Transporting precast from Germany to Lithuania

The job came at very short notice and was a real challenge for Universal Transporte Michels GmbH & Co. KG from Paderborn in Germany. Less than one week before the transport was due to begin, Universal Transport had managed to get all the necessary approvals both at home and abroad, to organise all the escorts needed after planning the route, to coordinate with the appropriate police forces and to hold the best-suited vehicles from their fleet in readiness. Arrangements were also made with a subcontractor. The transport assignment was to deliver especially produced precast concrete girders to a power station in Lithuania.

The expertise and many years of experience of the firm’s own approval department in Paderborn were able to convince the road traffic authorities of the urgency of the situation and the documents were obtained without delay. During this time, their colleagues from the Poznan subsidiary had also been busy – after all, approvals for the transport through Lithuania were also needed.

A total of eight experienced truck drivers set out on the road from Paderborn with their 600 HP tractor units and their four- or five-axle trailers with a 4.53 m load height and a gross weight of 75 tonnes each. The three chartered subcontractors followed on. There was no room for mistakes. Special measures were necessary with the 40-metre-long trailers in order to secure the high girders in a proper way.

Not only were there eight Paderborn drivers involved in this transport, two dispatchers from Universal Transport also came along. They had programmed a route that had to be adhered to strictly. The time schedules could all be kept, such as the arrival times at loading and unloading points and the arrival at the ferries, for example.

On 14th July 2010, the first transport started from Eichenzell near Fulda on its way to the town of Klaipeda in Lithuania. Within an extremely narrow time window, two night journeys had to be planned in order to reach the ferry in Kiel harbour. The ferry crossing took 21 hours and, after that, the route continued for just on two days on sometimes uneven roads to the endpoint. This meant that 1,300 kilometres had been travelled in six days with a total of 575 t precast concrete components as baggage.

The first convoy arrived punctually on 20th July 2010 in Klaipeda approximately 150 kilometres north of Kaliningrad. Two others followed with a week’s interval.

Three Universal Transport subsidiaries from Hamburg, Paderborn and Poznan were involved in this joint project. The staff at the Polish subsidiary had their hands full with obtaining the authorisations for transport in Breslau as a project like this had never been carried out there before.

Several transhipment possibilities and routings were examined. Although the stadium was only situated at a distance of 500 m as the crow flies, the route led approximately 5 km right across town. The heavy transport
could only be carried out at night time and each single journey through the town was accompanied by an escort of two patrol cars and eight attendants.

**FURTHER INFORMATION**

Universal Transporte Michels GmbH & Co. KG  
Borchener Strasse 334  
33106 Paderborn, Germany  
T +49 5251 71020  
F +49 5251 710253  
it@universal-transport.com  
www.universal-transport.com