



FAGIOLI

NEWS

Summer 2006

Overview

Dear Business Friends,

"Great challenging times" was the title of our last December 2005 News Letter and, as the phrase suggests, the first few months of 2006 have been extremely challenging for the history of the Fagioli Group and our Family, allowing me today to proudly write these few lines as the sole owner of Fagioli.

My responsibilities towards the Group and all the people have doubled. I am ready to face this great challenge with the same spirit I had many years ago when, together with my beloved father and my brother Gianfranco, the Fagioli Company took its first steps into the industry.

My ambition has been and will always be to guarantee the continuity and high performance of the Group, driven by the same passionate attitude that has led us to a number of successes.

Over the last few years we have seen great improvements in both our marketing development and the companies technological and engineering capabilities. Fagioli have taken all the necessary steps to guarantee the development and



progression of the entire Group achieving unthinkable results, which motivate and convince us that we are on the right path, improving every day our professional and ethical behaviour at all levels within our Company.

As I keep repeating, a company is not exclusively governed by its financial and economical aspects. Generation after generation, the Fagioli Group has been built on the character of the people that work with us: their experience and know-how, their commitment, their integrity, their loyalty and their principles and values that today represent the foundation of our company culture and which have to be a real "booster" for anyone of us for the challenging daily evolution of our Group.

Among the other aspects, I would like to mention the remarkable advancement that our company has achieved in the last few years with the development of a "first class" in-house engineering and technical services department, their professional pro-active approach to our Clients has advanced Fagioli into wider markets, as well as improving standards by recently receiving DNV certification. Last, but not least, our warm welcome to the new Managing Director, Marcello Bonomelli (picture left)

So, enjoy reading the 4th edition of the Fagioli Newsletter and feel free to "dig" into the Fagioli world, as there will always be someone ready to give you a reliable and professional answer.

Alessandro Fagioli
President

IN THIS ISSUE

- Overview
- Heavy Lifting and Transportation Projects
- Project Logistics
- New Equipment
- New Asia Office
- Air Transportation
- Toti Scores Again
- New Certification
- Libyan Alliance



Heavy Lifting and Transportation

Arch Bridge, Reggio Emilia, Italy

The contract to construct a new arch bridge across the Autostrada near Reggio Emilia in Italy was awarded to Cimolai Costruzioni Metalliche who elected to build the arch using a similar method to that employed during construction of the arches forming the roof over the Athens Olympic Stadium.

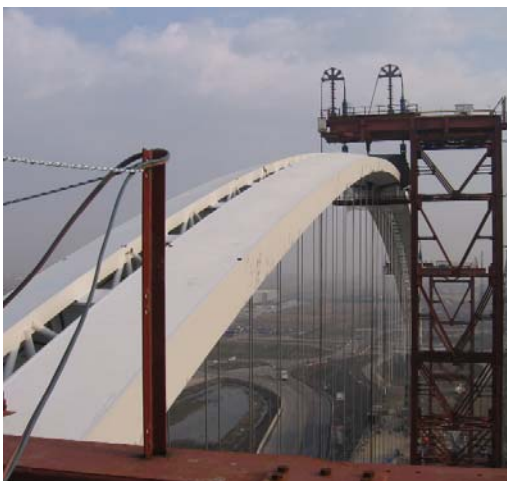
The chosen method of construction was as follows:

- Sequential launching of the deck with pre-assembled arch sections positioned on the top. This allowed the majority of the assembly works to take place in one area well away from the Autostrada.
- The arch was pre-assembled in six pieces with the four central pieces temporarily pinned together at three points.
- The central four pieces were lifted using strand jacks mounted on top of three support towers.
- Lifting of the central four pieces allowed the arch to take shape and the pin joints to be sequentially locked-out.
- Once the arch had taken shape the lifting operation continued until the arch was at its final elevation and the two end pieces could be installed by cranes.
- Finally lowering of the strand jacks allowed the arch to become self-supporting.



The strand jacking operations were performed using Fagioli PSC equipment comprising of:

- Two L300 lifting jacks on each of the outer two towers. These jacks were provided with 19 part cables each with a safe working load of 290 tonnes. The maximum load on these jacks was 206 tonnes which was achieved immediately before lowering off.
- Two L180 lifting jacks on the central tower. These jacks were provided with 12 part cables each with a safe working load of 180 tonnes. The maximum load on these jacks was 150 tonnes which occurred before adding in of the two end pieces.
- Hydraulic power packs located on top of each tower.



Heavy Lifting and Transportation

Transportation and Erection of the R-1602 Reactor



In early 2006 Fagioli PSC USA was contracted to transport and lift a reactor at North Atlantic. The refinery is near Come by Chance, Newfoundland and is completing clean fuel requirements with the addition of this reactor, R-1602. Weight was 300 tons and height 33.5 metres. Fagioli PSC USA transported the reactor from Mumbai, India to Come by Chance on a heavy lift ship. On March 9th the ship offloaded the vessel onto 24 axles of SPMTs for the 2km journey to the preparation area in the refinery.

A tower system, 36 metres high, with a single L450 strand jack was prepared



to lift the reactor while it was being dressed out. The reactor was moved to the foundation on April 5th. The next day a test lift to 110% of actual weight took place and the lift commenced immediately thereafter.

A Manitowoc 2250 crawler crane was used to build the tower system and tail in the reactor. The lift was completed in 2½ hours.

The crew consisted of Fagioli members from Italy, the U.K. and U.S. Work was carried out during winter in Newfoundland with blizzard conditions the day the ship was offloaded. High winds prevented the crane from operating several days but the crew pushed on and saved the client several days on the project schedule.



Heavy Lifting and Transportation

Lifting of Haeco Hanger at Hong Kong International Airport

Fagioli PSC was subcontracted by Kaden-STAMsteel Joint Venture (KSJV) to lift the 2,300 tonne hanger roof. The roof plan dimension are 158m by 80m.

Combinations of 10 x L180 jacks, 4 x L300 jacks and 4 x L450 jacks were used to lift the roof. All jacks were synchronized and controlled by a single computerised lifting system.



Skidding, Lifting and Transport Activities of a 210 tonne Reactor



Fagioli was awarded to skid, lift and transport a 210 tonne reactor in Albignese (Padua).

In early March Fagioli skidded a reactor from inside our clients premises to an external area using Fagioli's skidding equipment, purpose built.

The reactor than was raised onto the vertical position using a group-owned EZ600 gantry crane (with capacity up to 600 tons) previously positioned on the external area and a 400 tons capacity telescopic crane used for tailing.

After the completion of the hydraulic test, the reactor was returned to horizontal and loaded onto Fagioli trailers.

Over the next few months the reactor will be loaded ro-ro onto a group-owned ship heading to its final destination.

Lifting of Steckel Mill Housing, Welspun, Anjar, India

Fagioli PSC India were awarded the contract to lift, skid and lower mill housings each weighing 320 tonnes at a steckel Mill in Welspun, Anjar. A steckel mill is a unique type of rolling mill which allows the rolling of very large slabs.



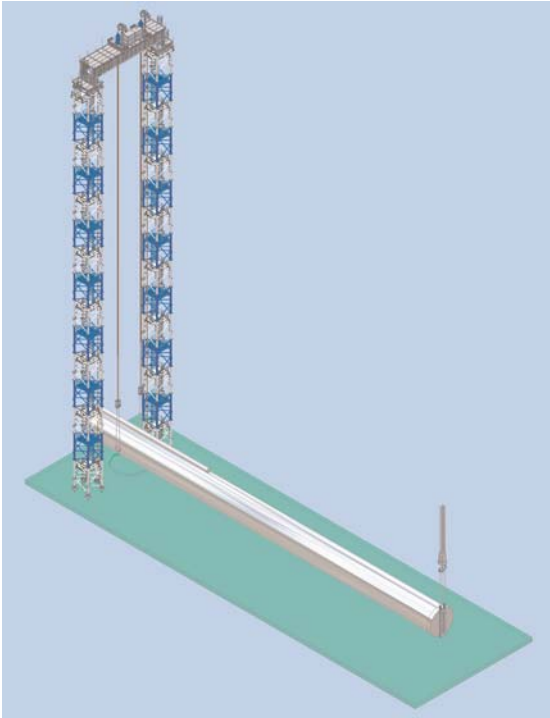
Fagioli PSC India engineered a lifting scheme using standard Fagioli PSC tower sections in conjunction with Hilman Rollers and Fagioli PSC Strand Jacks. The Tower systems was set up as a travelling gantry and was set-up over the lifting points of the horizontally laid housing. The housing was gradually lifted by two L180 strand jacks mounted on top of the towers. Two L15 jacks were used to pull the tower frame and the housing over a distance of 28 metres and then lowered 6 metres onto its foundation.

The second housing was lifted identically a few days later. The entire operation was successfully completed by Fagioli and Mesuka Engineers without the need of any heavy lift cranes.

Burghausen

The expansion of the Burghausen Refinery in Germany involved the heavy erection of a C3 splitter vessel weighing 608 tonnes and 91 metres tall.

The vessel was erected using Fagioli PSC's new unguyed Towerlift system with two L450 strand jacks placed on top of the towers. The jacks were powered by L4/35D power pack, configured as an L2/70D. The power packs were positioned on the crosshead beams but controlled remotely from a computer at ground level.



Dubai Drydocks

Fagioli PSC were awarded the contract to erect the new 300 ton capacity goliath crane for Dubai Drydocks at their facility in Dubai. The Konecranes designed crane comprised of a twin girder arrangement spanning 73m and a height of 57m to the top of the girder. The erection involved the following activities:



- Lifting of both the 165 tonne fixed leg and 90te hinged leg using two LTM1600 telescopic cranes (provided by local company Al Faris) and a crawler crane for tailing.
- Guying of both the fixed leg and hinged leg using four Fagioli PSC L50 strand jacks per leg.
- Placing of the 78 tonne upper trolley and 39 tonne lower trolley onto the main girders using the Al Faris cranes.
- Simultaneous lifting of main girders together with the trolleys (total lift weight 418 tonnes) using eight Fagioli PSC L100 strand jacks.
- All lifting equipment being controlled from a single computer station at ground level.
- Provision of twelve Fagioli PSC strand jacks (L50s and L15s) for use as emergency storm guys should a major storm have arisen during the girder lifting operation.

Girder lifting took place on Friday the 5th of May and was complete in six hours. This is the ninth goliath crane project that has been performed using Fagioli PSC equipment.

Itef



Fagioli Itef division, specialise in heavy haulage rail transportation has recently completed a "project on tracks" for the transportation of a 265 tonne transformer from Legnano (Milan) to Venice through Brescia, Verona and Vicenza. The convoy was handled and performed by Fagioli team and controlled, during the whole operation, by Italian Railways representatives who were onboard the "special train". Fagioli provided a door-to-door service which included different activities to perform the transport from manufacturing site to final positioning. The transport was performed with a 24 axles railcar from Legnano (Milan) to Venice. The piece was transported onto modular trailers. In Venice the convoy rolled on group-owned ship and transported to Formia port. After the roll-off operation, the final positioning took place at the power plant.

Heavy Lifting and Transportation

Kahalgaon Unit, India



A 500 MW Generator Stator was lifted and placed on TG foundation for Kahalgaon Unit - 5 (Stage-II - 3 X 500 MW). The weight of the Generator was 265 tonnes.

A load test was carried out initially and then the lift, rotation and traverse was carried out on the same day using a L300 strand jack mounted on top of Fagioli PSC tower system.

This is the first time BHEL have lifted a generator using Fagioli PSC equipment.

Transport of a 280 tonne reactor to Denmark



Between May and June 2006 Fagioli completed the transport of a 280 tonne reactor from Italy to Kalundborg (Denmark). The vessel was moved for about four kilometres to Porto Nogaro by 2x4 and 2x6 SPMTs axles and loaded onto a ship. Due to the road conditions on its journey to Denmark the reactor was unloaded by M/v lifting gears onto a new modular trailers configuration: 2x10 and 2x12 SPMTs axles. The convoy (11m high) reached the site after about 6.5km and the whole operation was completed with final erection and positioning.

Terminal 5 Bridge Moves



Linking the New Terminal 5 Departures level to the short term Multi Story car park are 4 Pedestrian Link Bridges. The 90 tonne bridges are being constructed by Watson Steel approx 1.5km from the Terminal and Fagioli PSC have been contracted to transport the bridges through the heavily congested construction site and into position for erection by H/L Crane. Two have already been installed during 1st half of 2006 with the remaining 2 due in July and Sept 2006.

Launching of a Vessel, Italy



In March Fagioli performed another challenging transport in Ravenna Harbour, (a leading commercial port of Italy) for the launching of a supply vessel used to "supply" off-shore platforms. Vessel weight was 1,450 tonne. 68 SPMT axle lines and 4 PPU's were used to perform the transport. Load-out operations have become a typical Fagioli performance within the off-shore activities. As a matter of fact, in accordance with client, Fagioli is supported by its engineering department for all the analysis and study of these kind of transport operations. The pictures shows a delicate moment of the load-out of the supplier vessel onto the barge.

The Usk Bridge



Using the same engineering principles as that of conventional cranes the deck of the footbridge over the River Usk at Newport, Wales was suspended from a mast leaned out over the water, supported by a back mast on the West bank which in turn is tied down to an anchorage foundation all connected by fixed pennants.

The main mast was initially erected at 15 degrees to the vertical using craneage and connected to 2N0 Fagioli PSC 300Te Strand Jacks set on top of a temporary structure at the back mast. The load of the main mast was transferred to the jacks and the crane released for erection of the pennants connecting the tops of the back and main mast.

Once completed the mast was lowered on the jacks out over the river to its final angle of 56 degrees to the vertical. The load on the jacks of 180 tonnes each is at this point transferred to the permanent works.

Transport of Turbine and Alternator

On the 10th and 27th of January Fagioli performed two sea-transports destined to Sparanise Formia.

The first one was the sea transportation from Marina di Carrara port of a 297 tons turbine. Loaded with a ro-ro operation onto the group owned M/V Storm by means of 2x15 Fagioli axles. The convoy, 58m long, reached a total weight of 463 tons. On arrival at Formia port the convoy rolled off and continued to final destination on site.

The second trip started in Genoa and involved the transport of a 265 tons alternator. Loaded with a ro-ro operation onto the group owned M/V Storm by means of 2x14 Fagioli axles. The convoy, 58m long reached a total weight of 359 tons. On arrival at Formia port the convoy rolled off and continued to the final destination on site.

The challenging aspect for both sea trips was that while mooring the vessel was forced to be positioned with an inclination of 30 degrees in order to allow the convoy to roll off and turn into the narrow road of the port.



Transport of a Transformer from Bignasco to Peccia (Switzerland)



This is an interesting transport carried out by Fagioli Group in which the final positioning of a 62 mts transformer was performed by means of an air cushion.

The transformer weighed 62 tonne, 3.80m high, destined for a power plant in Switzerland (Peccia). After the positioning of the transformer onto 8 axle SPMTs by a group owned "treteaux" lifting system, the convoy started the 10 km route in the middle of Vallemaggia onto a narrow and steep road. The picture shows the peculiar and unique flexibility of SPMTs, facing 90 degree bends and arduous roads. On arrival at the final destination the transformer was positioned onto Fagioli "air cushion" system. This system allowed the transformer to be lifted, by inflating low pressure air inside the cushions and creating a kind of "hover-craft effect". The transformer was literally lifted from the ground and "slid" onto some linoleum cover previously positioned and onto the 130m flat surface inside the plant. Four climbing jacks were then used to lift the transformer into place.

Heavy Lifting and Transportation

Lifting Pieces Inside a Fertilizer Tower, Algeria

In collaboration with Bentini S.p.A., Fagioli performed the erection of a 900 tonne structure inside a fertilizer tower in Arzew, Algeria. Fagioli used 3 x L300 strand jacks to pile the pieces (weighing from 100 to 200 tonne each) on top of one another inside the tower. Strand Jacks were positioned at the top of the structure and used as a lifting system. This is a typical job that only Strand jacks can perform. As a matter of fact no other type of crane could have been used due to the reduced space inside the tower (10cm) where the lifting was performed. Fagioli was forced to lift the pieces perfectly perpendicular to the concrete structure, being aware to avoid all kind of swinging or horizontal movements with Fagioli operators on top and at the bottom to follow and manage the entire lifting activity. Picture shows an aerial view of fertilizer plant tower with the Strand Jacks on top



Ferrara, River Transport, Road Transport and Lifting of a 438 tonne Reactor



In May, Fagioli performed the transport of a 438 tonne reactor (23m long with diameter of 4.4m) from manufacturer area close to Marghera port (Venice) to Ferrara. The item was rolled on S. Marco shipping barge "Ticino" (Fagioli group) by means of 2 x 12 SPMTs and transported by river to Ferrara. Unloaded from barge by means of a Liebherr 1750 crawler crane, the reactor was positioned onto temporary supports in the dock area and subsequently transported by means of SPMTs close to installation area. The item was lifted by EZ600 gantry crane and hooked at the top to the crawler crane, previously dismantled transported in parts by means of SPMTs and re-assembled in lifting area. The crane started the lifting operations supported by the gantry crane for the tailing operation.

Simeri Crichi

The transport and lifting operation of a 290 tonne STG was performed in Sicily by Fagioli Group by means of modular trailers, SPMTs, gantry cranes, Strand Jacks and Tower-lift system.

At Crotona port the STG was loaded onto 15+15 axles fitted with Schnabel girder bridge system and transported 75 km to Simeri Crichi.

The STG was then transferred onto 2 x 8 SPMTs axles and delivered to site.

The erection system was composed of 2 square format tower and 2 sets of gantry cranes EZ600 fitted with transversal beams and Strand Jacks. Final erection up to 13m and skidding operation for 20m to the STG foundation.



Heavy Lifting and Transportation

Transport of Cranes



In January 2006 Fagioli's M/V Storman Asia transported 3 port cranes (MHC 115) from Monfalcone (Italy) to different destinations in Iran: Chabahar, Bandar Lengeh, Bahomar. The trip was performed in January and early February.

Two fully assembled cranes (length 54.6m, width 8.6m, height 26.5m, weight 242 tonnes each) were loaded ro-ro onto the ship. The third crane was not transported fully assembled but some parts were loaded into the hold of the M/V by means of ship-cranes.

Dimensions of the third crane main section which was loaded ro-ro were: length 19m, width 10.2m, height 8.02m, weight 123 tonnes).

Millennium Dome

Fagioli were contracted by Watson Steel to perform the roof lift of the new O2 Arena within the existing Millennium Dome. The completed roof was lifted in two phases, the first phase they lifted the roof to 10 metres to allow the installation of services. The second phase then required the roof to be lifted to its full height. The lifting arrangement consisted of 4 x L180's, 4 x L300's, 4 x L450's and 4 x L600's. All operated by a central control system.



Sakhalin Loadout



The deck lifting operation was carried out by a multi national Fagioli PSC team comprising personnel from Fagioli PSC Korea, Fagioli PSC India, Fagioli PSC Asia and Fagioli PSC UK working under overall control of Fagioli PSC UK engineers. The works were split into back to back 12 hour shifts with Fagioli PSC supervisors being involved in all aspects of the lifting operation. During periodic breaks in the lifting operation to enable Samsung Heavy Industries works in positioning and fixing the new leg can sections, Fagioli PSC personnel set-up the LSF skidding system comprising of a

single L600 jack on each of the 2 No. skid tracks along with 60 metre long x 37 strand pulling cables. Each of the jacks was driven by a dedicated L2/70D power pack to give a skidding speed of ~12m/h. The power packs were controlled locally at the built-in control consoles by Fagioli PSC supervisors working via radio communication under the control of a 3rd Fagioli PSC supervisor who guided the LSF along the skid tracks. Upon completion of the LSF skidding operation and the placement of bearing pads by SHI the LUN/A deck was gently lowered to transfer all load onto the LSF. The loadout skidding system comprising of 10 No. L600 jacks, 6 No. to the platform east skidtrack and 4 No. to the platform west skidtrack, along with 165 metre long x 37 strand pulling cables was then set-up. Each pair of jacks was driven by a dedicated L2/70D power pack to give a skidding speed of ~12 m/h. All jacks and power packs were connected to the Fagioli PSC computer control system which was used to perform the loadout. The control system operator was working via radio communication under the control of a Fagioli PSC supervisor who guided the LSF and deck along the skid tracks. Upon completion of the loadout operation all equipment was removed to enable on time sailaway of the marine transport.

The worldwide International project forwarding market has developed considerably in the last 2 years, particularly in the Middle East region.

Our Group, which has always been primarily working in this sector, have gained a good number of contracts, thanks to the development of our structure in the Middle East Region, with our own equipment and skilled personnel, and thanks to strategic alliances with international partners which give us the possibility to strengthen the international network, already mentioned in the 3rd Newsletter edition.

Recently, we have been awarded one of the biggest projects on the market, in Joint-Venture with Transoceanic UK, which is the KGP Project in Al Jubail, Saudi Arabia.

The scope of our activities ranges from the expediting of the materials up to the delivery at jobsite of the main components with units weighing over 1,000 tonne. The co-ordination of the complete project is followed by a dedicated team of people handling all the various phases, which have been placed in strategic positions (Client's office, Transoceanic/Fagioli JV main operational offices - Milan and London, Saudi Arabia operational office).

The duration of the contract will be up to October 2008 and the total quantity of material will be in the range of 500/600,000 freight units. It will include all the various aspect of our core business, such as heavy transport, heavy lift ships chartering, airfreight, general forwarding.

All the local activities in Saudi Arabia will be followed through our Partner Company Almajdouie and the transportation of the main heavy lift / oversize items will be performed with our own equipment.

On the Red Sea area (Yanbu - Saudi Arabia), we have been successful with other two projects, namely NAPTEC and RABIGH, for which we have been also awarded the contract for the erection of the main heavy lift items at Jobsite. Again, the erection will be performed with our own special Tower Lifting System and Strand Jacks.

For the Rabigh project, we will provide the shipment of the heaviest items (unit weight more than 1,000 tonnes) with dedicated heavy lift lo/lo ships, directly to the private pier of Rabigh and, with our special SPMT's we will deliver these items to the jobsite for the final erection onto foundation.

Through our project engineering department, we provided all the technical in-house studies regarding the private pier of Rabigh in order to get the approval for the berthing of the special heavy lift ship and the receiving of the items in accordance to the weight and transit restrictions.

The Fagioli forwarding department has been increasing its activities with interesting and varied jobs performed all over the world. Over the last few months Fagioli has been involved in the following activities:

- Transport and logistics organization for the Germany 2006 World Soccer Championship for the Italian National Team
- Import and export ro-ro activities from Tunisia to Italy and back with trailers transporting mechanical parts for an important car manufacturer. This is a continuing activity performed in different Italian ports where Fagioli has its offices
- China market has been booming these last months: Fagioli is shipping (with Transoceanic) an entire plant to process tomatoes; rotary machines forwarded with containers and ships
- The transport and logistics activities of the Columbus satellite from Germany to Kennedy Space Center Orlando and the trip back of the pressurized case module (see picture below).



- Forwarding department took also care of heavy transport and logistics activities organising the transport of a 145 tonne Yankee Dryer (a large dryer cylinder used for the manufacturing of tissue paper or towelling) from Karlstad (Sweden) to Hamburg (Germany). The Dryer was then transhipped by barge to Arneburg. Final positioning by means of group-owned gantry cranes.

New Equipment



4 new EZ600 gantry cranes arrived at Fagioli's facility in Italy by the end of last April. The new gantry cranes will replace some of the older EZ lifters.

Technically speaking this new model with four legs is able to lift safely 650 metric tonnes to a height of 10m.

The gantries have Rigger's new Computer Aided Remote Lifting (CARL) load management system providing both synchronized lifting and travel of 2 or 4 legs. The system has a portable remote control station with a wide screen display. This provides all the active information about the lift at one glance whether operating two or four legs. It displays caution and warning messages and shuts the system down if an overload condition is recognized. It can be set to shut off the system when the load reaches a predetermined height. Final impressions are extremely positive after the first job performed for the lifting of a 250 tonne transformer : operators were extremely surprised by capability and ease of use!

Fagioli is pleased to announce the addition of 330m of Towerlift with capacity of 3000 tonnes.

Relocation of Singapore Office

In February 2006 Fagioli PSC Asia relocated their offices. Their new address is as follows:

Fagioli PSC Asia Pte. Ltd.
75 Joo Koon Circle
Jurong Town
Singapore 629094

Tel: + 65 6863 3316
Fax: + 65 6863 3315

Air Transportation

Becoming a IATA member, as mentioned in the 3rd issue of Fagioli Newsletter, was a great step ahead in terms of providing a more complete service to forwarding and project activities within the group. These last months have been particularly positive for the air transportation department. As a matter of fact, the operations and projects performed by the division have been drastically increased covering destinations all over the world. Moreover Fagioli offers a complete door-to-door service from point of origin to final destination with group-owned means and under a professional dedicated team, analysing all the different processes of the forwarding activities including documentation, custom clearance....

Between the recent projects performed we would like to point out the air transportation activities for U.N association in Burundi, Congo, Sierra Leone, Eritrea, Ethiopia; the increased projects in Middle East Area (Bahrain, Saudi Arabia, Iran, U.A.E., Qatar), in North Africa (Libya, Algeria, Egypt), North America and the Far East.

Toti Scores Again!

and we are not talking about the Italian football!!

Fagioli won the hauling job of the year SC&RA contest (Specialised Carriers and Rigging Association) participating in the 2006 Annual Conference in Phoenix, Arizona April 25/29.

Steve Price presented to a crowd of over 500 people who attended the event with a video and powerpoint presentation of the "famous" transport of the submarine "E. Toti" from Cremona river port to the Science and Technology Museum in Milan.

There is great satisfaction within the whole group for being awarded the prize two years running.



Other News

New Certification for Fagioli Group



On the 20th of March 2006, the Fagioli Group updated the ISO 9001: 2000 certificate. Which thanks to the efforts of the group (in addition to all the activities already approved by the competent authorities - Det Norske Veritas) Fagioli is now certified as an engineering company offering a full range of engineering services.

Quoting the new document "This certificate is valid for the following products and services: Design and applied engineering of oversize and overload transport services, on road and railway, national and international load out, float off, national and international assembling and heavy lift; national and international transport services, intermodal services. Storehouse; emergency services regarding rescue, transport and preservation of products in the civil and industrial fields".

A reward well deserved for all the in-house engineering activities related to long-standing experience and know-how that Fagioli group guarantees to all its clients.

KAFCO: A Strategic Libyan Alliance

Fagioli Group and Libyan based company Kallat Elsaker entered into an agreement to form a new company called KAFCO (Kallat Elsaker Fagioli Company).

Kallat Elsaker is a leading Libyan company specializing in Heavy Transport and Lifting activities. The joint venture is an important step in Mediterranean area as KAFCO will be the only Libyan company with registered Libyan heavy equipment being able to perform transport and lifting operations over 300 tonnes in all the industry activities.



For ultra-heavy transport and lifting activities over 300 tonne, KAFCO will be supported by Fagioli SpA engineering department in Italy.

Contributions and Comments

Thank you to all those who contributed to this News Letter. Our next issue will be the end of December 2006.

Please continue to send any suggestions and comments to n.mowatt@fagiolipsc.co.uk or r.corbetta@fagioli.it

Nicola Mowatt
Fagioli PSC Limited
The Ridgeway, Iver
Bucks, SL0 9JE, UK
Tel: +44 1753 659 000
Fax: +44 1753 655998

Rudy Corbetta
Fagioli S.p.A
Via Vigentina 2,
20090 OPERA, Italy
Tel: +39 02 576901
Fax: +39 02 57690404

Fagioli World

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

www.fagioligroup.com



www.fagiolipsc.com