

## SPOTLIGHT

## No single market for heavy loads in Europe

A single European market in the transport of abnormal loads is still a long way off – and there are few signs of restrictions being removed in many countries, says an executive at R Collett & Sons.

Richard Platts, senior projects manager, claims that in many countries carriers of abnormal loads face lengthy waits for permits and new obstacles are being imposed.

"While some countries, such as Germany and the Low Countries make it quite easy to get permits, others make it extremely difficult," he said, adding that whilst much depends on the exact routing, size and nature of the load, it could take 8-12 weeks to obtain permits.

The different regulations can in some cases lead to heavy and delicate equipment having to be transferred between trailers at national boundaries, "with all the logistical implications that that implies when loads of perhaps 200 tonnes have to be transferred." Collett has also seen cases where permits appear to have been arranged, only for them to be rejected by the authorities when the trailer arrives. "That can mean loads having to wait at borders, sometimes for weeks – and the costs can be extremely high if the load is needed for a tight construction schedule or to fit in with a factory down period."

Turn to page 51 to read our report on the movement of over-dimensional and heavy cargoes on the public highways.

# Smit rejects break-up bid

**R**otterdam-based salvage and heavy lift operator Smit has rejected a EUR1.1 billion takeover offer from dredging company Royal Boskalis Westminster, which offered EUR62.50 per share. The move followed months of speculation about a full bid.

In a statement, Smit revealed that the acquisition would have resulted in a strategic divestment of key operational areas. The takeover would have seen harbour towage divested to one or more parties, yet to be identified; terminals sold to Lamnalco, a joint venture of Boskalis with Rezayat; and salvage, heavy lift and transport combined with Boskalis.

In refusing the offer, Smit's statement said: "Smit is committed to its corporate strategy as successfully exe-

cuted over recent years and has strong confidence in its proven strategy of integrated maritime services going forward. Both the executive board and the supervisory board of Smit believe that Boskalis' proposal contradicts with Smit's strategy.

"Furthermore, Boskalis' proposal undervalues Smit on a stand-alone basis, failing to recognise the value of Smit's strategy. The executive and supervisory boards have concluded that entering into discussions with Boskalis is not in the interest of the company and its stakeholders. Smit rejects the invitation of Boskalis."

As HLPFI went to press, Boskalis claimed the offer of EUR62.50 per share was fair. The company currently owns a 6.7 percent stake in Smit.



In its first year, BRET has moved a considerable amount of equipment for the wind power industry

## BRET wind team celebrates first birthday

**U**K-based project freight forwarder Bellville Rodair International has celebrated the first anniversary of its Bellville Rodair Energy Team (BRET) division at a wind energy trade show at the end of September.

The dedicated team was established to cater for the growing global

demand for renewable energy equipment and quickly established its name in the sector.

BRET is currently transporting the parts for a combined cycle power plant, which runs on steam and gas, to Pakistan. So far, 18,000 cu m have been shipped from Europe and China. The project is expected to be

completed during the first quarter of 2009. Recent projects have included the transportation of windmill tower sections from the Czech Republic to Hungary and France, windmill blades from Poland to Japan and 7.2 m diameter crown and band sections from Romania to Canada for a wind power customer.