

heavyNEWS

Universal Transport's magazine

Edition 2019

THE TOP 5 TRANSPORTS

Universal Transport
delivers

Transport of the
world's most powerful
HVDC transformer



Universal Transport

... don't worry, be **heavy** !

WE LOVE **HEAVY** MISSIONS



Universal Transport

... don't worry, be **heavy** !

Dear readers,

The 20th century was driven by oil but this century is moved by digitization.

That's the way it is all over the world these days. And this is well deserved because especially in the transport industry experts predict that the amounts of data will increase dramatically in the coming years.

Digitization has become a mega-trend.

But digitization is not an end in itself it helps the customer, but also has to succeed in the market as well. Last but not least, it has to fulfill the requirements of the user as well, as they are the ones that give the data its own identity. The whole point of the digitization is to make things easier for everyone.

So we have chosen our slogan for the coming year deliberately: "We love heavy missions".

With this in mind, I hope you enjoy reading our magazine and find it just as interesting and entertaining as me.

Best wishes,

Holger Dechant



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Interview with Holger Dechant and Karl-Heinz Webersberger



Mr. Dechant, Mr. Webersberger, two years ago, Universal Transport (UT) and Züst & Bachmeier Project GmbH (Z & B) decided to work together. Are you still content with your decision?

Dechant: I can answer that with a clear yes. The acquisition of Z & B was a real stroke of luck for the Universal Transport Group. Back then we were looking for a project forwarder to expand our portfolio. The fact that we got together with Z & B was a coincidence.

Webersberger: That's right - at the same time we were looking for a company that would carry on Z & B with our ideas and visions after my co-partners and mine inevitable retirement. We came together by luck. I can say that it was a perfect fit from the beginning, especially from the human side, which is incredibly important to us. And after two years, we can say that expectations have met on both sides.

How did you benefit from each other?

Dechant: My motto is: who claims to be capable of everything, can't do everything right. Therefore, everyone should focus on their strengths to achieve the best result together. For example, if a customer asks if we can bring his trams to Bremen to the harbor, I can now say with a good conscience that we can even take the trains overseas to their destination. But this is only possible because we have an experienced project forwarder like Z & B on our side, which has probably moved almost all kinds of project cargo

around the globe. This is also known to our potential customers by now and has a positive impact on the number of inquiries.

Webersberger: On the other hand, for the first time, Z & B can use an existing fleet and equipment. This

„I would say that we have completed 95 percent integration. It is important to mention that this process has taken and still takes place at eye level. “

gives us more flexibility and makes us more independent in special situations.

Dechant: However, it should not give the impression that we only use our subsidiary now. The aim of the acquisition was not to displace competitors or not to consider orders - quite the opposite. We always act rationally and economically. If Universal Transport or Z & B receives a request, it will not automatically be the other one's turn. If the task can be realized in the best possible way with third party companies, they will get the contract. However, in the past two years we have successfully completed various projects together.

Webersberger: As mentioned at the beginning, it is very reassuring to know that due to our solidarity there is kind of a back-up option if

a planned company fails in the short term.

The acquisition of a company and the associated integration is often a long-term process. Where are you currently?

Webersberger: Our initial feeling that we fit together well proved right. I would say that we have completed 95 percent integration. It is important to mention that this process has taken and still takes place at eye level. Of course there are sometimes different opinions but after lively and constructive discussions we have always come to a satisfactory result for all involved. Our employees also see that - the fluctuation in the last two years has been close to zero.

Dechant: Our aim was not to impose our systems and processes on Z & B at any cost. Our plan was to compare the two sides and where it makes sense, unify the processes.

Which challenges are still to overcome?

Dechant: There is still potential for the important issue of digitization. However, the first steps have been taken and we are confident that we will continue to develop our systems together in the future.

Webersberger: I see the challenges less internally than externally. Due to the ailing infrastructure - especially roads and bridges - we face a traffic collapse if we do not react. We agree that the traffic must be broken down if possible. This means that transport routes are to

be handled multimodally over several modes of transport in order to achieve relief. We want to follow this idea and, for example, expand our logistics center in the "Bayernhafen Nürnberg". At the same time, this would increase our catchment area, which would mean a diversification of our contracts.

„We want to expand our logistics center in the "Bayernhafen Nürnberg".“

Now, our main business in the heavy-duty logistics center is the loading of transformers. For example, we are responsible for the entire transport chain for the most powerful HVDC transformers worldwide to China (editor's note: practical report in this newsletter).

Dechant: I would like to pick up on the point of diversification of industries and customers. If we want to be successful on the market in the long term, we must not rely on one industry, one customer or one country or region, and last but not least, one employee. One example is the booming wind energy business in recent years, which is being slowed down by changing political conditions. We can feel that, but we can cushion it with many other mainstays. We will tackle these challenges together in the Universal Transport Group in the future.



World Cup bidding game

The World Cup in Russia is over and not only France was crowned as the new world champion. The winners of our bidding game are also confirmed. The following winners made it to the podium:

First place goes to Ramona Kückelheim from Spenner Zement in Erwitte. Second place went to Stephan Langer from Avermann in Osnabrück and third place went to Tanja Glaus from LASTRO Heavylift in Duisburg. Congratulations to all winners at this point.





Universal Transport is running

One of the highlights for the running community in East Westphalia is the Paderborn Easter Run. The popular sports event was held for the 72nd time this spring. In seven different competitions, almost 12,000 participants took part in the oldest road race in Germany. On Holy Saturday, the Universal Transport running shirt shone 13 times at the start and finish line. In the E.ON 10-kilometer run two Universal Transport runners, Shari

Ebener and Laura Sepke, completed the distance with a great time, giving them both a great place overall. A total of 11 Universal Transport runners took part in the Paderborn Lippstadt Airport 5-kilometer run. Hendrik Hoppe showed an outstanding performance with a time of 23 minutes and 27 seconds. With this time he got across the finish line as one of the top 250 out of 2837-precisely rank 225. Within the special classification of the IKK Classic company

cup, the Universal Transport employee even took 60th place out of 419 participants.

The well-known event, which offered a colorful supporting program thanks to food trucks, a sports and vitality fair as well as musical entertainment, will attract runners again next Easter. Most certainly Universal Transport employees will bring their stamina and performance to the starting line with great motivation and a strong final spurt again.



19 trainees and students start at Universal Transport



On 1 August 2018, the Universal Transport Group welcomed 19 new colleagues to start their new career with us. Eleven commercial and eight business apprentices and students started their work at the heavy-load expert. They are now looking forward to exciting and instructive years in the Universal Transport family. We look forward to sharing our knowledge and experience with them.

The nine "newbies" at the Paderborn office (three commercial apprentices, three business apprentices, two dual

students and one trainee) spent the first day together know each other a little better.

In order to implement common quality standards, the first briefing was next on the list for them. This not only included a safety briefing, but also important information about corporate communications, social media policies, and how to use work equipment.

After a joint lunch, Mr. Michael Kaiser, part of the executive board, showed the group our premises and gave an

informative insight into the life of the company.

Towards the end of their first day the apprentices and students were introduced to all departments in the office. Lastly, each of them got to spend a little time at their new department to get an idea of what will happen over the next few months.

The Universal Transport Group wishes all our "newbies" a successful start.



Find out more
about working with
UT on Facebook

Trainee at Universal Transport

Interview with Lena Krause, who is a trainee as a professional driver at Universal Transport



Ms. Krause, you have just started your apprenticeship at Universal Transport. Please tell us something about your previous career?

I am 26 years old and I come from Northern Hessen. At first, I decided to start a hotel manageress apprenticeship; sadly I realized soon that this career is not for me. Staying at the same place all the time is not for me, I want to be on the road so I decided to become a professional driver.

How did you get to Universal Transport and how was your start at Universal Transport?

Universal Transport offers a specialization that I really like. Heavy and special transports are something exciting. And I need the challenge, the thrill. That's why I applied to Universal Transport. The start of the apprenticeship was very good. After the first introductory events, the CEO, Mr. Dechant, guided us through the company, personally, which I found really impressive.

Why did you decide to work as a professional driver?

Even as a child I was always fascinated by big trucks. At a later point I did an internship in a freight forwarding company and knew that a professional driver could be something for me. My commute to work is around 100 km every day which doesn't face me at all, I like driving. Now I'm looking forward to being on the road a lot as a professional driver.

App allows easy access to "heavyNet"



The driver app, introduced last year, with which employees of Universal Transport can connect via Android to the central IT tool "heavyNet", is now easy to use for customers of the heavy-duty logistics provider.

This is interesting from two points of view: On one hand, clients are being informed about the latest news from Universal Transport. On the other hand, and of course customers are particularly interested in this, they can, for example, track their order.

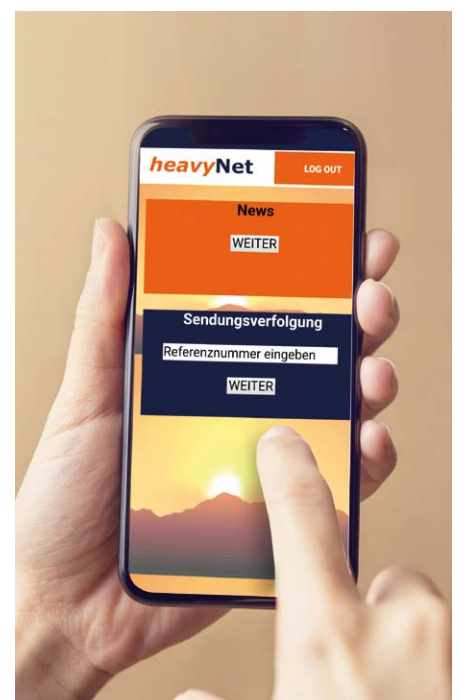
After opening the app, the client can choose between these two options, logging on as a guest via a gray button at the bottom of the

home screen. No access data is required.

If the client then decides to see all the latest news, he will be redirected to the relevant contents of the Universal Transport homepage. The other option is to enter a reference number that will lead the client to their transport request and its details.

There, the user, among other things, will find out where the goods currently are and when they are expected at its destination.

The heavyNet app can be found in the Google Play Store. The search terms "heavyNet" or "Universal Transport" will take you directly to your new app.



Interview with Markus Bettac (43 years)

Managing Director of StB Verkehrstechnik GmbH (StB)



Mr. Bettac, please tell us something about yourself and StB Verkehrstechnik GmbH.

I started working for StB at the beginning of 2016. Previously, I have worked in various marketing companies, but then decided it's time for a new challenge. This is when I changed over to the transport and logistics sector and started working for STB at the beginning of 2016.

I mainly work in the background, taking care of the quality management, certifications and employees. The company StB was founded almost four years ago and has grown steadily ever since.

Currently we have 47 employees, including three apprentices. More than half of our employees are involved in the operational implementation of our services on the roads of Germany. Among them are nine police helpers, who can now replace the escort by the police in heavy transport. The colleagues control a total of 22 mini vans and twelve BF4 vehicles. Due to the good order situation, the fleet is to be expanded this year.

Which services does StB offer exactly and in which sectors are you mainly active?

We work in the areas of traffic control and traffic safety and offer professional solutions for heavy goods logistics as well as mobile routes. We offer our customers a complete

package, from the planning including the creation of route profiles and the organization to the escort of heavy goods vehicles. In addition, we take care of all necessary measurements with the responsible authorities. Good cooperation with authorities for applications and permits is extremely important. By now, we even offer our customers the unloading of their goods, for example smaller components for wind turbines - worldwide.

„In addition to the flexible fleet, our trained and experienced employees are the decisive factor for our success.“

We have benefited from the strong expansion of wind energy in Germany in recent years. Conversely, the stunted expansion also means fewer orders for StB in this area. However, we have prepared ourselves for this situation and have positioned ourselves broadly regarding our customers and the industries. So, we were recently involved in the transport of a huge transformer from the production hall to the port. This year, we

want to concentrate more on regional traffic safety.

What are the biggest challenges for the future? Where do you still see a need for action?

As mentioned at the beginning, we are still on a growth course. In addition to the flexible fleet, our trained and experienced employees are the decisive factor for our success. Like many industries, we also have the problem of finding new employees or junior staff. That will probably be the biggest challenge in the future.

For operational management, we would like to see more understanding for the measures we have taken, without which certain transports could not be carried out. In addition, traffic-guiding measures should be considered more in the overall planning of projects, as applications must be made, and permits must be obtained, which take some time to process. And without the appropriate papers, the transport cannot be carried out.



Scan the code to find out more about STB



An eight-meter-wide bridge on the road

Universal Transport moved around 100 tons with an eight-axle semi low bed in the Lubusz Voivodeship in Poland. The weight was accounted for by an 8-meter-wide bridge section. Considering the length of 40 meters, the low loaders were equipped with an extension beam. The route between Zielona Góra, Gorzów Wielkopolski,

one of the two capitals of the Lubusz Voivodeship, and the municipality of Cigacice, part of the city and rural community of Sulechów, was planned by Universal Transport experts for more than two months. Given the route through the city center, it required exact calculations to complete the transport route without damage.





Transport of the world's most powerful HVDC transformer

The route from the Siemens transformer plant to the bayernhafen Nuremberg was planned well in advance, bridge calculations and transport statistics were prepared using the vehicle or load dimensions / weights and then gone through in driving simulations. At the end it was the expected millimeter work - the transport went to the limits of technical feasibility.

The fact that the loading was successfully implemented is due to the project logistic providers of Züst & Bachmeier Project GmbH in Nuremberg. The company, part of the Universal Transport group, is responsible for the planning and execution of the transportation logistics of the world's most powerful transformer destined to the GU Quan High Voltage Direct Current Transmission (HVDC) project in China.

It is the first of a total of seven 1,100 kV HVDC transformers that Siemens and a partner company will supply for the world's largest HVDC plant. Over 3,324 kilometers, the transformer of the Chinese grid operator will transmit electricity with a total transmission capacity of 12 gigawatts from Changji in northwest China to the populous east coast in the province of Anhui. The HVDC line is scheduled to go into operation at the end of 2018. This world record transformer from Siemens was developed, manufactured and tested in the Nuremberg transformer plant and is to be used at the GUQUAN converter station in China.

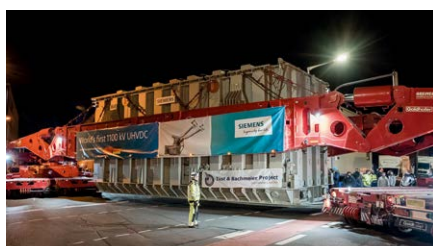
The first eight kilometers of the several thousand-kilometer journey, within Nuremberg, from the transformer plant to the heavy-duty logistics center of the Züst & Bachmeier Project GmbH - where the transformer was lifted to a special barge with the permanently available 600 t strand lift - were particularly demanding.

With dimensions of 13.60 meters x 6.14 meters x 5.90 meters, which the transformer measures at a weight of 535 tons, transport could only move at walking pace.

In an underpass, it was particularly tight and along the route a few cars and trucks, which were parked incorrectly, had to be moved out the way. After nearly 10 hours driving time, this transformer of superlatives reached its interim destination in the bayernhafen Nuremberg.

The transformer was transported by barge to Antwerp where it was taken over by a heavy cargo vessel with its own harnesses. He is currently on a voyage to China and will then be transported to his destination in the north of the republic.

After completing this transport, the next one is already in planning. For this project a total of 4 transformers will be delivered from Nuremberg. The next transports of these super heavyweights with the same transport dimensions will be in the coming weeks. The professionals of the project team of the Züst & Bachmeier Project GmbH are working hard again to realize these challenges.





Push boat on route by truck

Where once was the lignite mining Skado, the "Partwitzer" lake is one of the largest artificial lakes in Saxony today. A small corner of the 134 million cubic meters of water is still part of the neighboring state of Brandenburg. From there, more precisely from Welzow, Universal Transport transported the push boat "Klara" and two barges to the area of use

at the end of March. The push boat of the Central German mining management company was stored in the hangar of the airfield of Welzow, protected from the wintery weather conditions.

After four weeks of planning, which had to deal with the height of 5.20 meters for the total of 100 tons of the shipping troika in the route organization, in the spring the three semi

low beds of Universal Transport could set in motion to the shore of the Partwitz lake. After arrival of the "Klara", which arrived later due to necessary repairs in the winter quarters, the crane work could start. Subsequently, the pusher and the two barges, whose crew neutralize the acidic waters with a lime solution, were able to fulfill their important task for the lake's ecosystem.



Tactical move with an overnight water transport



UT Video clips in
our new online
media center

From September to October Universal Transport was involved with a multimodal transport from Belgium to Russia. A total of 30 containers, each with a diameter of 5, 7 metres, were transported by inland waterway vessel and finally brought to Lipetsk by heavy haulage trucks. After the intensive preparation time, including route planning and obtaining the necessary permits and customs documents, the long journey could begin. The transport took place in three parts, split into ten units each time. The shipment took place via the

Belgium ports of Brügge and Ostend. The transit time of the seagoing vessels to the Russian St. Petersburg took one week each. The second part of the journey was also on water. The only time suitable for the transport due to opening times of the bridge was over night. For 10 days the ships was winding up south on the Newa until it finally reached the port in Kolomna, 110 kilometres southeast of Moscow. Once they got here, the transshipment of the components took place with the help of 2 truck cranes onto the heavy duty

trucks. The last section of the route took about 750 kilometres on the road to south. This long distance transport, in comparison to usual heavy haulage transports, meant that the colleagues from St. Petersburg had to plan this transport to the smallest detail to ensure a smooth transit. Due to the enormous height of the cargo, power lines had to be raised, trees had to be cut, and traffic signs had to be removed. So the full program of traffic control measurements had to be used.



Universal Transport is transporting the historic rail motor coach from the Czech Republic ready for its restoration.

Slovak arrow back on the road

It was considered a steel connection between two nations: the rail motor coach M290, called the "Slovak arrow". In the 1930s, this technical masterpiece conquered the challenging route from Prague to Bratislava in four and a half hours. Now the heavy-haulage specialist Universal Transport transported the last remaining rusty railcar for restoration.

"The transport of historic vehicles is always something special. And here the vintage vehicle weighs 36 tons. But in this case, it is not just about height or weight, but also about feelings," says Universal Transport CEO Holger Dechant. Universal Transport has planned the approximately 40-kilometer route in the Czech Republic from Kopřivnice to the unloading point in Hranice precisely.

The special transport was the rail motor coach M290-001, which was displayed outside the Tatra Company Museum in Kopřivnice, Czech Republic since 1953. First, the train with a length of 25.1 meters, a width of 2.85 meters and a height of 3.66 meters, had to be brought onto a low loa-

der. Then the transport to Hranice could start, where this historical motor coach is retreaded by the CMZO railway repair factory.

There used to be another railcar like this, but the M290.002 burned out. Therefore this 1936 built railcar is the only thing to remember the hybrid system Sousedik, which transmitted the power of the two gasoline engines in the lower speed range, whereas from a speed of over 85 kilometers per hour, the engines were then connected to the drive axles directly.

Because of its groundbreaking technical solution, the railcar was added to the list of National Cultural Monuments of the Czech Republic in 2010. Now the Prague Ministry of Culture has decided to have the old-timer completely restored and provided Tatra Truck with funds adding up to 80 million crowns which equals about three million euros. The work is expected to take until 2020, and then the historic vehicle will shine in its old glory again.

Universal Transport takes over Czech heavy cargo specialists



The heavy cargo specialist Universal Transport continues to expand its market presence in the Czech Republic. Retrospectively from the 1. January 2018, the renowned Czech heavy haulage company Nosreti with its 47 employees was taken over and became part of Universal Transport Prague. Silence has been agreed on the purchase price.

Universal Transport Prague was founded in 1995. It was the first foreign branch of the Paderborn-based transport specialist, which has more than 50 employees today. UT Prague is one of the market leaders in the Czech Republic and manages large-scale and heavy transport projects across Europe. It has an extensive vehicle fleet for heavy haulage transports, which will be expanded by around 30 specialized trucks with the takeover.

"Nosreti fits in perfectly with our combined strength strategy, as its many years of experience and local contacts are a perfect complement to our portfolio. In the future, we will be able to offer our loyal customers an extended range of heavy-lift cargo transports, not only in the Czech Republic. The takeover is an important step in the expansion of the entire Universal Transport Group," says Holger Dechant from the headquarters in Paderborn.

Finally, the experienced professional drivers from Nosreti make a valuable contribution considering the shortage of drivers. In addition to the heavy-haulage trucks, the Nosreti fleet has 46 axle lines, high girder bridges, low loader and telescopic trailer, with the equipment enabling transports weighing more than 100 tones. In the past decades, Nosreti has become one of the largest providers of heavy and oversized cargo in Europe. The special loads include land and aircraft technology, trams, buses, assembly systems and power plant components, but also recreational vessels and other goods with extraordinary dimensions and weights.

Managing Director Burkhard Jung, who has worked for Universal Transport in Prague for many years is taking over the management of the expanded company.





Interview with Natalia Makurenkova

Branch manager at Universal Transport in Moscow
and St. Petersburg

Mrs. Makurenkova, please tell us something about yourself and Universal Transport Russia.

I have been active in the logistics industry since 2003 and have been working for a freight forwarding company that has planned and carried out heavy transports, among other things. For example, we transported yachts and boats with the companies own vehicle fleet. During this time, I have gained a lot of experience with heavy transport and with the coordination of an own vehicle fleet. Since the end of 2016 I am using this know-how and my extensive network at Universal Transport. The company has been operating in the Russian market since 2013 with a branch in St. Petersburg and, since last year, with a second branch in Moscow.

What is your work in Russia like and what services do you offer?

First and foremost, we want to pub-

licize the Universal Transport brand and its values in Russia. That's why we travel a lot and present our services, for example at trade fairs. We offer the unique combination of high German standards combined with extensive experience and contacts in the Russian market. In the first instance we focus on project forwarding, working closely with Züst & Bachmeier, among others. We are already handling major projects for Russian companies in import and export. In doing so, we are responsible for the implementation of complex logistics chains. The potential in Russia is enormous. Many major projects - from wind power to industry to agriculture - are planned and implemented in the future. The sector wind energy is still in its early stages in Russia. We are close to the market and monitor these developments closely to play our part in the successful implementation of these projects.

The world is talking about the upcoming World Cup in Russia. Has football fever caught you yet?

It's going to be an exciting time. The games take place in St. Petersburg and Moscow, where we are represented with our branches as mentioned beforehand. We are looking forward to having the world as our guest in Russia. We Russians are very hospitable and want to present our country in all its facets. For most people, it will probably be the first visit to Russia. Personally, I'm fortunate enough to get hold of tickets for a World Cup match. I have not thought about the outcome of the tournament, but I hope that the Russian team will show good matches.



Our new webpage is also available in Russian:

www.universal-transport.com



Transport of a rotor blade with our newly developed frame

The heavy-haulage specialist Universal Transport sent its specially designed frame for wind turbines on the road and came to the conclusion that it was a great success.

This frame was made specifically as an adaptation between the base of the blade, the "Goldhofer" free-turning device and the trailer system. The intelligent transport solution which was developed by Universal Transport is a 4 + 3 + 5 combination. The Goldhofer free-turning device coupled to a four-axle truck is

connected on three axles with an additional five-axle trailer. With this flexible combination, it is possible to lift the 61.5-meter-long rotor blade directly at the base if necessary, by doing this the blade can be lifted over crash barriers and other obstacles. Transporting rotor blades is always a logistical challenge because of its immense length, in tight bends and narrow roads, the rotor blade transport of a wind turbine can reach its limits quickly. "As a specialist in heavy haulage transports, we see it as our task to bring innovation on the way.

This frame is specially developed to transport the ever-increasing rotor blades. The frame did not exist in this form, "says Heiko Rost, Head of Wind at Universal Transport. Universal Transport is therefore the first company in Germany with this innovative transport solution.

Trade fair 2018



Universal Transport Group at the Wind Energy Hamburg

In 2017, a record increase of more than 5,300 megawatts was achieved in Germany, mainly due to the strong onshore market. With this knowledge, the "Wind Energy Hamburg" trade fair proudly opened its doors and expected around 35,000 trade visitors this year. As a well-known exhibitor for applied special transport solutions, the Universal Transport Group was there again. The stand was staffed by employees of Universal Transport, Züst & Bachmeier and StB Verkehrstechnik - all top-class companies belonging to the Universal Transport Group. The experts in the field of special transport and project forwarding could authentically convey

to the wind energy industry ensuring a suitable solution for their challenges will be found.

The "Wind Energy Hamburg" is seen as the world's leading trade fair for wind energy and took place from 25th to 28th September 2018 on the exhibition site in Hamburg. More than 1,400 exhibitors were present in the new halls of the Windfair. Parallel to this, the Global Wind Summit - the most important and largest meeting for wind energy worldwide - met there as well.

Universal Transport at Breakbulk premiere in Bremen

Breakbulk Europe, the world's most important trade fair for the project and heavy-lift industry, took place for the 13th time. This took place in Bremen for the first time ever. And this is no coincidence - the host harbor is "Bremenports" (Bremen and Bremerhaven), which is also the largest location for the project business in Germany. The Breakbulk leads around 400 international exhibitors

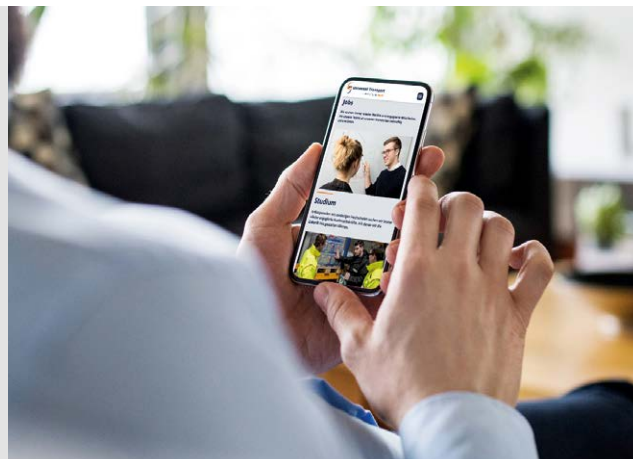
to Bremen. Of course as one of the most important participant in the heavy lift business, the Universal Transport Group is represented in the halls of the Bremen trade fair again.

Universal Transport Group will take part at the trade fair next year in Bremen from the 21th to the 23rd of May 2019.

Training at the Universal Transport Group

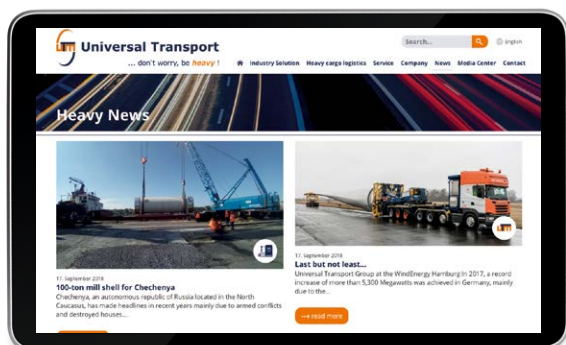
Everyone who wants to make a big difference to their own future is right with us!

As the German market leader for large and heavy goods transports, we transport XXL goods throughout Europe. With our apprenticeship programs and dual study programs, we will continue to provide up and coming skilled employees in the future.



Transport logistic 2019 in Munich

Our team will represent the Universal Transport Group at the "transport logistic" in Munich from the 4th till the 7th of June 2019. We are looking forward to meeting you there and help you with all your enquiries.



In the Heavy news part you can find all current exhibition dates and information about Universal Transport

Please be careful with imitators!

Finally, in the digital age there is always the possibility to mix things up. Unfortunately, we can't stop this all the time. It's annoying if this is happening on purpose to damage the good reputation of a heavy haulage transport company. Please don't get fouled by the company Universal Transport from Krefeld which is using the same name as ours. Always look out for our blue and orange trademark colors. For decades the Universal Transport Group has ensured that all our aspects of work are delivered at our high standards. Only one thing applies and that is our consistent quality and excellent service which has been established over many years of successful business.

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CONGRATULATIONS TO THE jubilees!

10 years

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Michael Volpert
Gerhard Wagner
Matthias Weimer

15 years

Karsten Hillebrand
André Kötter
Wojciech Nowak
Bernd Schaper
Matthias Schlamann
Tanja Schmidt
Stephan Seybold
Jiří Tůma

20 years

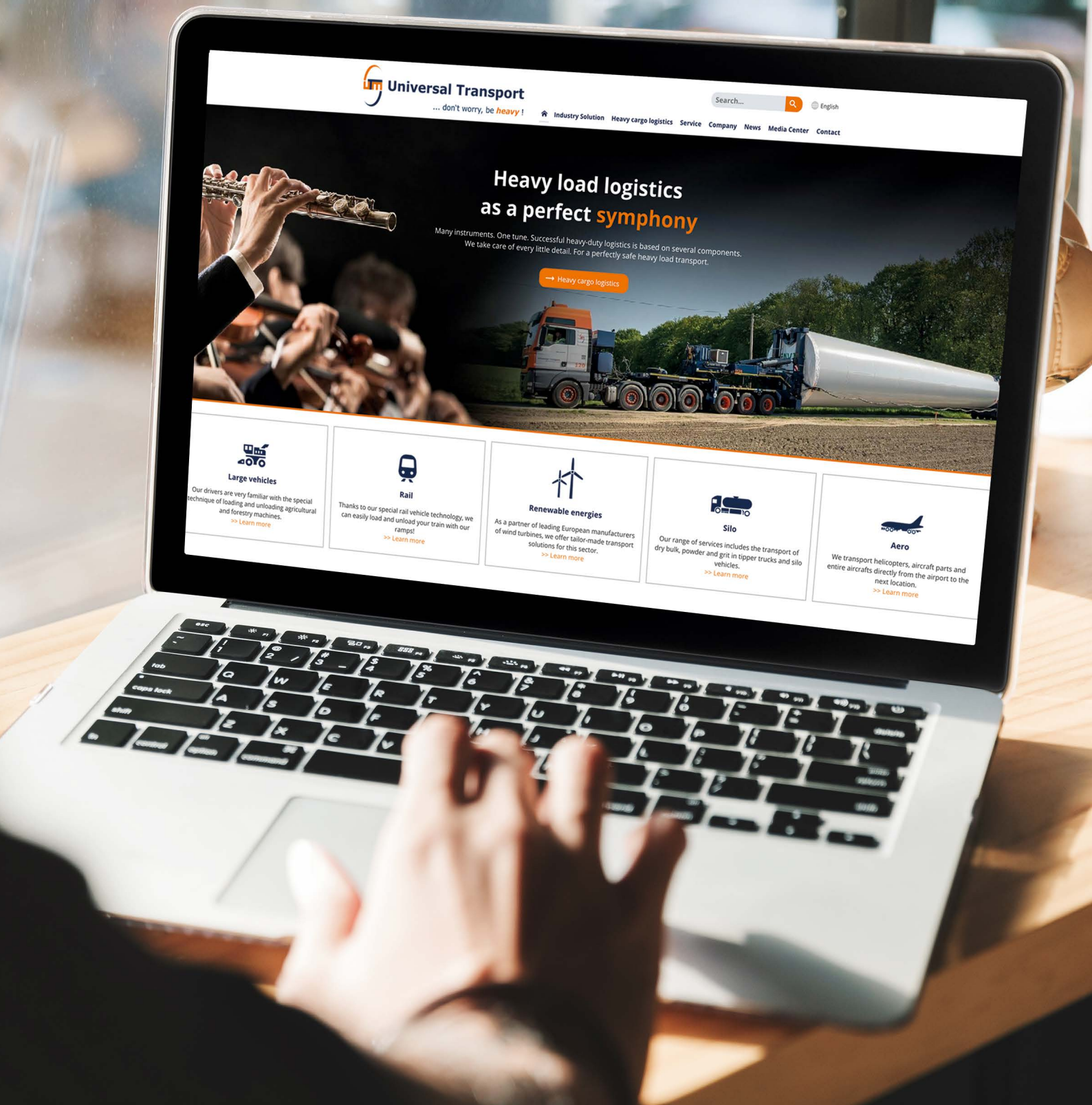
Pawel Borowski
Ronny Knoblauch
Markus Messingschlager
Heiko Rost
Helena Schwerdhöfer

25 years

Detlef Neumann
Christian Sepke

40 years

Bernd Klahr



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