



MEGALIFT

MEGALIFT MALAYSIA

2017

THE YEAR THAT WAS 2016

First and foremost, Happy New Year 2017 to all our readers! This is Megalift's inaugural newsletter for the year 2017 and there is no time more fitting than now to share our progresses and achievements in the past one year.

The year 2016 was indeed an exhilarating journey for us. We grew with more projects under our belt and we are more than grateful for all the opportunities given by our loyal clients and partners. Megalift hereby dedicate our sincerest gratitude and appreciation to you. It is our honor to be of service to you and we look forward to greater and larger collaborations with you.

Thank you also to all members of Megalift - you all are the heavy lifters! It is our combined strength and expertise that contributes to our moving forward and further. Without you, there is no way Megalift can prosper as a leading heavy transporter in Malaysia and beyond.



www.facebook.com/Megalift



@MegaliftMalaysia

 **MEGALIFT**
○○○○○○○○

PROJECT: RAPID PACKAGE 5 (STEAM CRACKER COMPLEX)

Thanks to clients Kontena Nasional, Toyo Engineering and Sankyu CC7, Megalift partook in PETRONAS's long-planned project to build a refinery and petro-chemical integrated development (RAPID) complex at Pengerang in southeastern of Johor, Malaysia.

The scope of works includes internal shuttling, inland transportation, customs clearances, RORO and barging that involved diverse heavy cargoes of different sizes.



Cargo: Dilution Steam Drum
Dimension: L24.30 m x W6.42 m x H6.72 m
Weight: 93.86 tons



To view 360 photos of this project, log on to the links provided:



<http://bit.ly/2krqeyh>



<http://bit.ly/2krswx3>



<http://bit.ly/2jYafqj>



<http://bit.ly/2jQd4aX>



<http://bit.ly/2ks5lQl>



<http://bit.ly/2joKONJ>



www.facebook.com/Megalift



[@MegaliftMalaysia](https://www.instagram.com/MegaliftMalaysia)

 **MEGALIFT**
○○○○○○○○

Megalift was also involved in transporting four other cargoes of various sizes and weights via barging from Jutasama Fabricator in Pulau Carey Jetty to Tanjung Setapa Jetty. All of them were moved via RORO operation at Pulau Carey Jetty before being transported via barging for more than 400 kilometres to Tanjung Setapa Jetty.



Cargo: Stage Suction Drum
Dimension: L30.00 m x W10.30 m x H10.20 m
Weight: 511 tons

The largest and heaviest cargo weighed 511 tons and required some effort to be moved onto the barge as the barge and jetty were not at level. The RORO operation that took several hours was very successful, thanks to timely cooperation of both our inland and sea personnel.

Cargo: Demethanizer Feed Separator No.1
Dimension: L26.70 m x W4.65 m x H4.60 m
Weight: 105 tons

Cargo: Light ENR Accumulator
Dimension: L14.00 m x W4.00 m x H4.80 m
Weight: 90 tons

Cargo: ROG Light EBR Accumulator
Dimension: L11.50 m x W3.30 m x H4.30 m
Weight: 52 tons



PROJECT: LOTTE TITAN EXPANSION 3

Megalift handled road transport of cargoes in astonishing length such as the 94-metre long cargo weighing 580 tons from Pasir Gudang port to Lotte Chemical Titan plant in Pasir Gudang, Johor, Malaysia for client Taewoong Logistics.

Due to its extraordinary length, tedious planning and preparation work was done prior to the move. A route with minimal turning was crucial so our operation team opted to retrieve the cargo from the vessel at Pasir Gudang's container port instead of the supposed breakbulk terminal.



Though the distance from the port to Lotte's plant was not very far, it involved passing through a railway track, its fencing and an area of uneven terrain with various utilities buried underground such as gas pipeline, chemical pipeline and high tension 132 KV electric transmission line. Thus, we had to seek approval from authorities such as Keretapi Tanah Melayu Berhad (KTMB), Johor Port Container Terminal (JCT), Town Council of Pasir Gudang (MPPG), Department of Irrigation and Drainage (JPS), Gas Malaysia and Tenaga Nasional Berhad (TNB).

Other than the excessively long propylene splitter, Megalift also transported a benzene tower, converter unit and a spent catalyst hopper, all of which were in different sizes and weights.



Cargo: Propylene Splitter
Dimension: L94.05 m x W5.78 m x H5.08 m
Weight: 580 tons
Scope: Lifting



Cargo: Benzene Tower
Dimension: L52.55 m x W4.50 m x H5.014 m
Weight: 98 tons



Cargo: Spent Catalyst Hopper
Dimension: L33.88 m x W6.12 m x H6.27 m
Weight: 160 tons



www.facebook.com/Megalift



@MegaliftMalaysia





Another massive move by Megalift is the converter unit that weighed 709 tons, also from Pasir Gudang container wharf to Lotte's chemical site.

Megalift also made an appearance on the first page of Global Project Logistics Newsletter (GPLN) Issue No. 53 in October 2016.



All the cargoes were handled using Megalift's Goldhofer hydraulic multi-axle modular trailers that can meet all transportation requirements of the industry and at the same time, reducing road damages and enhance safety for all road users.



www.facebook.com/Megalift



@MegaliftMalaysia



PROJECT: KLANG VALLEY MRT

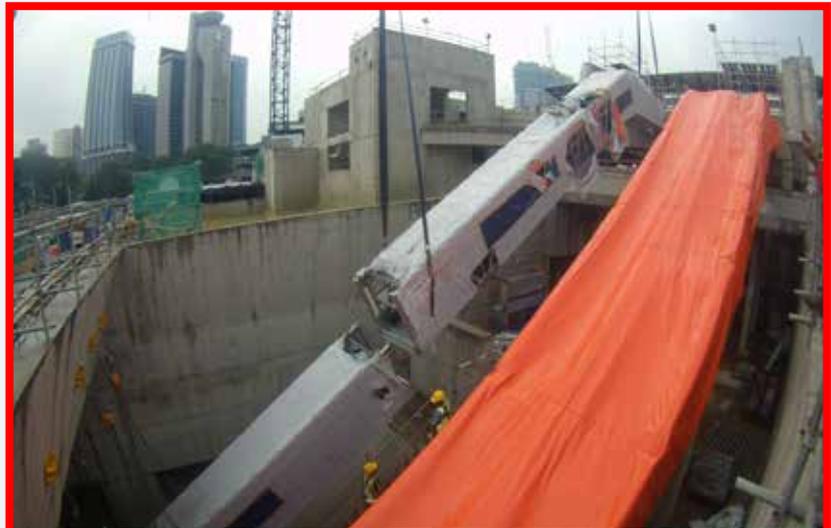
Klang Valley Mass Rapid Transit (KVMRT) is a huge ongoing project and thanks to clients MMC-Gamuda, Herrenknecht Services (M) Sdn Bhd and EITA Schneider, Megalift plays a role in some parts of the project. The scope of works includes internal shuttling, lifting and installation.



Cargo: Front Shield of Tunnel Boring Machine
Dimension: L6.74 m x W6.63 m x H3.80 m
Weight: 155 tons
Scope: Internal shuttling and lifting



Cargo: Escalator Trusses
Various dimensions and weights
Scope: Lifting and installation



www.facebook.com/Megalift



@MegaliftMalaysia

MEGALIFT
○○○○○○○○

PROJECT: KLANG VALLEY MRT

Cargo: Electric Train Coaches
Dimension: L22.58 m x W3.10 m x H3.78 m
Weight: 22 tons
Scope: Transportation



Klang Valley Mass Rapid Transit (KVMRT) project in Malaysia involves the construction of a rail-based public transport network within the Klang Valley region. Megalift is utterly honoured to be given the opportunity to be a part of this heavy move initiated in December 2015.

A total of 232 electric train coaches were to be transported from the production depot at Rasa, Bukit Beruntung in Selangor to the MRT depot in Sungai Buloh, Selangor, involving ground journey of more than 35 kilometres.

Every move involved a set of four coaches which totalled to 58 sets, hence 58 trips from Bukit Beruntung to Sungai Buloh.

A special ramp was specifically designed and built for the loading and unloading of the train coaches from the trailer. It was a more practical and cost-efficient method as opposed to using a crane.



Megalift Operation team's celebratory photo, displaying their jubilation after completing the transportation of all 232 coaches.



www.facebook.com/Megalift



@MegaliftMalaysia

MEGALIFT
○○○○○○○○

PROJECT: KLANG VALLEY MRT



The Klang Valley MRT project involved the use of numerous escalators, all of which were from EITA Schneider. Megalift was tasked to transport the escalators to the seven underground stations of the MRT Line1: Bukit Bintang, Maluri, Cochrane, Muzium Negara, Merdeka, Pasar Seni and Tun Razak Exchange (TRX).

The scope of work includes transportation and unloading of the escalators which came in separate trusses of various dimensions and lengths, therefore requiring cranes that ranged from 45 tons to 200 tons.



Due to constant changes in site, the lifting plan required several rounds of survey before the job could be performed. There were various obstructions so it took some planning to position the crane. Megalift also had to meet MMC-Gamuda's stringent requirements, particularly the crane utilisation part as they have their safety standards to be adhered.



www.facebook.com/Megalift



@MegaliftMalaysia

MEGALIFT
○○○○○○○○

Another RORO in and RORO out project was done by Megalift for Peer Mark Engineering involving a heavy silo at Sritama Jetty.



PROJECT: GPS 2 PLANT MODIFICATION

Cargo: Silo
Dimension: L26.60 m x W6.65 m x H7.05 m
Weight: 40 tons
Scope: RORO in and RORO out



A large deodorizer weighing 70 tons was moved from Kawan Engineering yard in Ipoh to Mewah Oil, Pulau Indah.

Cargo: Deodorizer
Dimension: L22.93 m x W3.40 m x H4.30 m
Weight: 70 tons
Scope: Transportation

PROJECT: DEODORIZER FOR KAWAN ENGINEERING

PROJECT: TUCK SIN LINK BRIDGE



Cargo: Link Bridge
Dimension: L15.00 m x W5.86 m x H4.00 m
Weight: 32 tons
Scope: Transportation



This project required the transportation of a link bridge from Tuck Sin fabrication yard in Semenyih to Ecocity development site nearby Mid Valley Megamall.



www.facebook.com/Megalift



@MegaliftMalaysia



Special Thanks

Your dedication is greatly appreciated!

long serving
EMPLOYEES

10
YEARS

Halimathon Sadiyah binti Musa
Rajamanickam A/L Muniandy
Saidin bin Taib
Thamotharan A/L Muthu Krishnan
Zulrayani bin Abu Jamin
Amy Lee Ka Siem
Lin Kwah Leng
R. Kuzali A/P A. Renganathan
TC Yong



15
YEARS

B. Tamilarasan A/L S. Balaraman
Baskaran A/L Muniyan
K. Nagarajan A/L Kuppan
K. Thanaraj A/L S. Krishnan
Kamal Bahrin bin Basri
Mohd Fuad bin Mohd Nor
Nor Eliana Aqilah Fong binti Abdullah
Padmanathan A/L Thangasamy
Asa Thampi A/L Murugaesan



20
YEARS

Ang Tiong Kee
Nor Azah binti Ishak
Prakash A/L Sonamuthu
Sarangapany A/L Kali
Suhaimi bin Mohd Ali
Vijayasegaran A/L Allangaram
Yoo Yoo
B. Letchimy A/P Balasubramaniam
Lim Ling Ling
Regina A/P Mayakrishnan



www.facebook.com/Megalift



@MegaliftMalaysia

 **MEGALIFT**
○○○○○○○○

FRUIT FEST

featured
EVENTS

The goodness of Malaysia's tropical fruits!



MOVIE & LUCKY DRAW

The Great Wall



www.facebook.com/Megalift



@MegaliftMalaysia



Managers Leadership Development Program (MLDP)

employee
DEVELOPMENT

All of Megalift's heads of department underwent the MLDP with two key objectives: to develop existing key managers for increased business performance and future senior management talent and to implement a structured learning framework with a systematic follow-up process for the key managers.



Balance Score Card Training



key
recruitment

“Working in Megalift is exciting, challenging and never boring!”



Nasrul Ramli

Nasrul Ramli returned to Megalift to be the Senior Manager of Operations. He has 12 years of industrial experience which began when he first joined Megalift in 2005 as a Project Engineer. He then left to seek different exposures and to expand his engineering knowledge. However, he missing the hands-on experiences in field sites led him to return in 2016.



www.facebook.com/Megalift



@MegaliftMalaysia

