

BOLTCARGO

CASE STUDY

Dual-Hub Cargo Consolidation Project

Three Brazilian pickup locations. Two controlled consolidation hubs. Two export corridors to one destination in Luanda, Angola.

BRAZIL TO ANGOLA | 52 CONTAINERS

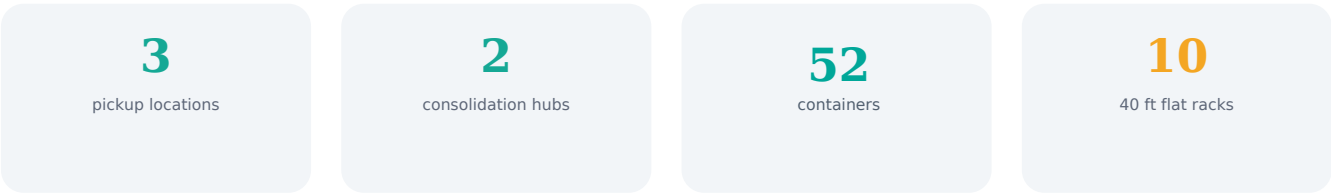


Heavy vehicles, cable-handling machinery and project components secured for ocean transport.

Project Snapshot

A multi-location Brazil-to-Angola program coordinated through two consolidation hubs and two controlled export corridors.

Origins	Curitiba, Canoinhas and the Fasttel project site in Monnerat, Duas Barras, Rio de Janeiro state, Brazil
Consolidation hubs	Boltcargo-controlled consolidation in Itajai for Curitiba and Canoinhas cargo; Fasttel Site 218B in Duas Barras for the Rio corridor
Export gateways	Itajai and Itapoa for the southern corridor; Port of Rio de Janeiro for the Rio corridor
Destination	Luanda Terminal, Angola
Cargo	Munck crane truck, Scania tractor units, cable pullers and tensioners, sheaves, reels, frames and accessories
Method	Road survey, road pickup, cargo survey and measurement, container selection, stuffing, chocking, lashing, port delivery and ocean freight



At a Glance

Boltcargo converted a fragmented, three-origin cargo program into two survey-led consolidation corridors under one operating plan. Curitiba and Canoinhas cargo was brought into Itajai, while Rio-state cargo was consolidated at the Fasttel project site in Duas Barras before transfer to the Port of Rio de Janeiro. Across both corridors, surveyors verified cargo condition and dimensions before container assignment, enabling the team to plan 52 containers, including 10 flat racks for heavy and out-of-gauge units.

SURVEY CONTROL

Road access and cargo details checked before movement.

LOAD PLANNING

Container mix aligned to geometry, handling and securing needs.

CHAIN OF CUSTODY

Two hubs, coordinated port delivery and one destination plan.

Cargo Prepared for Consolidation

Cable-handling equipment and project components were identified, grouped and prepared for survey-led container planning.



Steel wire-rope reels grouped and secured for inland transport.



Crane-assisted handling of cable equipment at the project site.

CONTROL BEGINS BEFORE THE PORT

Origin review, road survey, pickup sequencing and cargo measurement formed one connected preparation phase. This finalized container requirements before port movement and aligned handling, stuffing and securing plans before delivery.

Two Consolidation Routes, One Export Program

The challenge was coordinating separate regional flows while maintaining one documented sequence from survey to ocean handover.

01

Road Survey

Surveyors reviewed road access, collection conditions, cargo geometry and handling constraints before pickup.

02

Road Pickup

Cargo was collected from Curitiba, Canoinhas and the Fasttel project site in Duas Barras under coordinated movement plans.

03

Cargo Survey & Measurement

Condition, dimensions and handling points were checked at the relevant consolidation hub.

04

Container Selection

Each unit was matched to a 20 ft, 40 ft enclosed or 40 ft flat-rack solution based on its verified profile.

05

Stuffing

Machinery, vehicles, reels, sheaves and accessories were positioned under supervision.

06

Chocking

Timber blocks and floor restraints were applied to limit longitudinal and lateral movement.

07

Lashing

Rated restraint systems were applied and checked against cargo geometry and container securing points.

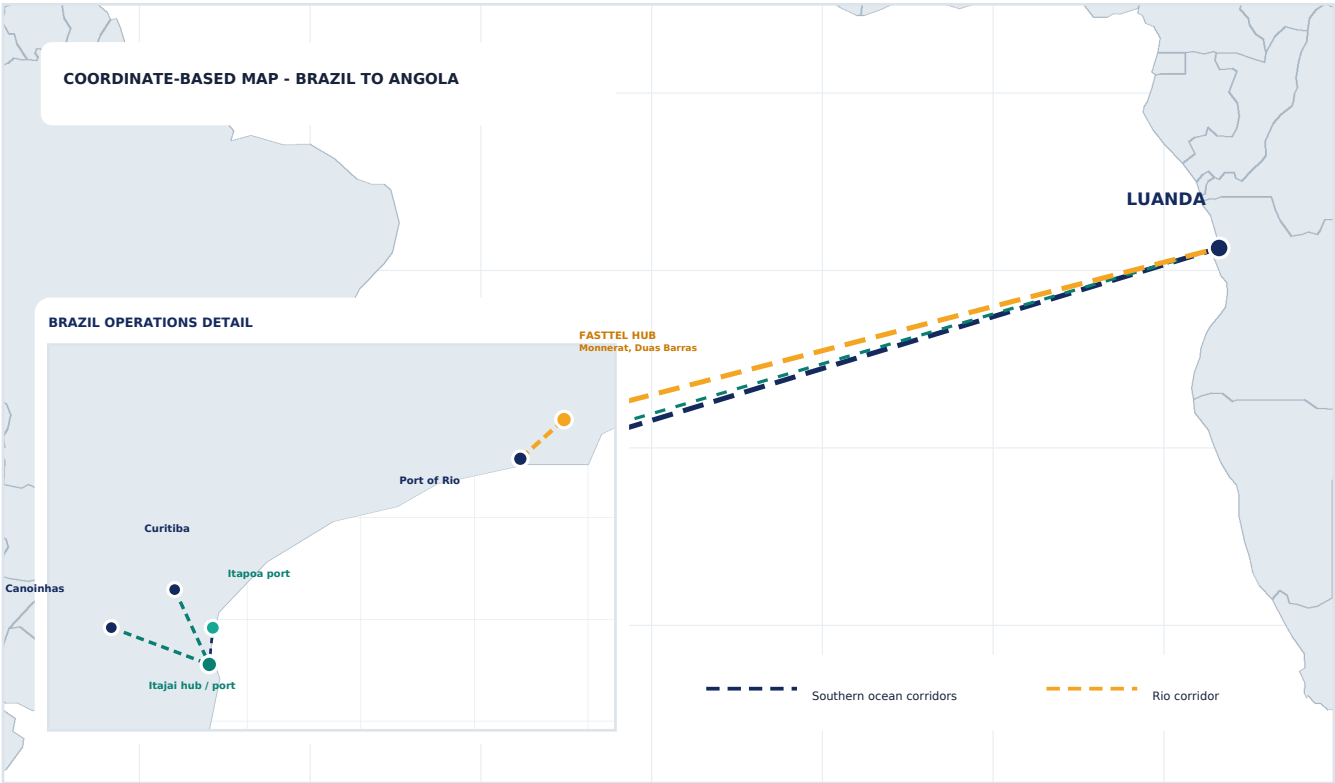
08

Port Delivery & Export

The Itajai corridor moved via Itajai and Itapoa, while the Rio corridor moved from Duas Barras to the Port of Rio de Janeiro. Both continued to Luanda.

Route & Distance Profile

Two consolidation hubs linked three pickup locations to coordinated southern and Rio export corridors.



SOUTHERN CONSOLIDATION CORRIDOR		RIO CONSOLIDATION CORRIDOR		
Canoinhas + Curitiba > Itajaí hub > Itajaí / Itapoa > Luanda		Fasttel Site, Duas Barras > Port of Rio de Janeiro > Luanda		
~275 km	~212 km	~170 km	~6,785 km	~6,200 km
Canoinhas to Itajaí	Curitiba to Itajaí	Duas Barras to Rio port area	South Brazil to Luanda*	Rio de Janeiro to Luanda*

Operating interpretation

- Approx. 657 km of combined intercity road coverage across the three pickup-to-hub or hub-to-port reference legs, excluding local mileage and repeated trips.
- Rio cargo was consolidated at Site Fasttel: Canteiro de Obras Fasttel 218B, Rod. Pres. João Goulart, 116, km 111,5, bairro Monnerat, Duas Barras, RJ, CEP 28650-000 (em frente ao Posto de Molas Holofote), before transfer to the Port of Rio de Janeiro.
- Survey, container planning, stuffing, chocking and lashing controls were applied across both consolidation routes.

*Distance figures are planning estimates based on city-to-city road references and port-to-port geographic distance. The Fasttel marker uses the published Monnerat location. Ocean lines show corridor connectivity, not exact vessel tracks.

Verified Cargo & Shipment Metrics

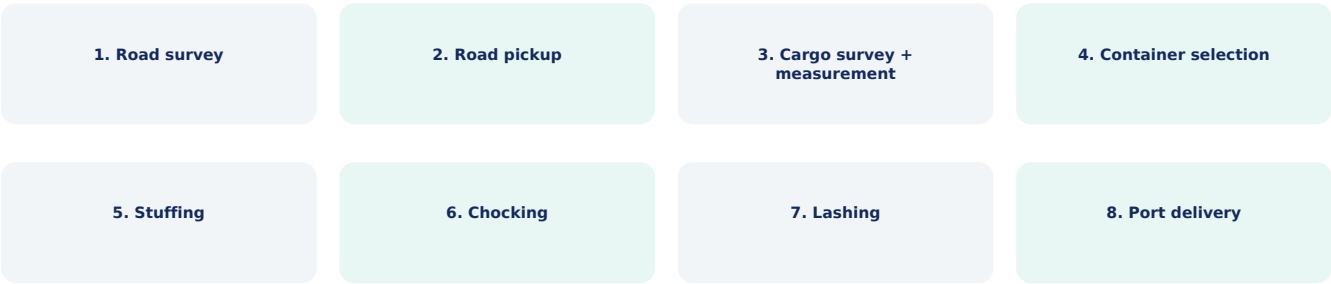
Updated shipment planning records show 52 containers across two load groups, including 10 flat racks for heavy and out-of-gauge cargo.

Load group	20 ft	40 ft enclosed	40 ft flat rack	Total
First load	1	14	9	24
Second load	9	18	1	28
Program total	10	32	10	52

Container Mix

10 x 20 ft	32 x 40 ft enclosed	10 x 40 ft flat rack
------------	---------------------	----------------------

Survey-Led Shipment Method



Wire-rope reels restrained inside an enclosed container.



Crew applying restraint and final load checks.

Container schedule reflects the two updated load groups supplied for this revision.

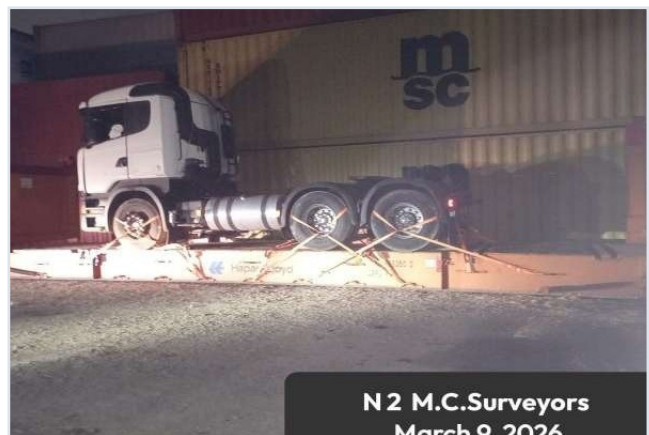
Stuffing, Chocking & Lashing

Surveyors verified cargo condition and geometry, then matched restraint plans to each container and out-of-gauge profile.

- 40 ft flat racks selected for trucks and machinery that exceeded enclosed-container limits.
- Polyester lashing straps rated at 8.5 tonnes maximum breaking load fixed to container pad-eyes.
- Timber planks and blocks placed at the front and rear of cargo to reinforce longitudinal restraint.
- Balanced lashing patterns applied around bases and wheel positions to control lateral, longitudinal and vertical movement.
- Survey records documented stuffing, lashing, chocking and securing for ocean passage.



13 t Volkswagen Munck truck on flat rack.



9.754 t Scania tractor on flat rack.



Cable pullers secured on flat rack.



Hydraulic tensioner and brake equipment secured on flat rack.

Yard Handling & Inland Transfer

Current project photographs document crane-assisted handling, staging and inland movement before port delivery.



Crane-assisted transfer of a wire-rope reel.



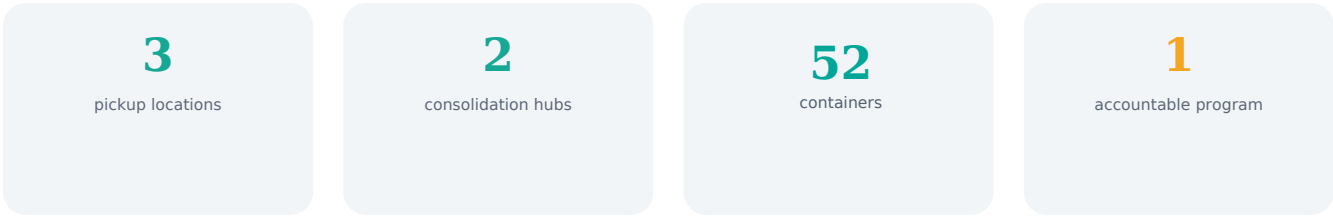
Loaded project cargo staged for inland movement.



Crane-equipped vehicles coordinated at the operating yard.

Controlled Delivery to Luanda

Boltcargo aligned three collection origins, two consolidation hubs and coordinated export handovers under one accountable plan.



What Boltcargo Delivered

One operating plan	Coordinated surveys, pickups, hub activity, container planning and port delivery across three origins.
Documented handovers	Survey records, load plans, restraint checks and export handover details aligned across both corridors.
Verified container strategy	52 containers across two load groups: 10 x 20 ft, 32 x 40 ft enclosed and 10 x 40 ft flat rack.
Pre-loading verification	Cargo condition, dimensions, handling points and container suitability checked before final stuffing and securing.
Securing execution	Supervised stuffing, timber chocking and rated lashing for heavy, irregular and out-of-gauge equipment.
Coordinated export handover	Southern cargo moved via Itajai and Itapoa; Rio cargo moved from Duas Barras to the Port of Rio de Janeiro. Both corridors continued to Luanda.

COMPLEX CARGO. MULTIPLE ORIGINS. CONTROLLED CONSOLIDATION.

One accountable execution partner.

Source note: Project narrative, photographs, consolidation address and updated container schedule supplied by the operating team. Technical cargo, weight and lashing details are based on N2 Marine Cargo Surveyors certificates dated February-April 2026. Distance metrics are approximate planning figures.