

Tanzania Capability Statement



UTC & PROENERGY PROJECT CARGO IN TANZANIA

UTC Overseas Inc., (UTC) has project cargo management experience in East Africa generally and in Tanzania specifically.

Project cargo movement in East Africa in particular requires a thorough and detailed knowledge of the geography, politics and logistics infrastructure coupled with professional experience and careful management of the available resources. From experience with other cargoes in the region, care must be taken to assess all possible risks and after careful application of UTC's manuals of Best Practices, making a safe delivery of the Clients' cargo.

UTC & ProEnergy have professionally experienced personnel in a number of locations world-wide together with expatriate project managers on location and in attendance at all times to ensure optimum efficiency.

A careful assessment will always be made of all possible routes and modes of transport to be used for a particular project as local conditions will often dictate that what appears to be a longer route to the final destination is actually the shortest and safest option. Questionable roads and danger posed by armed gangs in certain regions have sometimes required far longer routes to ensure safe delivery. This local knowledge coupled with local language skills and extensive networks of good contacts acquired by the expatriate managers over many years in the region are invaluable to clients.

UTC & ProEnergy will mobilize specialized trailers to Tanzania as required.

Most project cargoes for the region are regularly routed through Mombasa, Kenya in preference to Dar es Salaam because:

- A greater number of shipping lines make regular and more frequent port calls to Mombasa
- Port infrastructure such as open quays and more knowledgeable stevedore & rigging personnel are more readily available in Mombasa
- Dar es Salaam does not possess the wide range of special equipment required for handling special / project cargo
- Customs procedures in Mombasa are easy to perform and relatively simple due to both countries' membership of the East African Economic Community
- Greater number of support services such as international insurance agencies, inspection and survey companies in Mombasa
- Engineering support, supply and repair facilities are more available.
- Good access to Mombasa by road, rail and air on receipt of the full definition of the scope of work to be performed a professional review is carried out of optimum routing in detail for the various cargo items from point of origin to an

on-time delivery to the project site. This is carried out well in advance of cargo availability and involves:

- Careful assessment of the largest and / or most fragile components and their best method of delivery from available port of entry in East Africa to the actual project site
- This will determine the shipping line, specially chartered ship/s or aircraft required carry out the longest segment of the journey to ensure delivery of the cargo to the optimum point in East Africa for trans-loading to local barges, trucks or rail cars
- Review and select local partners according to criteria outlined in UTC's Best Practices Procedures
- Provide full details of the items to the local riggers and review optimum handling procedures
- Perform a detailed route survey from point to point. This also involves assessment of likely weather conditions at the time of cargo movement as it affects road, rail and barge operations. At certain times of the year transit on specific lanes may be difficult, dangerous or impossible due to a variety of circumstances
- Special care is taken on a review of equipment and spares that might possibly be required at any trans-shipment point/s and the final destination / site
- A detailed review of UTC's Best Practices Procedures of local contractors is also carried out to ensure their ability to perform the tasks in compliance with the relevant requirements
- The same detailed review is performed of all the equipment likely to be used in the move
- All insurance requirements are established and confirmed

Tanzania Experiences



Kilwa landing on the side of the two bollards

EDC Project



**LM6000 Turbine Base
Going under bridge to EDC Guarenas**

Power Plant Project in Venezuela



Power Engines Guanta Venezuela to Barrancos



Peru Project



**50 ton
Transformer to San Gaban, Peru**

Botswana Project



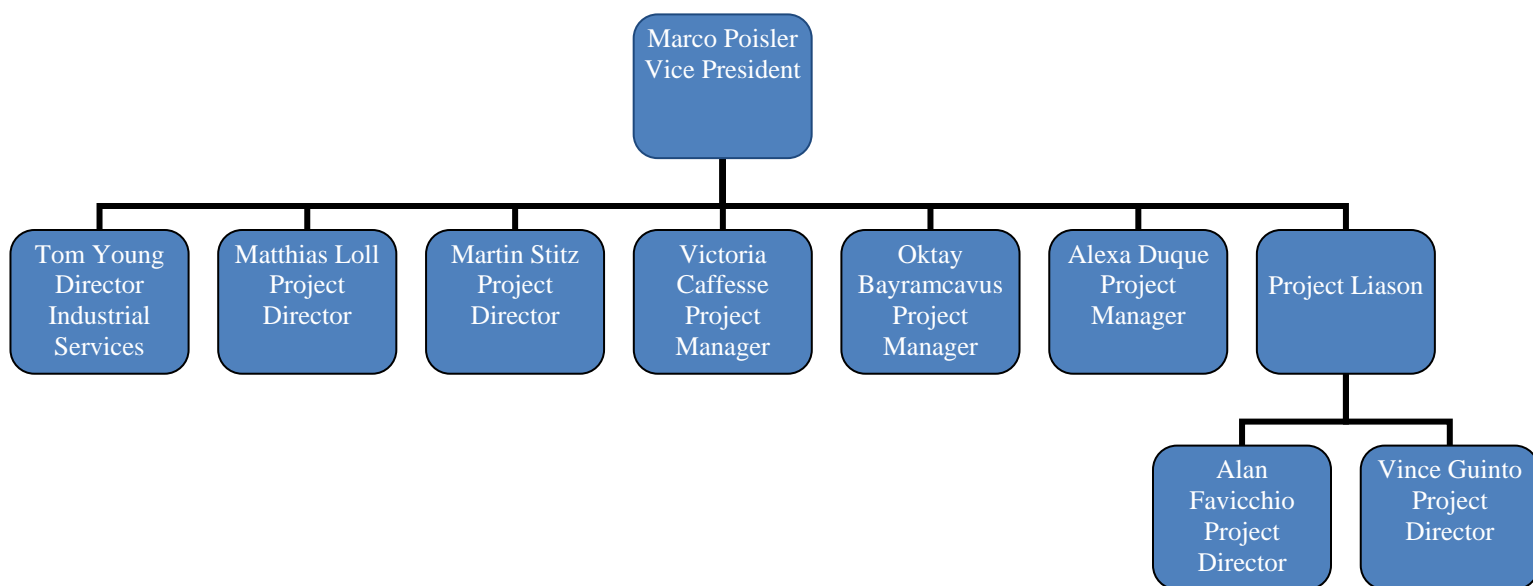
Mobile Power Plant Equipment (Botswana)
Equipment sourced out of Tanzania

Company Details

Full Name:	UTC Overseas, Inc.
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Corporate Phone Number:	+1 (201) 270-4600
Date Established:	1989
Project Address:	2 Northpoint Drive Suite 2000 Houston, TX 77060
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Contact Person:	Marco Poisler Vice President Project Division Phone: +1 (713) 422-2818 Fax: +1 (713) 422-2868 Email: m.poisler@utcoverseas.com

UTC Overseas, Inc. is a knowledge-based business, focusing on developing innovative transport and logistics solutions for complex projects. We provide optimal logistics solutions to major industries by bringing together planning and coordination knowledge, innovative concepts and unrivalled experience. UTC concentrates on developing concepts for clients that provide a solution where the job is complex, difficult, and dangerous or requires large amounts of capital.

Project Management



UTC Network

Number of office locations

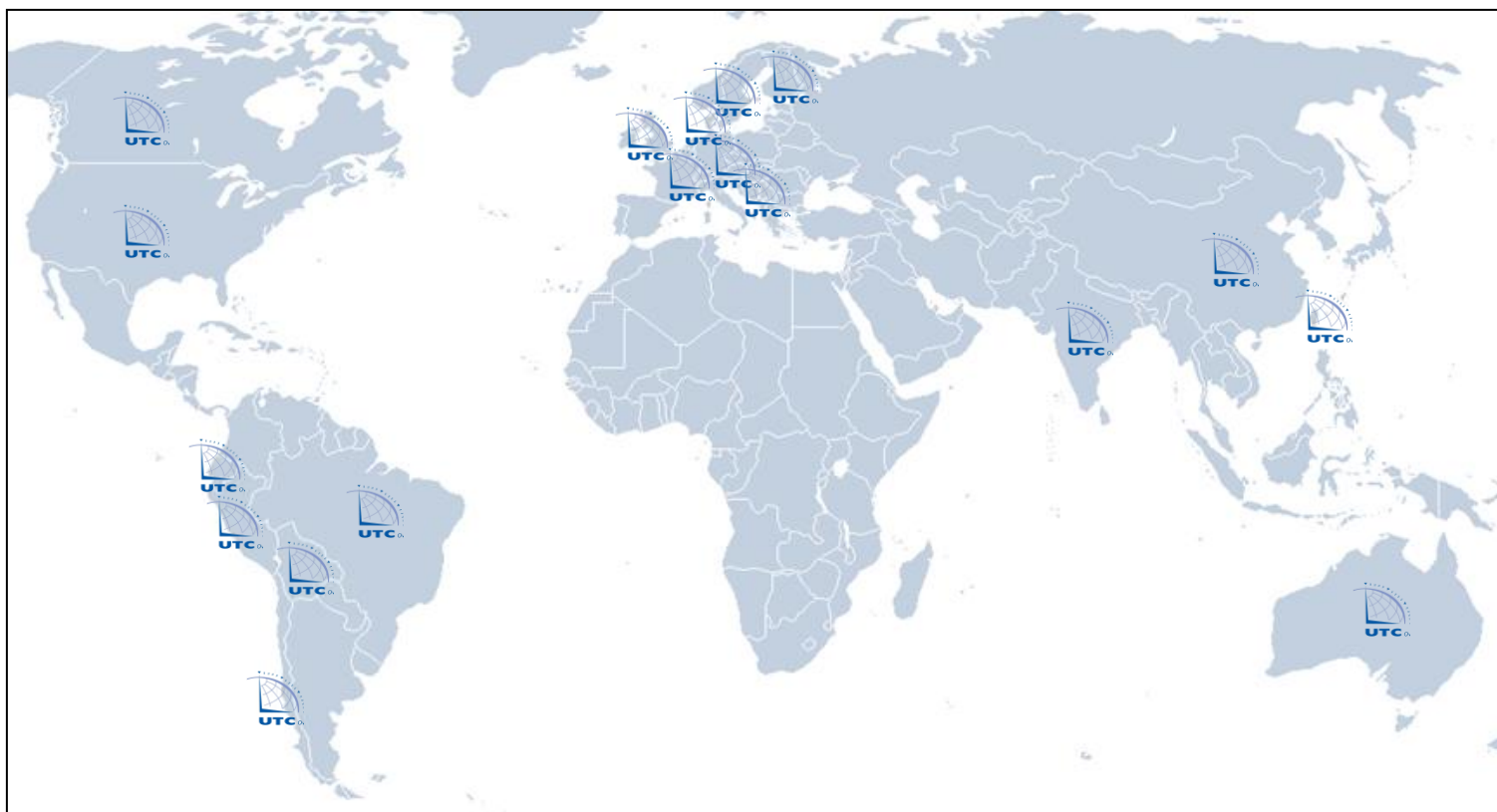
12 offices in the USA all 100% fully owned and operated

9 in the US East Coast

3 in the US Gulf/Midwest

27 offices abroad operated by UTC Overseas

Australia, Azerbaijan, Brazil, Bolivia, Canada, Chile, China, Denmark, Ecuador, Finland, France, Germany, Hong Kong, Hungary, India, Peru, Sweden, United Kingdom, and Taiwan



UTC Services:

Ocean

UTC can organize water transport anywhere in the world, using both scheduled liner services, and/ or chartered specialty vessels, tugs, and barges to meet your needs. We review the ship owner's financial strength, performance record and reputation. We conduct a full technical review of each charter based on performance, crane capacity, and protection of cargo. An in house licensed Port Captain or qualified Project Manager is assigned to your project for careful attention to detail assures that your cargo is loaded according to the stowage plan and properly secured. UTC can coordinate hopper or heavy duty, flat-deck barge services at any point of the project.

Cargo Insurance

UTC has secure relationships with insurance underwriters and brokers. This enables us to offer you an array of options for partial or complete insurance coverage at competitive rates.

Air

UTC is a global leader in air charter services for cargoes requiring special deliveries to remote destinations. Charters include Boeing 747 nose loaders, and when required, on of the world's largest commercial cargo planes, the Antonov An-124.

Inland

UTC matches road transportation resources to your project needs. From regular trucks to specialized multi-axle, articulated, air ride, and hydraulic heavy haul equipment. We ensure compliance with all existing regulatory requirements, codes, and standards. We coordinate with city, county, and state officials, utilities and law enforcement agencies when the project calls for large scale moves through communities and on public roads, and streets. We obtain all permits and clearances, and coordinating support services as needed to assure compliance with laws and regulations.

Rail

UTC experts know how to select the right railcar for your move, be it a heavy duty, multi-axle or Schnabel railcar and we take every step necessary to assure safe transit. We supervise all cargo lashings and tie down, we communicate or meet personally with switching yard personnel and the train master, and we work directly with rail clearance authorities who make sure routes selected offer safe clearance for the cargo.

Additional Services:

Export packing and crating

UTC ensures that every item is appropriately packed and prepared for the chosen method of transport.

Hazardous Material Handling

UTC managers are trained to recognize and handle internationally classified hazardous materials. We can also label and check packaging to ensure compliance to international regulations and ensure proper completion of all regulatory paperwork.

Warehouse and Distribution

UTC maintains an extensive network of warehousing and distribution points at strategic locations around the world. Cargo is handled using the latest technologies, and orders are filled and processed efficiently using state of the art management systems.

Customs House Brokerage and Compliance

UTC is an expert in the field of Custom Brokerage. We are able to perform your Customs Brokerage work quickly, accurately, and efficiently.

Letters of Credit

UTC reviews and provides opinions on letters of credit to eliminate shipping obstacles to your financial instruments.

Consulting/ Heavy Engineering Services

UTC works with civil engineers to provide you with detailed route studies worldwide. We find the best access roads and routing from the port to your job site by carefully reviewing underpass heights, bridge and pier strengths, weight limits, and local, regional, and national regulations.

United States EXIM Banking Consulting

UTC has extensive experience in managing projects financed by the United States Export Import (EXIM) Bank, and requiring PR-17 compliance.

Emergency/ Time Critical Cargo

We frequently organize hand-carried cargo on short notice to expedite delivery and minimize liquidated damages.

Asset Recovery/ Salvage Cargo

UTC experts handle emergency recovery of cargo involved in accidents and mishaps around the world. We can upright heavy lifts and safely remove the asset in question from the site. If needed, we can also make repairs to the facility and/or surrounding property where the incident took place.

Internet Tracking Service

UTC's tracking service lets you monitor the status of your project anywhere in the world, from anywhere in the world via the Internet, including communications among all parties involved in the move. This service is available in multiple languages and can be customized to the language of your choice.

Health Safety & Environmental Program (HSE)

Our employees are the Company's most important asset. At UTC Overseas, Inc. preventing occupational injuries and illnesses and protection of the environment are of such consequence that management will provide all the facilities and support reasonably required to ensure success.

UTC Overseas, Inc. is committed to a health, safety, and environment management system that conforms to the best practices of the logistics industry. Health, safety, and environment considerations are a top priority in the planning and development of our services. We acknowledge the principal that all accidents can be prevented and actively promote the highest standards of safety awareness and performance. We acknowledge that the environment can be protected through the use of acceptable products and responsible vendor selection. UTC Overseas, Inc. is committed to continuous improvement of its global health, safety, and environmental processes while supplying high quality, environmentally responsible logistics products and services to our customers. Our objective is the lowest possible number of accidents, injuries, illnesses and environmental problems.

We recognize the importance of working closely with our customers and contractors. Only through the cooperative effort of all can the best possible health, safety, and environmental record be achieved. This policy requires internal cooperation in all health, safety, and environmental matters, not only between supervisor and employee, but also between each employee and his fellow workers.

UTC Overseas, Inc. recognizes that the responsibilities for health, safety, and environment are shared:

1. Management accepts the responsibility for leadership of the health, safety, and environmental program for its effectiveness and improvement and for providing safeguards required to ensure safe, environmentally responsible conditions.
2. Supervisors are responsible for developing the proper attitudes towards health, safety, and environment in themselves as well as directing those whom they supervise towards this goal. Supervisors are responsible locally for ensuring that all operations are performed with the utmost regard to the health and safety of personal and protection of the environment.
3. All employees are responsible for wholehearted, genuine cooperation with every aspect of the health, safety and environmental program. This includes compliance with all rules and regulations and continuous safe, environmentally responsible job performance.

Brian Posthumus
President

Part One: Commitment, Leadership and Accountability

Objective:

Management shall provide strong, visible commitment, leadership and personal involvement in HSE. Supervisors will be held accountable for accomplishing this by demonstrating correct HSE behaviors, by clearly defining HSE roles and responsibilities, by providing necessary resources, and by measuring, reviewing and continuously improving our HSE performance.

Expectations:

Commitment:

- Management shall demonstrate visible commitment to HSE and provide the necessary resources to develop and maintain and active HSE Management System throughout the organization.
- All employees shall demonstrate visible commitment to the HSE Management System.

Leadership

- Management shall provide strong, visible leadership and actively participate in the continuing drive toward a corporate culture that places HSE equal in importance to other critical business objectives.
- Management shall establish clear HSE goals and objectives, roles and responsibilities, performance measures and allocate adequate resources.
- Visible management includes setting a personal example, and actively contributing to HSE activities, reinforcing and rewarding positive behavior and engaging in two-way communication with employees.
- Management shall encourage the involvement of all employees and empower them to develop and implement solutions to HSE issues.

Accountability

- Managers HSE performance will be assessed against their annual goals and objectives
- All employees will be individually responsible and accountable for HSE issues relating to themselves or others with whom they associate.

Part Two: Policies and Objectives

Objective:

Policies and objectives shall be communicated, implemented, and maintained at all organizational levels.

Exceptions:

Policy:

- Managers are responsible for communicating and implementing HSE policies that meet applicable internal and external requirements.

Objectives:

- Managers shall identify and set clear HSE performance targets and develop a system put in place to assure compliance.
- These targets shall be communicated to our customers, employees and contractors, and employees and contractors shall be informed about what is required of them to achieve these targets.
- Programs shall be put in place to assess HSE performance against set objectives.

Part Three: Organization and Responsibilities

Objective:

Organizational roles and responsibilities shall be clearly defined and the necessary resources provided to achieve set HSE objectives.

Exceptions:

Organizational Responsibilities:

- Managers shall demonstrate due diligence in matters of HSE in the protection of employees, contractors and the general public as far as reasonably practicable.
- All employees are individually responsible and accountable for all HSE issues relating to themselves or others with whom they associate.
- All employees' roles and responsibilities, including HSE, shall be clearly defined in their job description which shall be clearly communicated to the individual.

Organization Structure:

- An HSE organization is in place to provide support and guidance in assisting management to achieve HSE Management System objectives and expectations.

Recruitment, Training and Competence:

- Our workforce will be provided with the required skills and training to competently perform their tasks in a healthy, safe and environmentally sound manner.
- Training is evaluated to determine its effectiveness.
- New or transferred employees, contractors and other visiting personnel will undergo appropriate job-specific/site orientation/ induction training which will cover HSE rules and emergency procedures.

Recruitment, selection and placement processes ensure that personnel are competent and fit for their assigned tasks.

Part Four: Design and Planning

Objective:

HSE shall be integral to the design, development, manufacturing and delivery of our products, equipment and services.

Emergency management plans will be maintained and practiced to protect the workforce, customers, public environment and the Company's reputation in the event of an incident.

Exceptions:

Design and Planning

- Baseline technical, HSE data as specifies in the management system shall be collected before the introduction of new or major changes to existing operation, production, equipment, facility, service, and activity.
- Deviations from design/manufacturing standards or technical specifications are identified and managed at an appropriate level, with the reasons documented and retained.
- Formal design review, verification and validation studies are carried out based on risk assessment. Potential hazards are identified and HSE risks assessed and managed using appropriate risk assessment tools.
- Local regulatory requirements are met or exceeded. Where these are absent or inadequate, standards are set that protect people and the environment.
- Plans shall be developed and appropriate actions taken to prevent environmental pollution, conserve resources and practical, appropriate treatment of waste shall be undertaken and monitored to minimize the impact of discharges and disposals on the environment.
- Security plans shall be in place to protect employees, families and all other people directly involved with our activities, as required by the level of risk.
- The exposure of all employees, customers, contractors and the general public to hazardous conditions associated with our operations shall be assessed and managed to minimize HSE risk.
- The company shall take a proactive approach toward the general health awareness of all employees and contractors.

Emergency Response:

- All of our locations shall have emergency plans in place pertinent to the nature of their operations and the assessed locations risks.
- Emergency plans are documented, accessible, and clearly communicated.
- Personnel are trained and understand emergency plans, their roles and responsibilities.

Part Five: Risk Assessment and Management

Objective:

Management of risk is a continuous process and the cornerstone of HSE management. We will regularly identify the hazards and identify the risks associated with our activities. We will take appropriate action to manage the risks and hence prevent or reduce the impact of potential accidents or incidents.

Exceptions:

Risk Management Process

- Systems shall be in place to ensure the:
 - Identification of hazards associated with our equipment, products, and services.
 - Assessment of risk
 - Control the hazards and manage the risks to acceptable levels.
 - Assessed risks are addressed by the level of management appropriate to the nature and magnitude of the risk.
- Decisions are clearly documented and resulting actions implemented through local procedures.
- Risk assessments are reviewed at specific intervals and updated when significant changes are planned.
- Employees, customers, contractors and all relevant third parties shall be informed of hazards and risks and the required prevention and control measures.

Control Measures:

- Control measures will be implemented, maintained and monitored as and were required.

Part Six: Contractor and Supplier Management

Objective:

Suppliers and contractors shall be managed to ensure that their equipment, products, and services meet applicable HSE standards.

Exceptions:

Evaluation and Selection

- All suppliers and contractors shall be evaluated and selected based on their ability to deliver a quality product or service in safe, healthy and environmentally acceptable manner.

Management and Performance

- A major criterion in the selection of suppliers and contractors is their demonstration of, and adherence to, effective HSE practices. They must conduct their services consistent with our HSE policies and the contractual requirements appropriate for the nature and magnitude of the work being provided.

Part Seven: Safe Systems of Work

Objective:

All operations and activities shall be conducted in accordance with defined standards and procedures to ensure sound HSE performance. Continuous improvement shall be promoted and monitored through active employee participation.

Exceptions:

Operations and Maintenance:

- Our operations shall be conducted in way that minimizes or eliminates HSE risks.
- Safe work practices and operational procedures are established and regularly monitored. The workforce understands their roles and responsibilities in meeting HSE objectives.
- Reliability and availability of protective and emergency systems are maintained by appropriate inspection, testing and maintenance programs.
- Products and equipment must be maintained in a condition which will not compromise the safety of the worker or environment.

Management of Change:

- The health, safety, and environmental impacts of temporary and permanent changes are formally assessed, managed documented and approved. The duration of temporary changes shall not be exceeded without review and approval.
- Changes in legal and regulatory requirements, and knowledge of health and environmental effects, are tracked and appropriate changes implemented.
- Effects of change on the workforce/ organization, including training requirements, are assessed and managed.

Part Eight: Documentation and Performance Review

Objective:

We will maintain accurate information on our operations and products. It will be held securely yet be readily available. Performance indicators in key HSE areas shall be identified, targeted, measured and reported to monitor continuous HSE performance improvement.

Exceptions:

Reporting and Performance Review:

- All health, safety, security and environmental incidents, including near misses, are openly reported, investigated, analyzed and documented.
- Incident investigations, including identification of root causes and preventive actions, are documented and closed out.
- Information gathered from incident investigation is analyzed to identify and monitor trends and develop prevention programs.
- Lessons learned from investigations are shared and auctioned across the company organization.
- A system exists to continually improve HSE behaviors through observation, recording and coaching.
- The work force is actively involved in periodic self-assessments of the effectiveness of processes and procedures to meet the HSE expectations.
- HSE Performance indicators are regularly used to determine when and what management system changes are necessary.
- A system exists to collect and review adverse effects reported or experienced by those handling our products. Causes for concern are identified and actions are taken.

Information Management and Records:

- Effective communication processes shall be in place to ensure the free flow of information throughout the organization.
- HSE Management Systems are developed, documented, implemented and supported throughout the organization. These address health, safety, technical integrity, environmental, security product and operational risks in accordance with the appropriate exceptions.
- Policies, standards and procedures shall be clearly communicated to those concerned, and the effectiveness of this communication shall be verified on a continuous basis.
- Systems and controls shall be in place to ensure the security and confidentiality of all proprietary and customer information.

- Relevant records are maintained, available and retained as necessary. Obsolete documentation is identified and removed from circulation.

Recognition Program:

- Recognition programs shall be established to encourage personnel involvement in the process of HSE improvement.

Part Nine: Monitoring and Continuous Improvement

Objective:

We will periodically assess the implementation of and compliance with, these expectations to ensure that management processes are in place and working effectively. This will involve both internal self-assessments and appropriate external assessments. We will use that information to improve our performance and processes.

Exceptions:

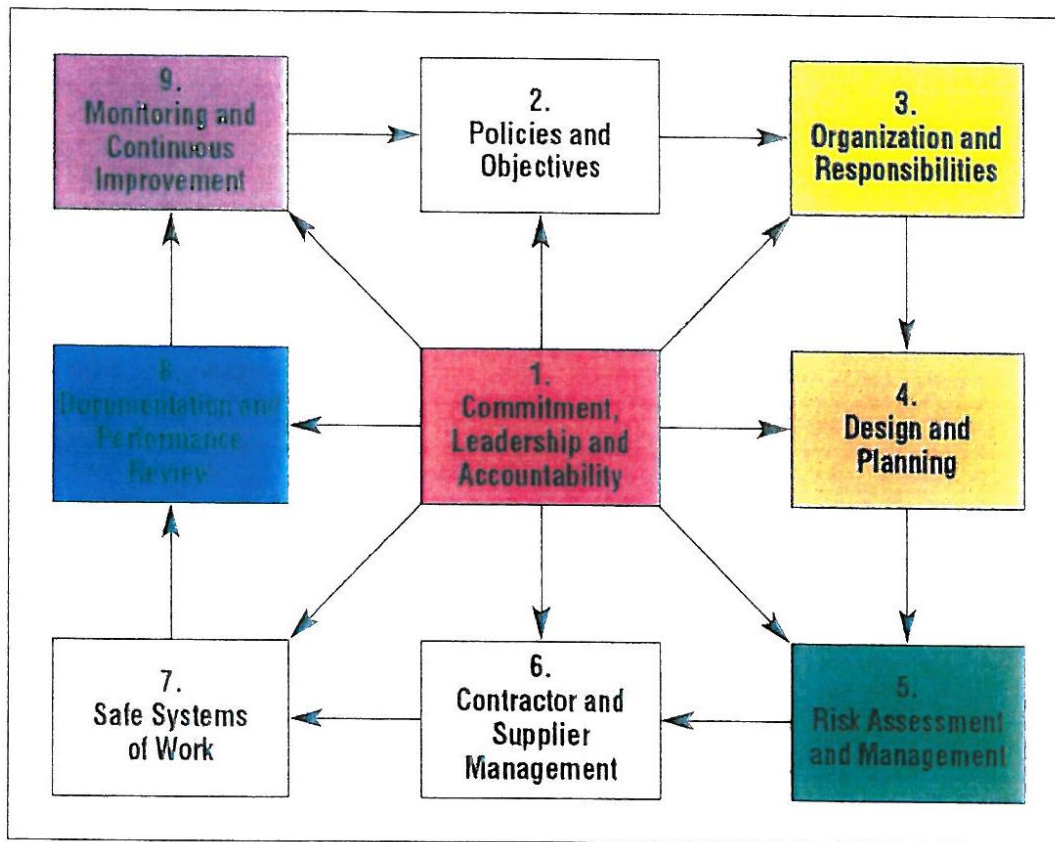
Audits, Reviews and Inspections:

- Adherence to the HSE Management System shall be evaluated by means of both internal and external audits. This frequency of audits shall be determined by the perceived business risk.
- Managers shall record and report the results of audits and any other self-regulation processes to all concerned parties.
- Systematic inspections shall be conducted in all locations to ensure compliance with defined policies, standards and procedures.

Continuous Improvement:

- Management shall maintain an effective control process to ensure that the findings of audits are recorded, prioritized, auctioned and closed out.
- Key lessons shall then be disseminated throughout the Company
- Periodic management reviews of the HSE Management System shall be conducted to ensure the effectiveness of the system, progress towards HSE targets, and to identify and implement system improvements.

HSE Management System



SAFETY INCENTIVE PROGRAM

Background:

The incentive for safe work practices and procedures cannot be placed in a gift or prize that is drawn at random. It is however, part of doing a good job, free from personal injury and the pain and suffering that comes with it. To do this, we need to change the way we think about or look at safe practices and procedures. These practices and procedures are not put in place to make our work harder or longer, but they are in place to keep us from getting hurt. It is all part of the way we act on the job and off. They work team, wherever they are at, must stop using sayings such as "that's the way we've always have don it" or "if it's my time, then it's my time." Further, safety must not a priority, but rather a basic value. Priorities can be shifted or changed. Safe work practices and procedures must never be compromised. They must be part of the unwritten code that is part of all that we do, no matter what the situation.

Program:

a. This program provides recognition to those individuals, who take charge and improve safety. These individuals will receive the following:

- (1) Appear on the company's internal newsletter with a photo and a short write-up for "special recognition"
- (2) Receive a personalized card, signed by the Director of Risk Management thanking them for their contributions
- (3) Receive a pin that can be worn on their hat or lapel and certificate of appreciation.
- (4) Eligible for a special prize drawing, one worth \$300 and one value at \$200 to be drawn during the annual "Safety Awareness Training Week."

b. Personnel to receive this award shall be nominated by either one of the following methods:

- (1) The company's Safety Committee
- (2) Their Branch/ Department Manager

c. Nominations may be submitted by an employee to anyone of the above mentioned by using the form attached as Enclosure 1.

d. Nominations are limited to no more than five individuals in a three-month period.

e. Upon completion, send nominations to the Safety Committee with one copy to Risk Management.

Eligibility Criteria:

To be eligible for an award, the action shall be evaluated on the below listed criteria. In all classes, the conditions under paragraph "a" must be met. In addition to paragraph "a" conditions, those conditions outlined in either "b" or "c" must also be met.

a. Action recommended for an award must be outside of the normal scope and purpose of the employee's job or duty description.

Examples:

- (1) Employees are at the port and are wearing hardhats, gloves, steel toe shoes / boots and proper clothing. No award would be granted, because the employees were conducting the work properly and within guidelines.
- (2) An employee from one division is on his or her way to a meeting with their vehicle. While in route, they pass a group of employees from another division working at an industrial site without proper safety equipment. From the road, it is apparent that safe working practices are not being followed. The employee stops, contacts the supervisor of those employees, and gets the problem corrected. Employee would be eligible for awards consideration because the action was outside the "scope of purpose" of their normal duty description.

b. Action taken by employee must have a recognizable, local explanation clearly linking the action taken to accident or injury prevention.

Examples:

- (1) Supervisor notices one of his or her employees working in an elevated position without the body harness lanyard attached to a secure, immovable device. The supervisor makes an immediate, on-the-spot correction shortly before the platform on which the employee is standing gives way. Although the action taken would have a clear explanation to accident prevention, the supervisor would not be eligible for an award because his or her action would be considered within the "scope and purpose" of supervision.
- (2) The designated smoking area for a particular work group happens to be adjacent to a flammable liquid storage area. One of the employees notices this, and puts in a work order to have the smoking area moved to a more suitable location. Upon review this individual may be eligible for an award consideration.

Revised: October 1, 2004

Enclosure 1

Safety Recognition Nomination Form

Name of Nominee:

Today's Date:

Division:

Department:

Supervisor:

Below, provide a brief description of why the above name individuals should be nominated for a Safety Recognition Award. Please provide details, dates, or any other supporting information that may help the reviewer to understand the situation. Attach additional pages or documents if needed.

Submitted to: _____ Date: _____

Submitted by: _____ Position: _____

Signature: _____

Contractor HSE History Worksheet

Please provide the information requested below for the previous three years. This request is made in accordance with Recordkeeping Guidelines for Occupational Injuries and Illness under the Occupational Safety and Health Act of 1970 and Reporting Occupational Injuries and Illness, 29CFR Part 1904.

	Previous (1) 200	Previous (2) 200	Previous (3) 200
Category and Explanation			
A) Workers Compensation Experience Modification Rate (EMR) [An insurance premium adjustment that anticipates future performance based upon past experience]			
B) Number of Recordable Injuries and Illnesses <i>without</i> Lost Workdays			
C) Number of Recordable Injuries and Illness <i>without</i> Lost Workdays			
D) Exposure hours [Total employee hours worked per year]			
E) Recordable Injury Incident Rate [Injury or illness which occurred in the work environment and involved more than first aid treatment] To Compute: The number of recordable incidents is multiplied by 200,000 and then divided by the exposure hours *Formula: $\frac{(B+C) \times 200,000}{D}$			
F) Lost Workday Incident Rate To Compute: The number of lost workday incidents is multiplied by 200,000 and then divided by the exposure hours *Formula: $\frac{C \times 200,000}{D}$			

*Formula letters refer to corresponding letter in far left column

Contractor/ Supplier _____ Completed by: _____

Tanzania Country Information Sheet

COMMENT: This Country Information Sheet (CIS) is a compilation of key points from a variety of sources, and is designed specifically to provide travel advice for UTC Overseas, Inc. personnel. Source material for CISs may include, but are not limited to; ASI Global Risk Management Services; U.S. National Counterterrorism Center (NCTC); the U.S. State Department; The Foreign Affairs & International Trade Canada Office; The Foreign & Commonwealth Office of the United Kingdom; The Economist Country Briefings; TranSecur Inc. The SUMMARY / OVERVIEW paragraph, is the opinion of the Consultant and identifies several significant points.

SUMMARY / OVERVIEW: TANZANIA is a developing East African nation noted for both its history of stability and natural beauty. A robust tourist industry provides all levels of tourist amenities, although higher-end facilities are concentrated mainly in the cities and selected game parks. The legislative capital of Tanzania is Dodoma, however the largest city, Dar es Salaam, is the location of most government offices, and the commercial center of the country. Crime and violent crime, is on the increase in main cities (see details in CRIME section). **Travelers should be cautious at airports, as officials have been known to solicit bribes. A common scheme is the official will ask the visitor for proof of inoculation against yellow fever, even though a yellow fever certificate is only required if arriving from a country where yellow fever is endemic.** If such a scheme occurs, travelers should request to speak to a senior official. However, if this does not work, travelers should be patient and negotiate with the official. There have been reported cases of swine flu and travelers may observe, or be subject to screening measures at international airports, where officials are looking for travelers who are exhibiting any flu-like symptoms. The estimated percentage of the adult population (older than 15) having the HIV virus in Tanzania is reported to be 6%. As in many other African countries, traffic drives on the left, therefore travelers should look both ways prior to crossing any street.

ENTRY/EXIT REQUIREMENTS: A passport and visa are required for travel to Tanzania. Travelers with valid passports may obtain a visa either before arriving in Tanzania or at any port of entry staffed by immigration officials. The current fee for a visa has risen to \$100 for a 12-month multiple-entry tourist visa to reciprocate the fee the United States charges visa applicants. This could rise again as the U.S. application fee rises. Some border posts and embassies may have technical difficulty in producing the 12-month visa. They may make hand-written annotations on the computer printed visa. U.S. passports should be valid for a minimum of six months beyond the date the visa is obtained, whether it is acquired beforehand or at the port of entry. The web site of the Embassy of Tanzania in Washington, DC states that yellow fever vaccination is required only for persons from, or those who have visited yellow fever endemic countries. Travelers are reminded to safeguard their passports while in Tanzania. Passport loss can lead to delays in departing the country and can cause disruption of

travel. Tanzanian authorities require that travelers who are not in possession of the visa and entry stamps obtained upon admission to Tanzania visit the immigration office prior to departure to regularize their status. Persons attempting to depart the country without proper documentation may be subject to fines or delays in departure.

SAFETY AND SECURITY: Terrorist incidents in the recent past highlight the continuing threat posed by terrorism in East Africa and the capacity of terrorist groups to carry out such attacks. On August 7, 1998, terrorists bombed the U.S. Embassies in Dar es Salaam and Nairobi, Kenya. Travelers should be aware of the risk of indiscriminate attacks on civilian targets including usual gathering places of tourists and Westerners. At all times, travelers should maintain a high level of security vigilance. They should avoid political rallies and related public gatherings. In the past, peaceful demonstrations have turned violent with little or no warning as riot police clashed with demonstrators.

In-town transportation is best accomplished using taxis or hired drivers from a reputable source. Travelers should be wary of using the ubiquitous minibuses (dala-dalas), which are frequently overcrowded, poorly maintained, a common site of petty theft, and whose operation is generally unsafe.

A continuing concern is Tourè Drive on Msasani Peninsula in Dar es Salaam. It is the beach front road leading from the Sea Cliff Hotel into town and provides an inviting view of the ocean. However, there are regular reports of daytime muggings, pick-pocketing, and theft from cars. This road continues to be an area of concern any time of day, on foot, or in vehicles. US government personnel are expressly advised to avoid walking or running along Tourè Drive.

CRIME: Crime is a serious problem in Tanzania, and visitors should be alert and cautious. Street crime in Dar es Salaam is common and includes mugging, vehicle theft, "smash and grab" attacks on vehicles, armed robbery, and burglary. Thieves and pickpockets on buses and trains steal from inattentive passengers.

Crime involving firearms is becoming more common. A series of robberies involving increasing levels of violence has occurred along the coast and on Zanzibar. Robbers have held up tour buses and dive boats at gunpoint. In July 2004, a group of volunteer conservation workers was attacked on Pemba Island. Two of the group suffered gunshot wounds. In the spring of 2008, there were a string of armed robberies in hotels along the east coast of Unguja (the main island) in Zanzibar.

Pedestrians on beaches and footpaths, both in isolated areas and in popular tourist venues, are often targeted for robbery or assault. This is especially true on Zanzibar and in Dar es Salaam and its environs. Visitors should limit the amount of cash they carry and leave valuables, such as passports, jewelry and airline tickets, in a hotel safe or other secure place. Cameras are highly coveted by thieves, and should be guarded carefully. Because of the potential for fraud, credit cards should only be used in reputable tourist hotels. Travelers are warned to avoid

walking alone after dark.

Travelers should contract only with legitimate tour guides, preferably arranged by a known travel agency or hotel. Travelers are advised to be wary of "spontaneous" offers of sightseeing and to avoid being alone with "friendly" strangers who propose special, customized sightseeing trips.

In northern Tanzania, there have been incidents of armed, violent robberies of travelers. While very frightening, the number of these attacks is small and the majority of tourists enjoy Tanzania in peace. Travelers are always urged to practice common sense security and remain vigilant of their surroundings. If a situation does not seem right, travelers should follow their instincts and leave the scene.

Carjacking has occurred in both rural and urban areas. Visitors are advised to drive with doors locked and windows rolled up. Travelers are urged not to stop between populated areas and to travel in convoys if possible.

MEDICAL FACILITIES AND HEALTH INFORMATION: Medical facilities are limited and medicines are sometimes unavailable, even in Dar es Salaam. For any major medical problems, travelers should consider obtaining medical treatment in Nairobi or South Africa where more advanced medical care is available.

Cholera is prevalent in many areas of Tanzania, and several strains of malaria are endemic. Malaria suppressants are advised, and travelers are strongly advised to carry malaria suppressants with them. Visitors should consult their physicians before traveling to learn about prophylaxis and the possible side effects of various available medications.

In addition, other personal protective measures, such as the use of insect repellents, help to reduce malaria risk. For additional information on malaria, protection from insect bites, and anti-malarial drugs, please visit the CDC travel health web site at HYPERLINK "<http://www.cdc.gov/malaria/>" <http://www.cdc.gov/malaria/>.

Tuberculosis is an increasingly serious health concern in Tanzania.

Tap water in Tanzania is unsafe to drink. Travelers are strongly urged to use bottled water for drinking and food preparation.

The HIV infection rate for the adult population of Tanzania is around seven percent.

East African Trypanosomiasis (Sleeping sickness) is carried by the tse-tse fly, which is endemic to the northern safari circuit of Tanzania. The disease itself is very rare but present. Travelers are advised to use normal precautions to avoid insect bites. Prompt diagnosis and treatment are essential if there is an infection. If symptoms appear, even months later, health care practitioners should be told of the visit to East Africa and the possibility of exposure.

TRAFFIC SAFETY AND ROAD CONDITIONS: Road and traffic conditions in Tanzania differ markedly from those found in the United States and present hazards that require drivers to exercise continual alertness and caution. Traffic in Tanzania moves on the left. Drivers and pedestrians alike must maintain vigilance, looking both ways before turning or crossing a road. Drivers are advised against nighttime travel. Roadways are often not marked and many lack both streetlights and shoulders. Pedestrians, cyclists, and animals are often encountered on unlit roads after dark, as are slow-moving trucks and cars traveling without lights. Carjacking and other related crimes are more common during the nighttime hours. Traveling in rural areas after dark is strongly discouraged.

In urban areas, it is common to find main arterial roads paved and maintained, while secondary streets are severely rutted and passable only with high-clearance vehicles. Traffic lights are often out of order, and care should be exercised at any traffic intersection, whether controlled or not, as many drivers disregard signals. Excessive speed, unpredictable driving habits, and the lack of basic safety equipment on many vehicles pose serious traffic hazards.

SPECIAL CIRCUMSTANCES: Every year, thousands of tourists have a truly awe-inspiring experience in Tanzania enjoying its natural wonders. However, these activities have inherent risks. A handful of tourists have been mauled or killed by wild animals. Climbers are injured or killed in rockslides or succumb to altitude sickness or hypothermia. Safaris and mountain expeditions in general require sustained physical exertion and can aggravate existing chronic health problems. In past years, several travelers have died while on safari in accidents or from natural causes related to the exertion of the trip or environmental factors. Most tour operators offer structured, safe excursions into parks, the mountains, and other wildlife areas. Travelers must also play a responsible role in maintaining their safety, and should maintain a safe distance from animals and remain in vehicles when venturing into game parks. Travelers should carry a copy of their passports with them at all times, so that, if questioned by local officials, they have readily available proof of identity / citizenship.

Credit cards may be used at some major hotels, but are not widely accepted in Tanzania. In the larger urban areas, ATM machines are usually available at major banks. Travelers are advised to check with their home banking institution regarding international ATM use. Travelers should bring sufficient cash or traveler's checks for their trip if they will be spending time outside of the large cities.

Photography of military installations is forbidden. Individuals have been detained and/or had their cameras and film confiscated for taking pictures of hospitals, schools, bridges, industrial sites, and airports. Installations that are prohibited from being photographed are not always marked.

REGISTRATION / EMBASSY LOCATION: Americans living or traveling in Tanzania are encouraged to register with the nearest U.S. Embassy or Consulate through the [HYPERLINK](#)

"<https://travelregistration.state.gov/ibrs/ui/>" [State Department's travel registration web site](#) so that they can obtain updated information on travel and security within Tanzania. Americans without Internet access may register directly with the nearest U.S. Embassy or Consulate. By registering, American citizens make it easier for the Embassy or Consulate to contact them in case of emergency. The U.S. Embassy is located at 686 Old Bagamoyo Road, Msasani, Dar es Salaam. The telephone number is [255] (22)266 8001. The direct extension for the Consular Section is x4122.

HOTELS / Dar Es Salaam:

Holiday Inn / Azikiwe & Ali Hassan Mwinyi Streets, Dar Es Salaam / 1/800-315-2621

The Moevenpick Royal Palm Hotel / P.O. Box 791, Ohio St. / 251-22-211-2416



Certificate of Registration of Quality System to IS.EN.ISO 9001:2008


EQA (Ireland) Limited certifies that

**UTC Overseas, Inc.
Project Division**

**2 Northpoint Drive, Suite 200
Houston, TX 77060
USA**

has been assessed and is in compliance with the provisions of the above standard in
respect of the scope of operations listed below and is hereby included in the
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**Logistics Firm covering Project Transportation, Import/Export and
Distribution to/from the USA**

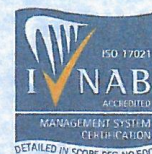
Signed:  DIRECTOR DATE: 27th January 2011
on behalf of EQA (Ireland) Limited

This Certificate of Registration Number 5020 was first issued on 20th April 2009

is valid until 14th January 2014

and is issued subject to the regulations, and within the accredited scope, of

EQA(Ireland) Limited
15 Greenmount Office Park,
Harolds Cross,
Dublin 6w,
Ireland.



Project Management

Marco Poisler

NATIONALITY:

American/Brazilian/Ukrainian

EDUCATION:

- MBA in Transportation from the SUNY Maritime College.
- Graduated from the School of Foreign Service at Georgetown University including one year of study at the Federal University of Sao Paulo Law School, Brazil.

YEARS OF EXPERIENCE:

20 years

Working with major European Freight Forwarders in Finance/Import/Export/Project capacities

LANGUAGES:

- Fluent (verbal and written) in English , Portuguese and Spanish
- Working knowledge of Ukrainian

MAJOR PROJECTS MANAGEMENT & EXECUTIVE ON A PERSONAL LEVEL:

- *Samarco Mineração*, Belo Horizonte, Minas Gerais, Brazil
Steel plant and direct reduction plants Brazil. 250,000 freight tons.
Shipping period: 1998 through *ongoing*
- *Midrex/Kobe Steel. FASTMET PROJECT –KOBÉ, JAPAN*
North America & Europe to Kobe, Japan Direct Reduction
Expansion of Kobe Steel Plant.
Despite Kobe earthquake, devised logistics plan to maintain erection schedule and all cargo delivered on time.
Japan shipment by U.S. barges from North America to Pacific Coast of Mexico at Lazaro Cardenas.
U.S. Ex-Im Financed Project.
Shipping period: 1997 to 1998
- *Aluar Power Plant*
Power plant in Puerto Madryn, Argentina including job site delivery.
Significantly reduced transportation costs for project.
Shipping period: 1996 through 1997
- *Atacama Power Plant*
Power plant project in Atacama desert Chile

Negotiated rates with carriers and devised routing.

- *CENSA/AMFELS-Offshore Power Plant, Nicaragua*
Devised routing via tropical forest for transportation of power plant transformers to west coast Nicaragua.
- *Pertamina, Oilfield Equipment to Indonesia*
Reduced transportation cost for client through negotiation with various carriers.
- *EGAT,*
Power Plant to Thailand
Devised tracking system to track cargo from door to door.
- *INA, Oilfield Plant Croatia*
Secured permits and pilot cars for oversized transformers and equipment from all over the U.S. to expedite completion of project.
- Four power plants and equipment from Australia to job sites near Lake Michigan, U.S.A.
Shipping period: 1999 through 2000

Thomas L. Young

NATIONALITY

American

EDUCATION

Engineering, University of Houston (2 Years)

YEARS OF EXPERIENCE

35 Years

LANGUAGES

- English
- Spanish

SPECIFIC SKILLS

- Heavy Lift / Rigging / Transportation 1500 MT's Single Lift, Aircraft Loading(Antonov), Project Management, Power Plant / Petro Chemical Engineering and Construction
- Experience working in the former Soviet Union, South America, Europe, Australia, New Zealand, USA and Alaska.

MAJOR PROJECTS HANDLED ON A PERSONAL LEVEL:

- Brown & Root Petro.Chem./ Phillips Petroleum Qty. 4 Reactors 1500 MT's each, Aramco 20 Million Electrical expansion,
- PG&E National Energy Group Peaking Project 400 Million.

Matthias Loll

NATIONALITY:

German/ USA

EDUCATION:

Commercial High School, Freight Forwarding School

YEARS OF EXPERIENCE:

21 years

LANGUAGES:

- Fluent (verbal and written) German and English
- Working knowledge of Arabic and French

<u>Year</u>	<u>Country</u>	<u>Project/Client</u>	<u>RevTons</u>	<u>Heavy Lifts</u>
1990-92	Sudan	ABB Khartoum Ring Power Project Incl. transmission line Strojexport	100,000	18 up to 100t
1991-92	Sudan	Stork Wartsila	10,000	2 up to 75t
1991-92	Sudan	Ghemco Foundry Khartoum	12,000	1 x 60t
1991	Sudan	ABB Turbines, Khartoum North Power	50,000	2 x 110t
1993-94	India	Essar Steel cold/hot rolling mills	80,000	20 x 110t
1994-95	India	Jindal Steel cold/hot rolling mills	60,000	8 x 100t
1994-96	Qatar	Chiyoda Qatar Gas LNG Project, Train 1&2	200,000	2 x 280t
1995	Qatar	TEC, QatarGas Upstream Project	50,000	2 x 90t
1995-96	Thailand	JGC Lube Base Oil Project Sriracha	40,000	2 x 80t
1996-97	Malaysia	Chiyoda PSR2 Melaka Refinery	60,000	2x75t
1996-98	Qatar	JGC Ras Laffan LNG Project	120,000	2x320t
1998-99	Saudi Arabia	JGC Berri Gas (LNG) Saudi Aramco	80,000	1x320t
1999	Saudi Arabia	Bechtel Taweelah B Power & Desalination Plant	110,000	1x90t
1999-03	UAE	Bechtel Ghazlan & Shoaiba Plants	90,000	1x80t
1999-00	Saudi Arabia	JGC Hawiyah Natural Gas Treatment Plant	65,000	2x70t
2001-02	Croatia	Bechtel / Motorway Project, Croatia	80,000	6x65t
2002	USA	KBR LSM Project, Chalmette, LA	30,000	4x80t
2002-03	Colombia	Bechtel – Cerro Matoso Mining Project	100,000	4x75t
2004	Singapore	Modec – FPSO project	50,000	2x120t
2004-05	China	Conoco Philips Bohai Bay II (planning)	200,000	8 up to 200t
2000-04	USA	Numerous Power Plant Projects nation-wide for ABB, Siemens T&D, Wartsila	>100,000	up to 350t
2005	Iraq/Kuwait	Bechtel Iraq Reconstruction Program Project – Iraq	80, 000	4 up to 120t

Martin Stitz

NATIONALITY

Swiss

EDUCATION

Obtained freight forwarding degree in 1994 in Zurich

Education as military driver

YEARS OF EXPERIENCE

18 years

LANGUAGES

- English and German (fluent, verbal & written)
- Working knowledge of Spanish and French

MAJOR PROJECTS HANDLED ON A PERSONAL LEVEL:

2002 - 2004	65 MHZ Power Plant delivery	from various locations to Montego Bay, Jamaica (inventory, consolidating, turnkey to site)
January, 2007	5x Solar Turbine packages	Power Generation equipment, ex Door San Diego, CA to CFR Santos, Brazil
January, 2007	1x 173 m/tons transformer	Power Transformer ex Spain, via HOU (barge/truck combined) up to Stickney, IL
January, 2007	2x 82 m/tons engines w/Accessories	Power Generation equipment to Pine Prairie, LA
February, 2007	1x engine (82 m/tons) delivery	Power Generation equipment to Pine Prairie, LA
February, 2007	2x 82 m/tons engines w/Accessories	Power Engine delivery to Neely, MS
February, 2007	1x 208 m/tons transformer	Expedited transformer delivery, truck/barge delivered ex HOU to Portsmouth, NH
April, 2007	3x Wartsila units with accessories	Used power plant equipment, relocation ex door China to Chile (door/port)
November, 2007	2x 82 m/tons engines w/Accessories	Power Engine delivery to Neely, MS
October, 2007 December, 2007	1x 87 m/tons Ball Mill and 3x Press Body 1x Helicopter	Ball Mill delivery for tile manufacturing factory in Sunnyvale, TX Packing with prep at port up to ocean freight Europe
January, 2008	3x 12CM34 engines	HOU to Bryan, TX delivery

January, 2008	1x LMS100 power plant	Mejillones, Chile via Andes up to job site delivered Pampa, Argentina
January, 2008	4x Transformers & Accessories	via HOU to Santo Tomas, GUA
February, 2008	1x Transformer & Accessories	via HOU to Puerto Limon, C.R.
March, 2008	6x Frame 5 GE units	Angola Project, HOU to Lobito, Angola
April, 2008	1,300 frtns - Turbine & access.	Power plant equipment (used) ex Lowell, MA up to Bolivia via Arica, Chile
April, 2008	1,600 frtns power plant equipment	NASA - Stennis Space Center / door delivery Bay St. Louis, MS
June, 2008	3x Reactors & accessories	AEP Sarita
July, 2008	21 Containers & 8 oversized pcs	Brewery equipment via HOU to door delivered Nuevo Laredo, Mexico
July, 2008	4 turbines & access (1,199 frtns)	Oils & gas industry, power generating equipment ex San Diego, CA to Poti, Georgia
July, 2008 - May, 2009	54 x FCL and various BB shipments	Cement industry, equipment delivery from worldwide to Buenos Aires, Argentina
July, 2008	2x 65 m/tons Transformer plus accessories	ex door Sydney, Australia up to port Buenos Aires, Argentina
July, 2008	1700 cbm power plant equipment	Lobito/Angola Project, power generation equipment delivery
July, 2008	3x Turbines with accessories	Lobito/Angola Project, power generation equipment delivery
August, 2008	2x 163 m/tons power engines	ex Germany via HOU to Chile
August, 2008 October, 2008	1x Generator (62 m/tons) 1x LMS100 power plant	door Brazil via HOU up to delivered Mt. Vernon, OH HOU up to job site Marghera, Italy
October, 2008	1x Rotor with 2x flat bed loads access.	heavy haul HOU to door delivered Tulla de Allende, Hidalgo Mexico
November, 2008 January, 2009	1x87 m/tons Intercooler 1x Power transformer with access.	Masan, Korea up to door delivered Marghera, Italy Crating of accessories, turnkey transportation on all cargoes ex Hou TO Dom. Rep.
February, 2009	1x 127 m/tons Transformer with accessories	Turn key, ex job site incl. rigging & crating, up to Caucedo, Dom. Rep.
March, 2009	1x 57 m/tons Generator	ex door Brazil via HOU up to door truck delivered Mt. Vernon, OH

March, 2009	2x 60 m/tons Transformer	transformer shipment (part charter) ex India up to Angola
April, 2009	1x 192 m/tons Turbine skid with accessories	120 MW / delivery to largest power offshore production platform – Brazil
May, 2009	1x Rotor	Re-Packing incl. all rigging, staging & storage
May, 2009	Turbo generator package	Power generation equipment delivery, requiring Brazilian flag waiver ex HOU to Brazil
June, 2009	2x Generators	120 MW / delivery to largest power offshore production platform – Brazil
June, 2009	1x LM2500 power plant	HOU door delivered Madrid, Spain
June, 2009	1x LM2500 power plant	HOU door delivered Ponte Galeria, Roma / Italy
June, 2009	2x 192 m/tons Turbine Skids with accessories	120 MW / delivery to largest power offshore production platform – Brazil
June, 2009	1x 70 m/tons Power transformer with access.	HOU to Rio Haina, Dom. Rep.
July, 2009	1x 82 m/tons Engine with accessories	via HOU to door delivered N. Fairbanks Houston, TX
July, 2009	1x 192 m/tons Turbine Skid with accessories	120 MW / delivery to largest power offshore production platform – Brazil
July, 2009	1x 87 m/tons Intercooler	ex Masan, Korea up to door delivered Marghera, Italy job site
July, 2009	1x 70 m/tons Transformer & accessories	ex HOU via Callao up to job site Trujillo, Peru - turn key, incl. rigging
August, 2009	1x 82 m/tons Engine with accessories	via HOU to door delivered N. Fairbanks Houston, TX
August, 2009	1x 60 m/tons Power transformer with access.	Masan, Korea up to HOU

Victoria Caffesse

NATIONALITY

Argentinian / American

EDUCATION

- University of Houston, M.B.A., 1999
- University of Houston, B.B.A. Marketing, 1993

LANGUAGES

- Fluent in Spanish and English
- Working knowledge of French and Italian

MAJOR PROJECTS HANDLED ON A PERSONAL LEVEL

- Various heavy lift Power Transformers handled domestically in U.S. including:
 - Rail transport, heavy hauls delivery and offloading of 1 x 163 metric ton Transformer to nuclear facility in Pennsylvania.
 - Barge and heavy haul transport of 2 x 261 metric ton transformers to Roseland, NJ.
 - Rail transport, heavy haul, and offloading of 260 mt transformer for utility in Spring, TX
 - Delivery and offloading of 2 x 90 metric ton Transformers to Forest Creek Wind Farm in Big Spring, Texas.

Five (5) years at Engineering & Procurement Company specializing in fast track power plant projects. Coordinated purchasing, expediting and logistics for major projects in Guatemala, Turkey, and Colombia.

Oktay Bayramcavus

NATIONALITY

Turkish

EDUCATION

Istanbul University – Marine Sciences and Operation Institute (Istanbul, Turkey)

Master of Science Degree in Marine Environmental Sciences (uncompleted)

Dokuz Eylul University (Izmir, Turkey)

B.S.M.B.A -Bachelor of Science in Maritime Business Administration

- Graduation Date: May 2002

YEARS OF EXPERIENCE

41 years

LANGUAGES

- English
- Turkish

MAJOR PROJECTS HANDLED:

- Performed transportation management of over 30 LM 6000 & LM 2500 GE (General Electric) Gas Turbine Sets from Houston, TX to several destinations in Turkey, Russia, Pakistan and Europe in addition to this performed transportation management of 3 x GE Frame 9E Gas Turbine Sets from several locations in Europe, Far East and USA to Jordan and Greece.
- Performed several inland standard & heavy lift cargo movements in USA, Turkey, Europe, Russia, Middle East and Africa.
- Performed transportation management of 5 x 1.2 MW Wind Turbine Sets from Czech Republic and Germany to Pakistan.
- Performed transportation management of 14 x 2.5 MW Wind Turbine Sets from GE General Electric, Germany to Turkey.
- Performed transportation management of 2 Industrial Gas Turbine Sets from Solar Turbine, San Diego to Turkey for a Natural Gas Distribution Project.
- Background in Exhibition and Event container movement from Turkey to USA especially for Coverings Tile & Marble Show in Orlando, FL.
- Background in transit cargo movement from USA & Europe to CIS countries & Iraq via Turkey.
- Background in ship brokering & chartering.