

2022 – USA to UKRAINE... (MAYBE)



Convoy Logistics Providers Ltd. (CLP) has been engaged in the shipping of various essential components to the Central Storage Facility for Spent Nuclear Fuel (CSFSF) in Ukraine, on a door-to-door basis, for several years. This is a key project for energy independence of Ukraine.

With the recent, and on-going political turmoil between the Russian Federation and Ukraine, the most recent critical shipment for this project inevitably faced some obstacles in its journey from North America to Ukraine.

HERE IS HOW CONVOY LOGISTICS PROVIDERS, LTD. MANAGED THIS:

The first obstacle... CARGO WEIGHT

The main unit of the shipment was said to have weighed approx. 108mt and, as such, OTR permits in North America were applied for and obtained on this basis with a modest buffer as is industry normal practice. However, at the time of loading and police inspection at the loading facility the unit was shown by the state police-certified scales to weigh nearly 117mt which then required all OTR permits to be amended.

The second obstacle... reapplication of permits and HOLIDAYS

The cargo was travelling as a superload, and with the updated weights, the OTR permits needed to be revised in an expeditious manner in order to meet the vessel charter. With travel occurring over the holiday season there were many travel bans in place dictating acceptable times when the cargo could move. With careful planning and scheduling all cargo was delivered to the port of loading, with time to spare while waiting for the vessel charter at the beginning of the New Year



Main Cargo: Spent Fuel Transfer Cask
 Dims: 6.10 x 3.66 x 3.18 meters
 Weight: 117,934 kg

Ancillary Cargo: 15 crates
 Volume: 191.5 CBM
 Weight: 64,153 kg



The third obstacle... GLOBAL POLITICS (and WAR)

Through most of 2020 and 2021, MPP vessels that were not already engaged in project voyages were being deployed to Asia to aid in the pent-up demand for movement of all types of cargoes due to the SARS-Cov-2 (COVID-19) global pandemic.

CLP completed extensive research and negotiations in late 2021 with vessel owners for available tonnage to load from the USEC with POD as Chornomorsk. Despite the planned loading dates (laycans), vessel delays caused by congestion at prior ports of call delayed the vessel’s loading into mid-January 2022. Cargo was loaded successfully with onward journey to Chornomorsk, Ukraine as the port of discharge. Unfortunately, during the voyage the political environment escalated between Ukraine and Russia and the vessel owner declared Force Majeur declaring Black Sea as non-navigational. The cargo was to be discharged in an alternative port. The vessel owner had; as one of its ports of discharge, Mersin Turkey. As a contingency and as a pre-emptive measure, CLP had prior investigated options for alternative ports of discharge and agreed with the vessel owner then, to utilize the Port of Derince as POD for this cargo. CLP responded expeditiously arranging this emergency operation and dispatched CLP’s resident Turkish Field Specialist to Port of Derince, to ensure proper arrangements (crane and multi axle trailer equipment) were in place to receive all cargo including the ancillary pieces in less than 48 hrs. CLP managed the emergency operation with the support and cooperation of local terminal operator, Safiport, and CLP partner, Noatum Project Cargo.

The fourth obstacle... STORAGE

This valuable and important cargo required safe storage while in-transit however, with the situation escalating in Ukraine, Turkish ports and warehouses were nearing capacity. Temporary, bonded, storage within the port was arranged by CLP to allow the cargo to remain in safe, cordoned-off, areas of the terminal



STAY TUNED FOR THE NEXT CHAPTER OF THE CARGO JOURNEY!