Welcome to the 7th edition of the Fagioli newsletter. It is a big honour for me to introduce for the first time, a 20 page edition.

Over the last six months, Fagioli have demonstrated its know-how and expertise in several activities concerning transportation, lifting, engineering and logistics. Fagioli have also had to face several challenging and demanding projects which have all been successfully completed.

The recent award of a major project in Abu Dhabi, confirms once again, the important role of our Group, in the Global market for the project logistics and forwarding business, combined with heavy transport and lifting activities.

On the other side of the world, (better described in the article on page 14 “focus on the Indian Market”) the Kakinada project recently awarded, gave Fagioli the opportunity to develop new synergies and new acquisition in the Indian Territory.

In this issue I would like to draw your attention to:

- Transportation and installation of the Calatrava Bridge, the fourth bridge to be constructed in the romantic town of Venice;
- Recent developments on the Adriatic LNG project with the installation of huge modules and the innovative solutions proposed by our engineering department;
- "Taking off" of the air-freight department;
- Incredible lifting operations in Saudi Arabia, Oman, Far East…;
- Breaking of another Fagioli record in heavy transportation, a ship weighing more than 6.000 tonnes;
- New investments, such as two new crawler cranes, with a hoisting capacity of more than 1,250 tonnes and new self-propelled modular transporters, just a couple of examples of Fagioli’s continuous improvement and growth.

These are just a few of the news articles reported in this issue. Enjoy !!!!

Davide Santi
Director, Project Division
Heavy Lifting and Transportation

Adriatic LNG, Lifting and Skidding of a 1280 Tonne Living Quarter
“An Incredible Journey along the Canal Grande” were the headlines in the Italian newspapers throughout August last year when Fagioli transported by barge a 400 tonne ‘beast’ of a bridge from a shipyard in Marghera to the Venice Canal Grande between Piazzale Roma and the railway station. The new bridge which is a long time coming is the fourth bridge across the Canal Grande, it’s a wide curve of glass and steel.

Fagioli was awarded the door-to-door transport and installation of the bridge and was responsible for the management and engineering of the project, which included supplying all the materials and personnel required and liaising with the various authorities to obtain the relevant permits. Because of the narrow channels and sea tides, the ends of the sections were protected with big rubber covers filled with polyurethane foam.

The two side sections (weighing 85 tonnes each, 7m wide and 15m long) of the bridge were loaded on two self-propelled modular transporters at the Fagioli storage area in Porto Marghera and rolled on to the group-owned barge Susanna. For each section, Fagioli used 2 x 4 axle trailers. The channel was closed during this spectacular transport, which was performed during the night.
One of the most challenging moments was the passage under the Rialto Bridge. Fagioli studied the lowest tide possible and the necessary lowering operation of the barge (about two metres and 60cm under sea level). As a result, it was decided to ballast the barge to take extra water in order to pass underneath (with only one metre between the section positioned on the barge and the historic vault).

Fagioli rolled and mounted onto the barge, a telescopic boom crane used to position and move the sections. The added difficulty was the limited space and manoeuvring possibilities of the crane while hoisting heavy items, but after four hours the two side sections were positioned and installed.

The second stage of the bridge assembly was the transport, lifting and installation of the central section, 55.2m long, 9.5m wide and weighing 270 tonne. Before this could be carried out, two 600 tonne capacity Gantry Cranes were positioned under the section on the barge.

When the barge arrived, ropes were connected from the barge winches to the bollards on the bank. One of the most thrilling moments was the rotation of the central and heavier section. This was raised a few centimetres at a time with gantry cranes and rotated 90 degrees to its final position, using SPMTs parallel to the channel. It was then lowered and fixed to the other two sections previously positioned. The use of gantry cranes and SPMTs (with its incredible manoeuvrability) was the perfect solution for a cost and time saving installation in the most romantic and famous city in the world.

Al-majdouie-PSC were awarded the installation of three vessels for the SAHARA BASELL PDH-PP Project in Al-Jubail / KSA by client DANEM Engineering & Construction Co. Ltd. The vessels were Propane Splitter (78 metre, 883 tonne), Deethanizer (49 metre, 835 tonne) and Depropanizer (46 metre, 465 tonne).

The lifting is performed using a 3,000 tonne capacity Fagioli Towerlift system and a Manitowoc 18,000 crane for tailing. Following their lifts with strand jacks, the vessels were rotated to their final position via a swivel attached to the system.
Heavy Lifting and Transportation

Sohar Project

Aromatics Oman Ltd employed GS Construction & Engineering to design and supervise construction of their new facility at Sohar in Eastern Oman.

The birthplace of Sinbad Sohar is fast becoming the industrial engine in Oman’s economy. With a history of successful partnerships on previous projects GS awarded the erection of the two major vessels on the plant to Fagioli through Chunjo Crane Company. The larger rerun column shown, weighing in at 1,600 tonnes and 102m tall.

Rotation was performed with lifting trunnions 20 metres down the vessel, the rigging and swivel attachments underneath the four 600 tonne strand jacks increased the tower height to 120m.

For the lifting of the vessel, guys were required but unloaded the new tower system was safe without guys up to a wind speed of 24m/s. Therefore with very accurate weather forecasting which was double checked with on site readings, we kept the guys on stand by and only installed them for the lift thus minimising the disruption to other disciplines.

The column was lifted on schedule and set in place in a six hour operation on 20th January 2008.

Launching of the Caio Duilio Military Ship

In October 2007 Fagioli was contracted by an Italian company for the transport of the new torpedo-boat destroyer Caio Duilio. A “jewel” commissioned by the Italian Marine Military department. The ship’s dimensions were 153m long, 20.3m wide, weighing 6,000 tonnes. Fagioli used 232 SPMT axles (4x 40 / 2x 36 configuration) motored by 6 power packs to move this huge ship.

Fagioli have previously carried out the transportation and launching of other impressive military ships, such as “Andrea Doria” and “Cavour”.

The ceremony of the official launch was attended by Ministry of Defence and major Italian authorities.

Angel Load-out

Fagioli Asia was contracted by Shenzhen Chiwan Sembawang Engineering to perform a 8,000 tonne “Angel” jacket loadout.

The jacket was skidded out onto its transport barge over a distance of approximately 290 metres.
Fagioli is often called to carry out unique transportation and lifting works, not only of extreme heavy items, but also where the project requires unusual circumstances. In August last year our daring team went to France to perform the launch of a double track rail bridge.

The structure was built in the 1900’s, made of two bridges with one track each. The operation required them to dismantle one of the tracks first, so that the trains could still run one way. Then at the same time, Fagioli positioned the new bridge while dismantling the other old section.

The project had to be performed within two nights. Being unable to perform the job meant the postponement of the whole operation of one year!!

Fagioli used 2 x L50 strand jacks for the dismantling of the first structure; 8 x L180 strand jacks for the launching of the bridge and the dismantling of the second old structure using a total of 8 power packs. The weight of the new bridge plus the old one dismantled was approximately 5,000 tonne.

This project required 5 years of planning, no delays could be accepted, so the pressure was huge, but it all ran smoothly, a perfect operation!

Fagioli, Inc., was contracted for the transport and loadout of 3 topside modules for the Shell URSA/Princess. The three modules were:

- the Sulfate Reduction Module (SRM) at 635 tonnes;
- the Water Filtration Module (WFM) at 428 tonnes;
- the Water Injection Module (WIM) at 675 tonnes.

There were two stages of the transport in Amelia, Louisiana. The first half of the transport was to move each of the three modules out of their fabrication building and to a staging area at the bulkhead. Utilising the SPMTs, Fagioli were able to lower and lift the modules on and off weighing tables for the weighing operation performed by others. One month later, Fagioli returned to the client’s facility to loadout the three modules onto two barges. All three modules were safely loaded onto the barge ahead of schedule.
Heavy Lifting and Transportation

Sannazzaro Project

Fagioli transported and lifted two vessels in Italy, the first one 28m long, weighing 400 tonnes and the second 40m long weighing 600 tonnes.

The features of this lift were unguayed towers, temporary foundation, vessel rotation and tailing using transporters with a tailing frame.

Bangkok Telegantry On-Base

Fagioli Asia was again contracted by RMS Quality Co., Ltd of Thailand to carry out the installation of another 6 units of turbines and generators. The installation work was identical to Ratchaburi Power plant which was executed by Fagioli Asia in mid 2007.

The above operation shows the on base of a gas turbine generator weighing 280 tonnes using our T1400 telegantries.

Transport of Cranes to Istanbul

San Marco Shipping (group-owned company) performed the transportation of 2 port cranes from Monfalcone port (Italy) to Istanbul (Turkey). The cranes were loaded ro-ro and positioned onto group-owned barge “Mak”, powered by a tugboat “Ringhio”.

As you can see from the pictures, the two cranes were very high, 80m, and weighed 1,220 tonne each with a boom range of more than 100m.

ITEF Transport from Italy to Austria

A combination of road and rail transport was the key for the transportation of a 252 tonne generator from Sesto S. Giovanni, North of Italy to Linz, Austria. The transport was due to arrive in Germany but local strikes forced the customer to end the transport by barge on the river.

In Italy the piece was loaded onto two 11 axle SPMTs with the help of specially made beams (Schnabel structure) which support huge weights and used to transship items from road trailers to heavy lift rail cars. At the manufacturer’s premises the generator was transhipped onto a 24 axle group-owned rail car and transported to Linz.
Heavy Lifting and Transportation

Transport of Portainer Cranes

Fagioli provided 48 axle SPMTs powered with 2 power pack units, beams, metallic supports, and engineering. SPMTs were used to lift and position the cranes on the barge hoisting and lowering the items with the hydraulic system provided by these special trailers.

The portainer crane dimensions were 42m high, with a boom range of 94m long. The portainer cranes were positioned onto SPMTs with specially made supports and loaded ro-ro onto “Atlante” barge. The scope of work included the disconnection and re-connection of all the cranes electric system, design and execution of the sea-fastening. Another impressive and brilliant operation performed by our team, compelled to act in a short period of time.

QSM Cantilever

Fagioli carried out the transportation, weighing and installation of the Rig Thule Power – Cantilever in Dubai. This huge item had the following dimensions: weight 1,100 tonne, length 29m x Width 15.2m x height 71.4m.

Fagioli used 50 lines of SPMT axles (2 x 18 and 1 x 14 axles) to complete the delicate operation. Calibrated manometer pressure gauges located at opposing diagonal corners of each suspension were installed directly into the SPMT hydraulic system to check pressure and weight.

The trailers were positioned under the cantilever gradually taking the load. Once the load had been fixed and connected to the trailers, it was transported close to the RIG. The cantilever was then moved to the final position over the concrete spreader box. The item was then correctly positioned and gradually lowered onto its final supports.

PRT Project, Heathrow Terminal 5

Fagioli have recently completed a transportation project at the new terminal at Heathrow Airport which is due to open in March this year.

It involved the transportation of bridge sections for the new monorail which will transfer passengers around the terminal. The bridge sections are approximately 27m long and weigh 30 tonnes each.

Four steel columns were mounted onto the corners of the Fagioli 2 x 8 axle SPMTs, each section was placed on top of the columns using a crane and they were then manoeuvred into position and lowered onto Bridge supports.
Fagioli Korea was subcontracted by Hyundai Heavy Industries to carry out the load out of 12,563 tonnes East Area EPC IB Topside.

The deck was pulled over 120 metres by four L600 jacks. Two L4/50D Power packs were used to control the pulling at 15 metres an hour.

A 400 tonne demolition platform was lifted to the 6th floor of a building using Strand Jacks. This construction method allowed simultaneous demolition of the upper floors and piling of new foundations for the replacement building.

Another job performed under extreme road conditions by our Fagioli team in Teramo, South of Italy. This time our guys were involved with a transport of sections for a cutter machine. It was dismantled in six pieces and two of them were transported by a 6 axle SPMT (one at a time). The first one weighing 70 tonnes was loaded onto a specially modified Fagioli trailer. The difficulties came not from the weight but from the extreme road conditions. The distance to site was approximately 30km, most of the journey was to be performed on roads with steep slopes. We started the transport on a road with a slope of 14%. After a while we were forced to cover 600m on a road with a peak slope of 24% on dirt and non asphalted patches. In order to perform a safe transport Fagioli used a Caterpillar to precede the convoy in case the wheels of the SPMT begun to slide due to the unstable and sandy paths. Another challenging operation executed with success!!!!!!

Scope of work was the load out and launching of 2 process barges weighing 4,350 tonne each. Dimensions were the following: 95 x 16 x 5.5m.

Fagioli had the overall responsibility for SPMT operations during land transport of modules; RGI load-out on to barge and load-in onto dry dock in La Spezia. Fagioli used 168 self propelled modular trailers (SPMT) axles for lift, transfer, load out/in of two RGI modules.
Fagioli supplied strand jacking equipment to Contruzioni Cimolai Armando SpA for the erection of the A380 maintenance hangar at Charles De Gaulle Airport, Paris. The dimensions of the hangar roof were 105m x 100m.

The roof was initially lifted to 5 metres to allow the installation of the main support girders. It was then lifted a further 25 metres which took place 3 months later. The overall weight was 2,400 tonnes.

Fagioli was called upon to execute the transport of 4 sections of a new blast furnace in Fos Sur Mer, France. The 4 sections weighed 191, 720, 773 and 796 tonnes. The diameters were between 10.5m and 15m with a height of approximately 14m taking into consideration the whole convoy. Three SPMT trailers were used with a 3 x 14 axle configuration and three power pack units.

The scope of work consisted of the transport of the sections within the refinery positioning onto tracks and then lifted to assemble the furnace.

The whole performance was recorded, a DVD is available on request – contact Mr. Rudy Corbetta.

Another project by the Itef division team for the rail transport of a 167 tonne transformer from Venice to Mendrisio in Switzerland. Fagioli used a 1 x 16 axle rail car.

Fagioli executed the launching of a innovative Catamaran Rescue Boat from the assembling quay, weighing approximately 270 tonne, by means of a geared vessel at a specialised shipyard in Messina, Sicily.

Fagioli, thanks to the experience and know-how of its team, provided all the engineering and management of the project in a safe working environment.
Heavy Lifting and Transportation

MCC PTA HP Project Haldia

The Fagioli Towerlift system was used for the erection of an oxidation reactor which was transported to India from Korea. The reactor weighed 380 tonnes with a 9.3m diameter and was 15m long.

The lift arrangement required a 24m square format tower with a capacity of 600 tonnes with two Fagioli Strand Jacks on top of the towers. Tailing of the reactor was carried out using a 400 tonne crane.

West E Drill

Fagioli Korea was subcontracted by SHI to carry out the loadout of 30,000 tonnes West E Drill. The rig was pulled over 105 metres by eight L750 jacks. Two L4/50D Power packs were used to control the pulling at 6 metres an hour.

Henderson Bridge

The bridge across Henderson Road, Singapore which stands at 37 metres above ground, is Singapore’s highest pedestrian bridge. Fagioli Asia was contracted by TTJ Design & Engineering to lift into place the centre portion of the bridge.

The centre portion was put together in around 2.5 months, and took about five hours, at a speed of 6m per hour, for it to be lifted 37m above ground and fitted into place. The cautious speed was due to the bridge’s tilt, which meant lifting operations had to be done carefully, with engineers constantly monitoring the level of the bridge.

Linking Mount Faber and Telok Blangah Hill, the bridge is part of the Singapore government’s project to join the Southern Bridges.

Transport of Gondola to the Pope

An ancient Gondola (typical Venice boat) owned by the Admiralty of Venice Harbour-office, was donated to the Holy Pope. Fagioli performed the transport of the precious vessel from Venice to Rome. The Gondola, 8m long, was displayed in Fiumicino and then in the famous S.Pietro Square. The photo above shows the trailer and gondola in the holy square.
Modugno Combined Cycle Plant

This project involved the transport and positioning of heavy items at Modugno Combined Cycle Plant by means of SPMT (Self Propelled Modular Trailers) and Gantry Cranes.

The heavy modules included:

- **Gas Turbine**: dimensions 12.57 x 4.9 x 5.47m, weight 370 tonne
- **Gas Generator**: dimensions 12.1 x 4.2 x 4.4m, weight 325 tonne
- **Steam Generator**: dimensions 7.7 x 4.9 x 4.5m, weight 250 tonne
- **No. 2 Transformer**: dimensions 9.5 x 4.0 x 4.5m, weight 233 tonne

The modules were unloaded directly by ship gears onto 2 x 12 SPMT axles. They were then transported to the storage area inside the port, where the Fagioli operators had installed the gantry system.

The convoy was then positioned under the gantry system, the operators connected the rigging hardware to the modules and they were lifted. Whilst the items were hanging, the trailers were removed and transported to another area. At that point the gantry system lowered the modules until they were positioned onto steel plates at ground level. Then, the gantry cranes lifted and positioned the modules onto the trailers, ready for the transport.

The distance from Bari port to site was about 10km. Four gantry cranes were positioned at site to offload the modules they were then lifted and transferred to the foundation.

Transport of 4 Ship Engines to Naples

A combination of transport and lifting activities demanded the co-ordination of several departments, within the Fagioli Group. This type of project is ideal for Fagioli with years of experience and expertise in a number of different transportation and lifting activities as well as a vast number of different types of equipment.

The project required Fagioli to move and transport 4 engines from Trieste port in the north of Italy to Naples in the south with the final destination in Acerra. The four engines weighing 265 tonne, 14m long, 4.1m wide and 5m high were loaded in Trieste by means of group-owned ro-ro vessel (Storm). They were then unloaded and stored in Naples by means of gantry cranes, support beams (Schnabel structure) and SPMTs. Once ready, the engines were then loaded onto the trailers to begin the 30km journey to the final site in Acerra where the engines were jacked down (using the hydraulic Schnabel support beams) and unloaded onto stools.

Consideration to the length and height of the convoy, had to be taken in to account when calculating distances to allow the convoy to pass through narrow curves and under perilous bridges.
Focus on the Indian Market

Being awarded the KG-D6 project in Kakinada, the Indian Province of Andhra Pradesh, gave Fagioli the opportunity to develop new synergies and acquisitions.

We mentioned briefly in the last edition of the Newsletter, the award of the Kakinada project on the North East of the Indian coast. This project includes the shipping and transport of material originating from all over the world. Fagioli will be utilising all Group owned equipment and resources to perform the activities for this project such as maritime transport (containers, general cargo, heavy-lift oversize items with the involvement of our chartering department for the booking of H/L vessels), airfreight transport, overland transport with the prosecution on the Indian territory.

The heavy-lift items, due to road limitations from the port of discharge to site, will be unloaded from H/L vessel (in anchorage) onto barges (provided by our local organisation) and then from barge, onto the “onshore terminal jetty” using a ro-ro operation and then final prosecution to site.

A special team has been put together to manage this whole project. Some of the personnel are local employees and Fagioli expatriates. This team has a daily and direct contact with the client, being positioned within their premises.

The local project team interfaces with the main operational centre in Milan, Italy. All the activities concerning the operational aspects, the coordination of the material from all over the world, the branches and agents involved are all under the handling and management of the Fagioli Milan office.

Considering the complexity of this project, Fagioli was called to answer several challenging daily requests with promptness and reliability.

Fagioli was also requested to perform airfreight transportation, which involved the booking of cargo planes (Antonov AN124) from North Europe to Chennai. As well as executing other airliner cargo transports (MD-11, 747 planes) at the same time.

A project this big (approximately 150,000 freight tonnes, over 2 years) gave us the opportunity to progress within the Indian market for what concerns the forwarding and project logistics activities.

As a matter of fact, the same client awarded us
After the official opening of the Airfreight department almost three years ago, and the acquirement of IATA (International Air Transport Association) registration, the Airfreight department is starting to take off!

At first, the department had to service the requirements of the project logistics department, which meant having to complete the air-shipping of materials related to specific projects. However, over the last few months they have started to become more independent, by concentrating on goods forwarded by air-cargo planes (not the charter planes).

Over the last three years Fagioli have practically trebled the amount of tonnage transported by air freight.

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<thead>
<tr>
<th>Year</th>
<th>Tonnes</th>
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<tbody>
<tr>
<td>2005</td>
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<td>560</td>
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<td>2007</td>
<td>950</td>
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The airfreight department regularly operates with the main international air carriers, handling goods from manufacturing sites to final destinations in every corner of the world and if required overland prosecution.

As demonstrated on two major projects, the KHURSANIYAH project, Al Jubail, Saudi Arabia and the KAKINADA project (mentioned on page 14 “Focus on the Indian Market” article) the airfreight department is renowned for its speed and reliable service. When we talk about air transport, we need to think about different size goods compared to those handled by the overland department: for instance for the Rabigh project (Saudi Arabia) Fagioli shipped full 747 cargo planes (maximum cargo tonnage is 124 tonnes, cargo volume 625 cubic metres) with oversize pieces to Jeddah, including 30 tonnes of heavy material (7m high and 2.5m wide). The picture taken in Milan Malpensa Airport shows material loaded onto a 747 freighter destined to India.

In August last year, Fagioli was contracted to ship spores and expensive space suits from the north of Italy to Cape Canaveral. Those spores were launched into space on the “Discovery” space shuttle.
Synergy Between Fagioli and Interporto Rivalta Scrivia

Fagioli SpA have teamed up with their “cousins” Interporto Rivalta Scrivia to perform a challenging job in Bandar Abbas, Iran.

The combination of these two companies not only brings Fagioli’s experience in forwarding and transport but also the logistics and material handling expertise of Interporto Rivalta Scrivia. With a large logistics centre they are able to propose integrated solutions for warehousing, customs clearance, terminal services for transport and distribution.

This project involves the transport of approximately 5,000 cubic metres destined to Iran. The first lot of the material (approximately 4,000 cbm.) originated from all over the world and was stored (under customs regulations for more than three months) at Rivalta’s huge storage facility. The items were labelled, marked, checked and reinforced with a further packing if required. The smaller material was gathered into various containers and shipped via railway to the VTE terminal. Rivalta has a fourteen-kilometre internal railway system serviced by company-owned rail cars.

For this project Fagioli / Rivalta transferred general cargo to Genova which was loaded under Fagioli supervision. In Rivalta, Fagioli used about 2,500m² of outdoor and 500m² of indoor space. This took up only a small part of the facility at Rivalta with a total area of 1,250,000m².

The second lot of material (approximately 1,000 cubic metres will be executed in February 2008 with oversized transports by means of Fagioli equipment!

Focus on the Ro/Ro Department

For this project Fagioli has had to perform regular transports for one of the major Italian manufacturers. This has entailed a continuous and meticulous activity of daily transport, paying particular attention to punctuality. The project is managed by a special team of operational guys and drivers that organise the delivery of materials to and from their premises.

Flexibility, patience, experience, know-how are some of the essential ingredients that the Ro-Ro department require so that deliveries are carried out on time, as well as being able to adapt to everyday occurrences / problems that may occur.

The RO-RO department manages all the activities involved, including the links with other offices, such as the shipping ports and the office in Tunisia.

The ro-ro activity is another important activity within the forwarding and project logistics world!!!

Through the main Italian ports Fagioli operates with group-owned equipment and offices strategically positioned at the harbour terminals.

The ro-ro activities back and forwards from Italy and North Africa is a project that Fagioli started several years ago and is still active today. The picture shows a ro-ro operation at Genoa port!!!
Project Logistics

Other Freight Forwarding Projects

The Fagioli freight forwarding department provides all their customers’ with the best possible delivery service, arranging the best means of transport, the best air/shipping lines, and subsequent storage and customer documentation.

Some examples of these activities, are as follows:

- The shipping of material from Italy to Greece for the construction of a bridge.
- Transportation and shipping of sections of a dam that will be built in Ker Edir (Algeria). The picture shows the construction of the dam.
- The shipping of seven complete plants to process tomatoes from Italy to China, more than 150 cts.

Habshan Project, Abu Dhabi

Transportation of two 327 tonne modules. Fagioli prepared some special support beams to sustain the long pieces.

The picture shows the loading of the vessels in Venice. Fagioli was responsible for the road and barge transportation by means of group equipment and sea transport by heavy lift ship to the Emirates.

Transport of Satellite to French Guiana

Fagioli is used to performing transport projects for the aerospace industry. However, this is the first time Fagioli have participated in the complete transportation of a satellite in the French Guiana.

The photo shows a Fagioli trailer moving in the equatorial surroundings to reach the aerospace centre after the unloading in Pariacabo harbour. After a 13-day Atlantic Ocean crossing the Automated Transfer Vehicle (ATV), Jules Verne, arrived at Kourou.

The satellite had been previously packed into a special container / case, that was carefully moved to site by one of our trailers under the supervision of our personnel!!!
Transport For The Nuclear Industry

**A Long Journey from Milan to Arizona**

Over a period of nine years Fagioli have been awarded three major contracts for the international transport of a total of 6 x 750 tonne steam generators from Milan to Phoenix, Arizona. Five years of engineering and pre-planning studies and finally the transports executed in three different periods of time: 2002/03, 2004/05 and 2006/07.

Thanks to a great team and a state-of-the art fleet of equipment Fagioli managed to perform one of the most binding projects in its history with great satisfaction, overcoming endless contingencies occurred during the three contracts. A few of the multitude of activities executed were:

- Transport with Schnabel structures, use of gantry cranes to lift the items and change the equipment and configuration for the 100 km road transport from the busy Milan to Cremona river port;
- Transport by means of group-owned barges on rivers due to the restrictions imposed by the road which did not allow our team to travel straight up to Venice;
- Building of an artificial temporary dam (due to the low water level for a dry summer), use of group-owned ship to transship the modules;
- Ocean transport with self-geared H/L vessels for the oceanic journey to Mexico, transshipments of generators onto local barges (low draft prevented the big ship to proceed further);
- Building of a quay to allow the barges to unload the items positioned onto SPMT’s;
- Road transport for 200 miles in the hot Mexican/Arizona desert.

It has been a real adventure over the two months it has taken these huge pieces to arrive at their destination. Thanks to the high level of professionalism, the team has overcome many difficulties, adapting to situations and having to solve problems when dealing with the different environmental conditions (extreme hot, sandy ground, dangerous tides...).

Throughout the project Fagioli have utilised almost every piece of equipment at their disposal: self-propelled trailers, screw jacks and hydraulic gantry cranes, Schnabel structures, barges, H/L ship for transshipment, normal trailers. It’s almost impossible to name all the people who contributed to these three major contracts from the engineering, permits and project management and Fagioli personnel, not to mention the San Marco Shipping for all the fluvial and maritime activities and Fagioli USA...

from a letter sent to Fagioli by the client at the end of the project: “.... throughout the years we have worked with different individuals within the company and it should be noted that all individuals have shown the remarkable core values of this company”.

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**Diablo Canyon Project**

Fagioli performed the transport of four 327 tonne steam generators from Santander (Spain) port to California. Due to the low draft the generators were transhipped from H/L vessel onto two local ocean-barges by means of heavy-lift vessel gears. The generator was lifted using a “Screw-jack” system (thanks to the tailor-made saddles) and was positioned onto 2 x 14 SPMT axles and unloaded ro-ro. The generator was than transported for about one kilometre and stored inside the client’s premises on stools. Once the 4 generators had been positioned inside the warehouse, the SPMT’s took the items one by one and lifted the generators using the “Screw–jack” system and positioned onto rollers.

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New Investments and New Acquisitions

Fagioli is growing!!!! New investments have been undertaken not only to increase the fleet of equipment (which is already one of the largest in the world) but to offer a high-quality service which can be performed solely with group-owned equipment.

Fagioli recently purchased two new crawler cranes which offer excellent lifting capacities, the biggest one of the two is capable of hoisting over 1,000 tonnes.

Fagioli have also bought new self propelled modular transporters to add to the long list of hydraulic trailers already available.

Exhibitions

Over the last 6 months Fagioli have been very active in terms of exhibitions and have taken part in three exhibitions within a couple of months of each other, in Milan, Kuwait and London.

Italy - Transpotec was a 4 day exhibition at the new Milan Exhibition building in Rho. Fagioli rented a 50m² space to make way for the 4 axle SPMT. The exhibition seemed to generate lots of interest in particular people seemed to be impressed by the videos shown of the Toti submarine and the more recent project, the launching of the “Calatrava” bridge in Venice.

Kuwait - Fagioli attended the “World Energy & Chemicals Exhibition” with a 12m² stand, an interesting trade fair focusing on activities directly or indirectly related to the oil, gas, power, chemical and transport sectors in the rich country of Kuwait and its vast region.

London - Fagioli Limited took part in the Civils show which was held at the huge exhibition hall at Earls Court. The 3 day exhibition which focused on the civil industry was a great showcase for suppliers and contractors interested in the opportunities for the 2012 Olympics.

Fagioli Canada Ltd.

We are proud to announce that Flint Energy Services Ltd. and Fagioli Spa have partnered to form Fagioli Canada Ltd, an equally owned joint venture company. Flint is a first class service provider that specializes in fully integrated midstream construction and production services for North America’s growing energy and resource industry. With more than 11,000 employees, Flint supports the oil and gas industry with a wide range of services. These services include: fabrication and installation of oil sands and heavy oil processing plants, plant maintenance, transportation services, pipeline construction and maintenance, and tubular management and fabrication.

Fagioli Canada will be headquartered in Calgary and will have operating facilities in both Calgary and Edmonton. The shareholders agree that Fagioli’s expertise in engineering, heavy transport and lifting combined with the incredible range of services provided by Flint will be the perfect answer to any client’s requirements in this wild, incredible, and charming “Maple Leaf” country!
Contributions and Comments

Thank you to all those who contributed to this edition of the Newsletter. We appreciate your comments please continue to send them to either of the persons named below:

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Visit our website at www.Fagioligroup.com

New Office and Workshop Facilities

The new offices provide a bright, modern working environment for our dedicated staff and a clean, safe and spacious workshop for our hard working fitters.

Corporate Brochure

We are finally getting round to updating Fagioli Group corporate brochure which will be available early March. This “booklet” has been conceived as a general introduction to the multitude of activities that represent the Fagioli world!! The corporate brochure will also include the engineering section (a keystone activity performed in-house, certified by DNV), the new air transportation activity, pages dedicated to nuclear industry, heavy assembly, humanitarian aid, technical pages on the new crawler cranes just bought by Fagioli and strand jacks, tower lift and skidding system.

If you would like a copy of this corporate brochure please contact Rudy Corbetta, who’s contact details are provided above right.

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Fagioli World

Abu Dhabi (U.A.E.) Atyrau (Kazakhstan), Beijing (China), Bierun (Poland), Calgary (Canada), Dammam (Kingdom of Saudi Arabia), Durres (Albania), Essen (Germany), Hong Kong (China), Houston (USA), Istanbul (Turkey), London (UK), Moscow (Russia), Mumbai (India), Oran (Algeria), Paris (France), Seoul (Korea), Singapore (Singapore), Tehran (Iran), Tripoli (Libya), Tubli (Bahrain), Tunis (Tunisia).

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