. The heavy pieces were transhipped at Rotterdam from flat top barge into seagoing vessel by means of a floating crane and the small pieces by shore crane. All cargo was safely loaded, lashed & secured on board the seagoing vessel which headed for Mobile, Alabama where the cargo was discharged within the given window to our customers satisfaction. NMT controlled and monitored the complete project from place of loading till port of discharge.



NMT Intl FZCO, Dubai have been awarded this job in collaboration with Halliburton Energy Services for Plug & Abandon 6 oilwells at Safiniya 51 offshore Platform in the Arabian Gulf for Saudi Aramco.

The job started mid March 2013. It involved the supply of a crane-accomodation barge for min. 200 persons and equipped with 200mT pedestal crane, an additional crawler crane of 50mT and helicopter deck. The barge was fitted with a 8 point mooring system with 1080ft of anchorchain/wire. In addition, NMT Dubai supplied 3 anchor handling tug/supply vessels ranging from 90mT to 120mT bollard pull for assisting and manoeuvring the barge. The safety requirements were very high obviously so NMT Dubai arranged to have all crew certified as per Aramco standards, passing Marlin test and to attend H2S safety course for working in oilwell environment (Hydrogen sulfide gas danger).



Furthermore NMT Dubai provided full boarding and lodging services for the entire compliment of the crane barge. As well as providing full H2S support which envisaged providing over 300 fully equipped escape suits and a full back up support to refill all the BA sets whilst at the platform, also a complete H2S alarm system was fitted throughout the Barge and Tugs to monitor H2S gas during plugging operations. Additionally, a full Barge Management System was installed on board to monitor the vessels position, the BMS system required vessel to be fitted with two gyros, azimuth repeaters and other instrumentation.

Prior to the crane barge departing for the platform, NMT Dubai arranged for the outfitting work which was carried out at Sharjah Hamriyah port. The entire outfitting work was monitored under stringent Aramco approved inspectors, which has been the greatest challenge for the Dubai office.

Several new fittings were installed on the barge new flare boom, additional diesel pipe lines, modified towing lugs, additional life raft cradles, modification to the davit for emergency boat launching, and all loose fittings were subject to drop test inspections and had to be covered.



Several 8 point mooring plans were also provided to Aramco for approval. These mooring plans had to show the crane barge position at the platform, with emergency pull off methods, we also had to show in the mooring plan the location of buoys which were to be used to keep the mooring wires clear of all pipelines at the sea bed.

As the barge anchors could not be used at the platform for obvious reasons, NMT Dubai provided gravity anchors for mooring purpose. Each anchor was 88mT and had to be fabricated from scratch.

Work has been completed at the platform on 2nd October 2013 and decommissioning work has meanwhile been completed and all equipment has been offhired at Sharjah Hamriyah port by end of October 2013.



The job has been a serious challenge for all parties involved but with the joint effort and focus we may conclude that, although complicated, it has been a successful operation.

NMT Transport Division

NMT Central America

From the initial start in 2010 as a supplier of dedicated heavy cranes and special transport equipment for a particular project, NMT is now well established as a dependable partner to the construction and energy industry in Central America. A fleet of modern and certified equipment for both horizontal and vertical transport is based in Nicaragua, where we have our offices, workshops and sizeable storage area in Managua. Our local operators are experienced and trained by our expat supervisors and technicians.

Our telescopic cranes range from 30mT to 225mT capacity and modular trailer equipment able to carry 400mT over the roads as well. Moreover, we have invested in back-up equipment such as Forklift trucks, Telehandlers, Manlifts and together with Jacking and Skidding equipment we have the in-house expertise to tackle any particular job or project for the rapidly growing energy related construction market within Central America and the Caribbean territory.

Currently NMT is involved in several wind farm projects supplying cranes and extendable trailers in the southern

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part of Nicaragua and Costa Rica and maintains a presence with various heavy cranes in the remote Atlantic region. Our branches in Panama and El Salvador enable us to quickly react to requirements and opportunities in these areas as well.

Together with our colleagues from Europe and the Americas we arrange door to door shipments of heavy and over-dimensional generators, turbines and transformers to destinations within Central America.

The terrain as well as the weather conditions can be quite challenging at times but our state of the art equipment and our experienced operators - who are well aware of the local conditions and risks involved - enable us to do the job safely and on time.

**Our current fleet consists of:**

- 1 x Liebherr 225mT Telescopic crane
- 1 x Demag 180mT Telescopic crane
- 1 x Liebherr 150mT Telescopic crane
- 1 x Grove 100mT Telescopic crane
- 1 x Terex 80mT Telescopic crane
- 2 x Grove 50mT Telescopic crane
- 1 x Terex 30mT Telescopic crane
- 7 x Skyworkers/Manlifts ranging from 12m to 40m height
- 4 x Manitou and Komatsu telehandlers
- 1 x Forklift 10mT
- 16 x Axles 500mT Scheuerle heavy trailer (latest model)
- 1 x Kenworth Prime Mover 6x6
- 1 x Oshkosh Prime Mover 8x8
- 1 x Scania Heavy Duty truck 6x4
- 2 x Peterbilt American type trucks
- 2 x 100mT flatbed trailers
- 3 x 80mT flatbed trailers
- 1 x 40mT lowbed trailer
- 4 x 30mT extendable trailers
- 1 x 300mT Gantry Lift system incl. railsystem and lifting beams



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## Lakecruiser for Lake Managua

NMT Central America

NMT Projects Nicaragua has been awarded the lifting and transport of the Presidents Lakecruiser, an aluminum passenger vessel of about 62mT, 25m long x 7,3m wide x 11,60m height.





NMT arranged for the total transport concept which included the lifting from the water and placing onto NMT's modular trailer at the Pacific seaport of Puerto Sandino, transporting the vessel to Puerto Momotombo on the shores of Lake Managua, while passing narrow streets in towns and villages along the way. At the final destination, a temporary quay has been made to allow a good foundation for the 2 cranes to lift the vessel into Lake Managua. Obviously this transport caught the attention of all the media including TV stations across the country and brought a lot of positive publicity for NMT Central America as such.



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## NMT Projects opens new office in Spain NMT Spain

We are glad to announce that as from 1st of January, 2014, we have opened a new office in Madrid, Spain. We welcome Mr. Miguel Salas to the NMT Family. Miguel is very experienced in the Spanish project logistics market and will have an added value to our worldwide network.



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