

The Freight Moves Trains for Bangkok’s MRT Subway

The Freight Co., Ltd in Bangkok, Thailand has secured a contract to transport 105 subway wagons from Laem Chabang Port to the subway depot in Bangkok. The wagons are shipped by container ship to Laem Chabang where The Freight Co takes over. The coaches are for the Blue Line extension in Bangkok. From the outset there were a number of challenges to consider.

One of those was to find the right concept and trailer type to allow discharging at the depot where there was a serious width limitation. Another challenge was that obviously a container terminal operator is not used to handle such large and sensitive items.

The delivery period for the 105 wagons lasts around nine months. Virtually every weekend a lot of three wagons arrives at the port with the occasional shipment of six wagons. The convoy usually leaves the port at 11 p.m. reaches the subway depot around 2 a.m.

Unloading at the depot is done by



the client by using hydraulic jacks.

The Freight Co has staff supervising the operations on board the vessel and below on the jetty where the coaches are loaded on hydraulic trailer as well as at the depot and

provides seamless reporting to the client.

The Freight Co., Ltd. is a Thailand-based leader in logistics services. The company was founded in Bangkok in 1996. The Freight Co., Ltd

has further offices in Myanmar and Vietnam and provides heavy transportation and lifting services in Thailand, Myanmar, Vietnam and Laos. clients.

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Iscotrans' Italian Job for Rotterdam

Iscotrans, a Genoese company active since 1976 and specializing in shipments of industrial plants and machinery, also in developing countries, oversaw a complex operation that featured a load of two maxi coils, weighing respectively 520

and 460 tons. The two reels were embarked in the port of Trieste aboard a heavylift ship of the specialized company BigLift, thanks to the support of an SPMT (self-propelled modular transporter), with destination Rotterdam.

The 520-ton reel was lifted for about two hours. The operation - the company explained in a note - required "particular care and professionalism during the design and carrying out of the transport in or-

der to calculate the forces involved during the lifting and the maritime journey and to carry out the welding operations in hold and lifts adequate for cargo protection.

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## A Word From GPLN

Dear Reader

Hopes that multipurpose freight rates would firm up towards the end of 2019 are slowly slipping away, with maritime consultancy Drewry now predicting that there will be little improvement before 2021. Despite the bleak outlook, there are reasons to be hopeful. Project cargo volumes are expected to improve over the second half of 2019, as a number of projects get to the cargo-carrying stage. Operators of more modern, heavy lift ships should be able to secure improved rates moving forwards. If Drewry’s expectations for trade wars are correct and actual cargo demand issues are limited, there is hope that container lines will focus on their core services allowing the multipurpose fleet to take back more market share. The effects of the trade war between the USA and China continue to be monitored closely by the logistics community. The spat has been cited as a key reason for China’s slowest economic growth in 27 years.

Elsewhere future freight transport demand in Africa is expected to grow in international trade, which analysts suggest could increase sevenfold over the next three decades. Some African countries are already pressing ahead with large-scale transport projects and investment in the construction of roads, bridges and railways is expected to grow rapidly by 2020.

Furthermore, renewable energy is gaining traction across the world, which is expected to encourage growth in the global Offshore Wind Power Market. Germany, Denmark, China, and the U.S. are some of the leading nations in the renewable energy sector.



GPLN delegates exhibiting at Breakbulk Europe which took place in Bremen from May 21-23, 2019

These countries are expected to witness rising investments in offshore wind power projects. The market in Asia Pacific is anticipated to grow at a considerable rate owing to the overall economic growth. In addition to this, massive wind power potential in countries such as Indonesia, China, and Australia are expected to register growth opportunities by 2025. Other regions such as Latin America, North America, and the Middle East & Africa are likely to remain strong in the forecast years.

Next year’s GPLN Annual General Meeting has been announced during our recent annual conference in Bremen and will take place from May 31 to June 2, 2020 at the Luxury Hyatt Regency Hotel in Casablanca, Morocco, just after Breakbulk Exhibition in Bremen. More details will be announced in September, but in the meantime please mark the date for our next annual conference.

From October 2-4, 2019 we will exhibit at Breakbulk Americas Transportation Conference and Exhibition which takes place again in Houston, Texas. Following GPLN mem-

bers will finally join our GPLN booth and are available for meetings: Agence Maritime Mohab / Tunisia, FOX Project Logistics / Brazil, Green Worldwide Shipping / USA, ITM Transportation / Mexico, Logistics Plus / Turkey, M&B Cargo / Uruguay and Wirtz Link Services/China.

We are looking forward to meet those who join or visit our GPLN booth #M15 at George R. Brown Convention Center during this event.

Best regards,

Your GPLN Team

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### NEW GPLN MEMBERS — JULY / AUGUST 2019

|           |  |                                 |
|-----------|--|---------------------------------|
| Argentina | Buenos Aires                           | Centauro S.A.                   |
| Egypt     | Alexandria                             | EGL - Egyptian Global Logistics |
| Georgia   | Tbilisi                                | Tezi Ltd.                       |
| India     | Mumbai / Chennai / New Delhi / Kolkata | Total Movements Pvt. Ltd.       |
| Iraq      | Baghdad                                | AZKA Shipping & Logistics LLC   |



## GPLN Members Meet the U.S.-to-Arctic-Circle-Challenge!

**P**ffaff Germany and Falcon International Canada, two long-time GPLN members, cooperated in a yearlong project delivering 26 new dismantled dump trucks

Meanwhile, in Europe... Pfaff Germany was in constant communication with the client in northern Scandinavia.

Pfaff ensured that the cargo would

in the assembly yard and the final delivery of these impressive units to their playground.

Although this project is coming to an end, the partners are happy to

report that so far, over 20 units were delivered, on-time, safely and without any additional cost to the shipper or consignee.

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from the U.S. Midwest to the Arctic circle in Scandinavia. On time.

This project started late 2018 and early 2019 with multiple vendors in the USA and Mexico. Falcon International managed the origin pick-up at the different locations, permits, rail cars, trucks, export formalities and rigging crew at the ports.

The challenge was to ensure safe and timely sailing in North America and therefor facilitate the sequence or arrivals in northern Europe. Alexandre van Gent from Falcon International mentioned that the various shippers had to be guided throughout the entire process in order to achieve this exact goal.

sail on schedule and the sequence was respected in order to meet each deadline in Europe. Transloading in Northern Europe was a breeze and deliveries were made on-time, every time.

The order of the day was to transload each arriving loads in Belgium and the Netherlands to catch the quickest connection to northern Scandinavia. Every transload was monitored and reported daily to facilitate the transition.

Henna Rosvall from Pfaff International Germany also reported each step to the client with clear and updated information. The client was able to plan the arrival of the parts

## GPLN's Logistics Plus and Baltkonta Team Up

**A**s everyone knows in the industry, delivering heavy cargoes are always tough in ex-Soviet countries. Logistics Plus was asked to perform a very challenging project in Lithuania to deliver the heaviest transformers ever, weighing 205

metric tonnes each. The road project, which was executed with the support of local authorities, took almost 65 days, while road permits were granted in 30 days. Distance

from the port to the job site was only 400 kilometers, but due to restrictions the last permits were granted for a 700



distance from the north of Lithuania. With the local support of Baltkonta, a fellow GPLN member, all permits and surveys were done on time. Two different bridges were strengthened with local engineering companies. Both transformers were delivered successfully without the slightest delay or incidence.

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## Centauro Argentina Successfully Completes the Lujan de Cuyo Cogeneration Project

**C**entauro Argentina successfully accomplished full integral logistics and multimodal transport of Siemens equipment for the Lujan de Cuyo Cogeneration project with delivery on-site of last two oversized pieces (55 tonnes each from China).

Transported goods belong to the HRSG & BOP along with two other shipments from China and Thailand and more than 70 containers as part of this project.

Centauro handled two turbo generators - Siemens GT 800, HRSG and their components reaching more than 10,000 cubic meter from three different continents to South American ports.

Some of the challenges that Centau-

ro faced included just-in-time deliveries, OOG parts and pieces weighing over 160 tons each - plus lots of



containers with accessories that were handled with a specially designed logistics through Chilean ports to final destination in the province of Mendoza, Argentina.

HRSG parts were the most logisti-

cally challenging ones as they consisted of 40 large and heavy pieces to be moved by road along 1,100

kilometers from port of discharge in Zarate, Argentina, to the final destination Lujan de Cuyo.

Centauro satisfactorily fulfilled the objectives proposed by the client to minimize storage costs at port and

respect scheduled deliveries on-site following a strict mounting plan.

Centauro was in charge not only of integral multimodal logistics and transportation from different origins to final destination, but also of on-site discharge, highlighting that delivery of equipment was under just-in-time terms.

Erection of pieces on-site was performed as they arrived, implying a great team work between the client and mounting team, achieving time and resources optimization.

Centauro received the client's recognition and congratulations due the high level service provided and total fulfilment of the objectives agreed since the beginning of this important project.

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## Hot Year for Cargo Way, Despite Customs Challenges

**2**019 is running hot for Cargo Way all over the American continent. From +9,000 tonnes of cargo management during

Colombia for ice skating show, the team had to face a special challenge to provide such services avoiding any hidden cost that could impact

about this subject. Having a tight schedule to meet and a red channel for over than 40 trucks to cross the border from Brazil to Paraguay, the team could manage the operation in less than 48h for Cirque du Soleil.

"Our company is committed to delivering the best results to our customers with no extra costs on their budget", said Rodrigo Picolli, Cargo Way director.

"We understand that a proper analysis of each case, with the correct costs and service planning, is what leverage a long-term relationship."

With new projects ahead, like the upcoming FIFA U-17 World Cup Brazil, Cargo Way is compromised on keeping the same drive on their service and delivery.

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the Copa America Brazil 2019 to over 200 containers for this year's Pan American Games in Lima, from around 15 vehicles of Copa Truck in Uruguay to multiple cities attended in

the operation.

One big concern in the American continent, especially in the Latin American portion, is customs, and the company couldn't care more

## Another Global Shipping Success

**G**lobal Shipping Services LLC handled an urgent oversized 23,561-kilogram shipment for the U.S. government from JFK Airport, New York, to N'Djamena, Chad.

Global Shipping coordinated cranes



and aircrafts to fit the client's schedule and made everything work.

Everything was moved 100% on time, within a total of five days transit.

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## Transport for Egypt's Biggest Cement Factory

**K**admar Group Logistics' arm Egyptian Global Logistics (EGL) successfully delivered another three gearboxes and two transformers for a new phase of Beni Sweif cement factory

6.90 meters length. However, the major challenge was the 6.90 meters width, as the basic route involves a number of narrow roads and obstacles.

EGL overcame obstacles and tight

tory site.

In another project, EGL successfully delivered two boilers for El Nasr Co. for Intermediate Chemicals (NCIC).

The project involved the transport of two boilers from Alexandria to Ain-El Sokhna with each six meters height. The prime challenge was the road elevations and the height of the boilers, as the basic route involves a number of lower bridges and obstacles.

Now, with the basic route off the table for the height reason, EGL had to go through an alternative route involving narrow roads and residential areas, but succeeded to safely deliver the boilers to the installation site.

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from Adabiya port in Suez to the factory site in Beni Sweif.

Units traveled a total distance of 280 kilometers using modular trailer 10-axle lines. Each unit was weighting 78 tons with 3.40 meters height and

schedules, solving the challenges in the safest and most cost-effective technique. Through careful planning, precise maneuvering and absolute precision, EGL was able to transport the units safely to the fac-

## Breakbulk From Tunisia to Algeria

**A**gence Maritime Mohab managed the transport of a separator. It was a break-bulk movement and unloaded at Rades port, Tunisia.

The company prepared and secured



the move to its final destination in Hassi Messaoud, Algeria.

Dimensions were 11.5 x 3.6 x 5.1 meters, with a weight of 57,000 kilograms.

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**Wallenius  
Wilhelmsen  
Ocean**

## Coming Full Circle: Giant Gas Turbine Makes Return Voyage From New Zealand to Berlin

**W**hat goes around comes around – or so the saying goes. And some 20 years after first being delivered by WW Ocean to Auckland, New Zealand, an outsize gas turbine has made the return trip to Siemens’ factory in Berlin, Germany.

The turbine had been sitting idle in New Zealand, where it was being used as a back-up for the main turbine at Otahuhu Power Station in Otara, Auckland.

Siemens decided to ship it back to Germany from New Zealand in April for maintenance and overhaul. Parts of the turbine are then due to be shipped to a new buyer in Qatar.

While it’s common to ship generators from Europe to Oceania, this was the first-time cargo of this size had been loaded in New Zealand for transport to Europe, explains Per Wallmark, breakbulk project manager, Asia, WW Ocean.

“Traditionally, we’ve made these



types of shipment from the European Union to the US and Oceania, not the other way around,” explains Per. “As of now, we’re shipping this type of cargo out of Asia and from Oceania, where normally LoLo carriers would have been the default choice for shippers.”

So why is RoRo such a good solution for heavyweight manufacturers?

Weighing in at 333 tonnes, the gas turbine was transported by RoRo because container carriers are unable

to handle this kind of weight. Furthermore, LoLo vessels don’t feature a liner service and would take longer to transport the cargo, explains Per.

Special equipment was used by WW Ocean to load the cargo onboard. “For this type of weight, we used blocks and beams,” Per says. “We also used pairs of jack-up trailers and special fabricated crossbeams to accommodate the width of the turbine.”

WW Ocean vessel Tønsberg – which has a cargo capacity equivalent to eight soccer pitches or 6,000 cars – was chosen for the job. “The Mark V series are the only vessels with enough ramp capacity to handle this type of cargo,” explains Per.

“The total weight of cargo and equipment was close to the maximum capacity of the ramp, which is 505 tonnes.”

The turbine was delivered in just over two months – a short timeframe considering the distance between the two ports – more or less on opposite sides of the world.

Thanks to the long-term relationship with the freight forwarder and the capacity of WW Ocean’s Mark V fleet, the giant gas turbine equipment has now been given a new lease of life – many miles from its German home and two decades after the original shipment to New Zealand.

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## Why RoRo’s the Winner When It Comes to Frequent Cargo Shipments of All Shapes and Sizes

**W**hen it comes to breakbulk, WW Ocean’s fleet of RoRo vessels is perfect for a diverse range of cargo – from generators, rotors and train carriages to injection moulding machines and manufacturing equipment. But what makes the WW Ocean network and liner service so well-suited to regular and frequent cargo flows?

In the world of shipping, a RoRo vessel – despite common misconceptions – is no one-trick pony.

Whether you’re looking to ship small machine parts, crated boxes or super heavy-lift cargo, the WW Ocean fleet has a vessel to assist. Still need convincing? Here are five rea-



sons why RoRo’s the clear winner when it comes to serving customers with frequent shipping needs.

### 1. When it comes to smaller

breakbulk, WW Ocean’s shipment expertise is unparalleled

While heavy-lift cargo isn’t unusual, the team at WW Ocean have many

years’ experience in shipping smaller breakbulk – in fact, small breakbulk pieces (spare parts, machine tools and crated boxes, for example) make up the majority of our business. As a result, customers can expect efficient cargo stowage and excellent handling, thanks to the use of both roll trailers and bolsters to move the cargo on and off the vessel.

### 2. Frequent sailings are critical for shippers with regular cargo flows

WW Ocean’s regular and frequent sailings and quick transit times are ideal for OEMs wanting to get their

products to market as quickly as possible and on a frequent basis. With three to nine vessels deployed every month per trade lane – and more than 50 vessels deployed at all times around the world – breakbulk cargo is always prioritized over other cargo types.

In Asia, for example, many OEMs choose regular shipments with WW Ocean because their industrial machines – injection moulding machines and machine tools – need to be shipped frequently to buyers around the world.

### 3. Underdeck stowage provides extra cargo protection

When journeys involve unpredictable weather conditions, OEMs are often pleased to learn that WW Ocean vessels offer underdeck protection, which helps ensure cargo is kept safe.

And regardless of where on a vessel it's stowed, cargo is always visible to crew – it's not hidden within a container or block stacked on top of other cargo.

This means it is checked regularly

during the ocean voyage.

### 4. Minimal lifting means minimal risk for cargo owners

It's clear that reduced handling equates to reduced risk – and this is certainly true in the world of breakbulk where cargo is both complex and costly. While container and Lo-Lo transportation involve significant cargo-handling through lifting (and therefore increased risk of cargo damage), RoRo shipments involve limited lifting as a result of rolling

cargo on and off the vessel.

### 5. Breakbulk can be efficiently stored and handled at our specially designed terminals

Global ports and terminals to which WW Ocean offers a service have been designed by logistics experts to provide flexibility in the processing, handling and storage of products, as well as convenient links to road, rail and short-sea feeder connections.

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## Kita Logistics' Spring Alert!

**W**ith the arrival of spring, Kita logistics project team is in full throttle successfully completed a project consisting of 38 transform-

customs points for clearance, nevertheless the project was completed safely in two weeks.

With more than 20 years of knowledge and experience, Kita



ers and accessories.

The entire shipment consisted of 1,198 pieces and 3,762 tons, with a volume of 9,102 cubic meters. 38 lowbeds and 141 flatbed trailers were used throughout the project.

38 pieces of main bodies weighing from 46 to 78 tons were shipped to the port of loading. The Kita team of specialists worked day and night.

Due to the nature of the project, trucks had to stop at two different

provide tailor-made solutions for industrial projects with its fully equipped project division.

Kita Logistics moves about 300,000 freight tons of project cargo yearly and provides road and sea and/or multimodal transport solutions for project-based general cargoes and oversized/overweight cargoes on a worldwide basis.

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## Lysander Handles Complex Charter

Lysander Shipping, U.K., have recently been awarded a project to import cable reels from Vietnam to site in Northeast England. The entire project will be 220 x cable reels

ery schedule required by both the supplier and civil engineering company taking receipt at site.

In another job, Lysander Dubai handled an ocean freight from Geor-



(3.7 x 4.5 x 4.5 meters / 35 tons each). When installation is complete, it will form the onshore cabling for the world's largest offshore wind farm.

The reels are moved on 40' flat racks from Vietnam into the U.K., then customs cleared and unloaded from FR's at port. Transported to site uses low bed trailers, all arranged and co-ordinated by Lysander shipping to meet the tight deliv-

gia to Jebel Ali and oversaw the discharging operation as well as the delivery to door of the 1,750 cubic meters of a knocked down crane.

M/V Gala was part-chartered and the dissembled crane as well as trucks, forklifts, diggers and so forth were safely delivered to Hyundai Engineering storage site in Dubai. The crane included booms, beams, counter weights as well as main body of 60 tons unit weight.

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## 2019 Frost & Sullivan Malaysia - Project Logistics Service Provider of the Year

**F**rost & Sullivan is proud to present this year's award for Company of the Year in the Malaysia project logistics industry. Frost & Sullivan's global teams of analysts and consultants research a wide range of markets in multiple industries and regions, and identify companies that are true industry leaders, delivering best practices in growth, innovation, and leadership.

These companies have a keen eye on the future and drive innovation that meets upcoming needs before they become commonly visible, often being first to market with new solutions.

They focus on delivering the best products at optimal prices to maximize customer value and experience.

Identifying these companies involves extensive primary and secondary research across the entire value

chain of specific products and/or markets. Against the backdrop of this research, Frost & Sullivan is



pleased to recognize Trans International Logistik Sdn. Bhd. as the 2019 Malaysia Project Logistics Service Provider of the Year.

Delivering excellence worthy of the Company of the Year recognition is never an easy task, and it is

made even more difficult considering today's competitive intensity, customer volatility, and economic uncertainty—not to mention the difficulty of innovating in an environment of escalating challenges to intellectual property.

In this context, your receipt of this award signifies an even greater accomplishment.

Moreover, Frost & Sullivan recognizes that this accomplishment is the result of many employees, customers, and investors making daily choices to support the organization and contribute in a meaningful way to its future.

Frost & Sullivan enthusiastically acknowledges and celebrates these achievements and wishes great success in the future. Frost & Sullivan is here to support you on any future endeavor.

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## Star Shipping's Monsoon Delivery

**S**tar Shipping Pakistan has delivered six units of extra-long flood gates to the Panjnad canal site, Distlipur, Punjab.

The shipment was dispatched from Karachi port during monsoon's heavy rainfall. A storm warning at site was issued and the consignee demanded the delivery of all six gates within 72 hours to avoid a potential flood disaster at canal site.

Various factors such as the monsoon, thunderstorm, over-gauge length of cargo and highway permis-



sions made it very challenging to deliver all six gates within the requested time frame, but thanks to the efforts of all persons concerned the whole shipment was even delivered prior to the given lead time.

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## Inter American Cargo From China to Paraguay

**I**nter American Cargo Group S.A. shipped air separation plants components in altogether five packages. The main part had a length of 25 meters and weight of 34 tonnes, the rest of the connecting parts had a total weight of 21.4 tons.



Origin was China and the final destination Paraguay. The first stage of the shipment was from Shanghai, China, to the port of Buenos Aires in Argentina. The final stage to Paraguay was on a barge.

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## Ex Shanghai to Europe

**E**xcellent Shipping Agency from Shanghai, China, handled a pull rod cargo, weighing 7,688 kilograms per piece. The four cargo pieces departed from Shanghai port to Europe. The size of

charged in a parallel operation. Each cargo included 12 bundles, and the binding belt was loaded with WLL 5000kg. The loading and unloading process of the cargoes was arranged by the ship side by the workers di-



a single cargo was 25.93 x 2.41 x 1.07 meters. Considering that the destination port was not the mainstream port, the shipment company arranged the cargo with a container ship as a breakbulk transportation in order to save costs. A total of 12 frame boards were used as the base plate for this cargo. All four cargo pieces were dis-

rectly out of the warehouse to carry out this careful and serious binding work meticulously to ensure the safety of the cargo. The whole cargo was tied up on board for two hours and everything went smoothly. The stevedores started the lashing operation for the shipments for around two hours to finish. Each of the crane upgrade parts for securing consisted of 12 web lashings with WLL 5000kg. All the lashings were fixed on the respective above-mentioned 40' flatrack containers.

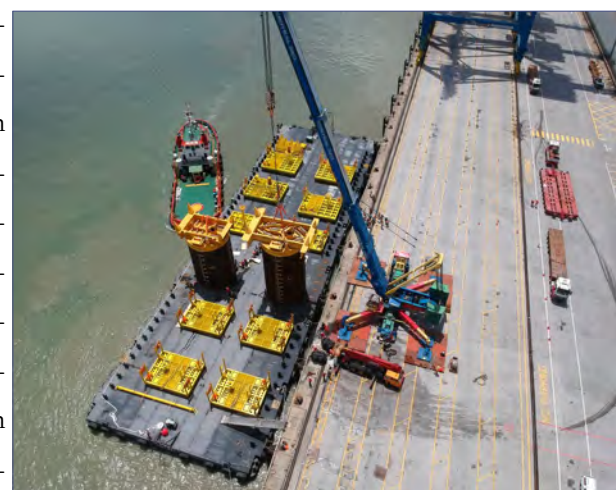
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## Megalift's Oil and Gas Project in Offshore East Malaysia

**M**egalift is proud to share a recent major transportation that the company did for an oil and gas project in offshore East Malaysia.

Megalift handled the segment of loading the cargoes at the client's site in Port Klang before moving them to the port, covering a distance of approximately 10 kilometers. Megalift also administered the heavy lifting in the port to load the exceptionally tall cargoes onto the barge. While the road journey wasn't far, the height of the cargoes posed a considerable amount of challenges and risks that Megalift had to address prior to the movement. Multiple surveys were con-

ducted throughout the months of preparation to ensure the cargoes could be delivered through a suitable route with little or no restrictions. In addition to the difficulty of transport-



ing, Megalift also performed numerous calculations to arrive at the most feasible lifting plans. Having cranes of correct capacities, functioning at adequate radii both at the site and within the port was a crucial part of the operation.

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## Upcoming GPLN Meetings & Events 2019 / 2020

### 30th Breakbulk Americas Transportation Conference & Exhibition

October 8 — 10, 2019

George R. Brown Convention Center

Booth No.: M15

Houston, TX, USA



### 5th Breakbulk Middle East Transportation Conference & Exhibition

February 25 — 26, 2020

Dubai World Trade Center

Booth No.: A75

Dubai, U.A.E.



### 9th Breakbulk China Transportation Conference & Exhibition

March 18 — 19, 2020

Shanghai World Expo Exhibition & Convention Center

Booth No.: E03

Shanghai, China



### 15th Breakbulk Europe Transportation Conference & Exhibition

May 26 — 28, 2020

Messe Bremen

Booth No: 5A11

Bremen, Germany



For all information on upcoming events,  
please contact GPLN's Luzius Haffter at:  
[luzius@gpln.net](mailto:luzius@gpln.net)

## Challenging Heat Recovery Steam Generator Transport

**P**T Cipta Krida Bahari (CKB Logistics), member of PT ABM Investama Tbk (ABM), has been awarded a project logistics services contract by an integrated engineering company, PT Sanggar Sarana Baja (SSB), for arranging land transport of heat recovery steam generator (HRSG)

to PLTU Muara Karang approximately 50 kilometers. Transportation of the massive column was a logistical exercise, involving a police escort on its journey and involves. A prudent survey, operating plan analysis, routes and type of transportation were the key factor of a success delivery, which means meeting the customer's expect-



casing and inlet ducts from SSB Plant — Tangerang, Banten, to PLTU Muara Karang — Pluit, North Jakarta. This project has over weight and over size cargo with 20 total HRSG modules, which the heaviest cargo is 107.42 ton and the longest size is 28.57 meters. All modules transported on 13 round trips by multi-axle with various combinations of axle configurations and six round trips by lowbed that extended with 18 meters and 12 meters deck length.

Loading and mobilization of HRSG modules started from SSB Workshop in Cikupa at night and mobilization will stop when morning comes. Distance from SSB Plant

tation with CKB Logistics' solutions. The project was challenged by the Indonesia's geographic and minimum infrastructure, thus the company plays important role in restoring the necessary infrastructure such as strengthening local bridges so it could be crossed by the project shipment transportation. Thus, include operations timing precision when using sea transportation with challenging climates and weather changes and addressed local issues for the team to handle and properly manage. Nevertheless, with CKB Logistics' vast experience in handling this kind of project; it is positively that the cargos shipment could be successfully delivered timely and safely.

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## Wind Blades From China to Europe

**P**rotranser has handled 12 sets (36 pieces) of wind blades exported to Europe from northern China. The length of each blade is 68 meters, total volume of the shipment 35,000 cubic meters.

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## Polaris Specializes in CIS Destinations

**P**olaris Projects successfully completed handling of one gas turbine part M701F rotor from the suppliers yard at Azerbaijan to Musaffah, U.A.E., on a door-to-door basis.

Subject rotor with shipping dimensions of 12.10 x 4.11 x 3.65 meters and a weight of 105 tonnes was moved by road on suitable heavy-duty

Polaris team also handled project shipment of used dismantled crawler cranes for the company's clients in Kazakhstan which were transported from their storage depots in Saudi Arabia and Kuwait to Port Aktau. From there the receivers made their own arrangements for customs clearance and transport shipment to their Kazakhstan base.



lowbeds with escorts ex Azerbaijan to Port Iskenderun, and then transhipped by sea on heavy lift vessel to Port Jebel Ali.

On arrival of the shipment at Port Jebel Ali, Polaris Project team received the heavylift on suitable trailers and placed on temporary supports waiting for completion of customs formalities.

Though detailed route survey and study was carried out and submitted to the clients at the time of accepting the shipment, a through final route survey along with method of statement was submitted and green light obtained from all concerned prior to final delivery.

The transport was arranged on suitable conventional modular trailer with required escorts and satisfaction of all.

Polaris' scope included survey and tally of each items, recommendation and supervision for proper packing as needed for safe transport, evaluation of economical routes complying with receiver's in-house quality procedures - and last but not least multimodal transport arrangements for timely execution of project.

The total volume of this shipment was approximately 575 tonnes, the equivalent of 1,600 cubic meters.

Polaris has established road and rail possibilities for project shipments with fully secured interim customs bonded storage facilities at Poti, Georgia, and also has reliable transit arrangements to CIS destinations via Turkish ports - both by sea and road.

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## “Disney on Ice” for Colombia

**C**onsolcarga SAS is very proud to share its exciting experience managing its current cargo project “Disney on Ice” coming to Colombia. With simultaneous logistic operations, driven in to three different cities (Cali, Medellin and Bogota), this project is requiring Consolcarga to provide special transport equipment, strategic and organize load planning,

required for this type of project is the flat rack which usually is for the transportation or storage of cargo with unique dimensions. So the cargo can stick out the side of the container during transportation. All the ice rinks needed for the stage will be loaded in “reefer containers” and stick on flat racks.

Consolcarga SAS works with a trained, specialized and capable team,



warehouse facilities and transport punctuality. All this remarkable effort will be the perfect backstage for the entertainment show which children and adults will enjoy at the end of the year in Colombia.

One of the special equipments

carrying out this operation by minimizing risks, delays and extra costs. Since the beginning of the project until the re-export of the cargo, Consolcarga achieves full satisfaction for its customers.

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## Aquatic Freights Projects Update

**A**quatic Freights Pvt Ltd India has been successfully handling cargoes for over 26 years from all over India, including all major ports.

Aquatic Freights handled multiple shipments of Caterpillar excavators from Europe to Mumbai, Chennai and Ennore ports. Cargo was used equipment and the client was delighted with Aquatic's services since they completed various complicated customs procedures in timely manner. The second-hand excavators were valued by the company's chartered engineers, custom cleared and delivered to the consignee on sched-

ule. Aquatic Freights also handled OOG machinery shipments on multiple flat rack containers from eastern India to Altamira, Mexico, via



Nhava Sheva port. Aquatic Freights arranged transport, permission from road transport and highway authorities, custom clearance, lashing and securing, surveys and port handling under vessel hook.

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## 100 Breakbulk Units - Two Load Ports, One Destination

**W**hen one hundred breakbulk pieces should reach Mombasa simultaneously from two locations as vast apart as Bremerhaven and Mumbai, a lot can go wrong. Then it is important to choose a reliable liner service with high quality cargo operations.

Recently, Höegh Autoliners was tasked to transport equipment for a cement plant project in Kenya. The customer had been using container and traditional breakbulk vessels in the past, and were not aware of the advantages of using RoRo vessels for their breakbulk cargo.

The customer required 57 breakbulk pieces from Bremerhaven, and 43 pieces from Mumbai transported for the project in Mombasa, and was looking for the most efficient options. Höegh Autoliners has a global network offering a frequent, reliable service from both Europe and India to

Kenya, with fixed monthly sailings and short transit times.

Atuldutt Sharma, Breakbulk Sales Manager explains, “With our regular

rules, so it is harder for the customer to plan shipments with a strict deadline.”

Guaranteed departure times also



liner service we operate a fixed scheduled timetable, which the customer can plan for. Alternative shipping options on the other hand, do not operate on these set sched-

means the cargo is loaded on to the vessels when needed, so the customer does not have to wait for the vessel, and incur costly storage at port.

Transporting cargo with RoRo

vessels also ensures a safer and less risky operation. By lashing the cargo on to specialised rolltrailers, the risk of damage is reduced as it eliminates the need for crane lifts at both load and discharge port. Once rolled inside the vessel, the cargo is fixed to designated lashing points underdeck. This ensures the delicate equipment is not exposed to water or humidity, and remains safe during its ocean transportation.

With the shipments safely discharged in Mombasa, the customer was pleased with the RoRo solution offered. Atul concludes, “Our service coupled with guaranteed underdeck stowage, a safe cargo operation supervised by a highly experienced and professional team of experts, made sure the cargo was transported in the fastest, safest and most efficient manner which was exactly what the customer was looking for.”

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## THE MOST COMPREHENSIVE RORO NETWORK IN THE CARRIBEAN

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## Universal Transport Challenge: "How Low Can You Go?"

Once again Universal Transport demonstrated how heavy cargo transports depend on expertise, the right equipment and sometimes on a degree of creativity. The international heavy-duty specialist faced the difficult task

not suitable for transport on the German road network.

An innovative solution was needed. The responsible Universal Transport team constructed a lowbed with a height of only 20 centimeters above the ground. At walk-

Universal Transport CEO Holger Dechant. "And it often turns out that it is not just the right equipment that determines success. A crucial ingredient are the people with their ideas and their commitment, which then makes the impossible possible."

be used for transports between Sweden and Ostrava near Prague, where the factory for the general overhaul of trams from different manufacturers is based.

Universal Transport has had its own branch in Prague since 1995. In



of transporting a turbine from the Hungarian city of Veresegyház to Halle / Saale in Germany. This transport was led by the freight forwarder's branch from the Czech Republic in Ostrava.

The cargo weighed around 44 tonnes at a length of 9.97 meters and a width of 4.30 meters. The real challenge, however, was the height of the turbine. With 4.51 meters, this was

ing pace, it could be lowered to just one centimeter above the road and the bridges on the route could be passed.

Universal Transport also delivered the relating generator from Pilsen in the Czech Republic to Halle.

Great how forwarding is done with people and compliment to all contributors. "Every heavy load transport is something special", says

In another development, Universal Transport Prague expands its fleet with a six-axle special trailer manufactured by Faymonville. The new trailer for the transport of trams is equipped with flexible extension beams of three, five and six meters. This enables Universal Transport to move trams up to 30 meters long and 45 tonnes in weight. This new part of the fleet will be mainly

2018, the takeover of the renowned Czech heavy transport company Nosreti took place, including around 50 knowledgeable, experienced employees and a comprehensive special fleet. Universal Transport Prague is one of the market leaders in the Czech Republic, handling large-capacity and heavy transport projects across Europe.

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## HiLOG Gets This Export Challenge Right!

HiLOG East Africa has successfully completed the export of a disassembled onshore drilling rig to Mozambique. Scope of work was receiving the cargo into Mombasa yard, store and handle out, export customs and documentation, shunting, port operations and vessel charter. The shipment consisted of 206 pieces with a weight of 2,321 tonnes and volume of 15,144 cubic meters. The yard was carefully selected to ensure that the whole rig could be stored on ground with no stacking whilst every component could be accessed at any time, in addition to having a strong and level surface, high level security and a direct access to the port. HiLOG managed

the yard from beginning to end and also arranged an onsite office from which their team and the client



could work from. The customs documentation was one of the most challenging parts of this move. The rig, as it was now exported, was made up of equipment that was imported between 2011-2013 under more than 150 import entries which

had been declared throughout that period by five different clearing agents. Gathering this paperwork,

perfecting it and ensuring everything was correctly exported was a massive undertaking, which HiLOG's team handled without fault. A complete set of all customs documents were compiled and presented to the client, so in the event of future au-

dits by the revenue authorities they have all the support they need."

Judging timing, availability, suitability and cost, HiLOG fixed the MV Floretgracht with laycan. She arrived on time and until loading was complete, all 206 pieces were delivered consistently under hook and zero vessel detention incurred. She departed Mombasa and sailed for Maputo, Mozambique. Before, HiLOG proposed a detailed solution to the client. Three months later the company was very proud to say that they executed it down to the letter. The client's expectations have been far exceeded and they are very happy with how HiLOG handled their rig, with zero delays, incidents, injuries.

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## Three GPLN Members Get Tricky Job Done

**B**cube Connect from Genoa, Italy, has handled the successful transportation of one top gas heat recuperator for its Italian clients. The transport was from Apodaca in Mexico to Convent in the U.S.

The first leg used road transport with 12 axes from the Apodaca factory to the port of Altamira. Distance was some 950 kilometers. Time employed were 15 days due to heavy rain and bad road conditions. Shipment was then put on a specialized ship by two combi cranes.

The second leg required transport by sea from the port of Altamira to the port of New Orleans, it took three days of navigation altogether. Discharging was done by a floating crane and the shipment was loaded directly onto a river barge.

Third leg: Transport by river from the port of New Orleans to the land-

ing place in Plaquemine, Mississippi. It took two days of navigation, followed by off-loading from barge and re-loading onto a 16-axle trailer. The river transport was carried out

rain, tornados and floods.

Along the Mississippi river there are no docks suitable for the unloading of over-load pieces. Therefore the BCUBE Connect had to use a



through waterways that run parallel to the Mississippi in order to decrease the navigation time and above all for making the load safe by reducing the possibility of accidents, also due to the bad weather conditions in those days, including heavy

"landing site" in Plaquemine area which consists of a river loop where the embankment of the river is lower and makes workable off-loading operations from barge to truck. Even though, it still was not easy!

For this purpose a construction

was necessary, with the use of steel plates, wooden beams and steel platforms, to build an appropriate suitable ramp on which the truck with a 16-axle trailer was able to get on the barge, positioning under the TGHR and loading the hydraulic system of which the trailer itself was fitted.

Then, off to the fourth leg! Overland transport by one 16-axle from the off-loading site in Plaquemine to the consignee's factory in Convent, Louisiana. This last leg has been done in seven hrs only which is really a record.

The project has been completed successfully, thanks to the perfect cooperation with both GPLN members ITM Mexico, appointed by Cube for coordinating all operations in Mexico, and with Braid Projects U.S.A., also appointed by BCube for coordinating all operations in the U.S.

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