



Global Project Logistics NEWSLETTER

The Official Voice of the Global Project Logistics Network (GPLN)

October – November 2009

Issue No. 12

Convoy! Access Freight fills the roads in Zambia



The mighty Komatsu 930E dump trucks travelled from Arizona, to Houston and then to Africa

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Access Freight Projects has been working on another technical shipment for a Brazilian third party mining contractor.

This particular shipment originated in Arizona, US and was shipped via Houston. It comprised four dismantled refurbished Komatsu 930E mining dump trucks.

Even disassembled, individual pieces are very large – the highest being the canopies standing at an impressive 4.58 meters high, and the heaviest being the chassis up to 53 metric tons each. Just these four trucks comprised 451 metric tons and 3302 cubic meters of freight.

The Komatsu 930E was the first Ultra Class off-highway hauler built and introduced in May 1995 at a rated payload capacity of 310 tons. In 1996 it was upgraded to 320 tons with the addition of larger tyres through the 930-2 and 930-3 models. The Komatsu 930E is notable for being one of the largest

models of trucks ever manufactured. Prior to 2005, it was the largest in the world.

These trucks are en route to the U&M Mine in Chingola, Zambia where they will be reassembled and put to work on the open pit copper mine.


The company, based in Johannesburg, South Africa recently moved into two new state-of-the-art warehouses with an overall capacity of 10,000 square meters. www.gpln.net




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A Word from Gary Dale...



Something I noticed this year at Breakbulk 2009 was the presence of more and more Latin American presence in the population. I don't have any official figures from the Journal of Commerce (JOC) but I can use my 'anecdotal evidence' (i.e. personal observation) in that not only was I able to press the flesh with many more attendees from this region but the business cards I took home also reflected a much higher percentage of countries south of the United States border. Personally I think this is a good direction that the JOC is going with this event, which incidentally will be in Houston, Texas, in 2010.

Capital

It will be interesting to see how this Breakbulk 2010 pulls off in Houston. Obviously Houston is hands down the regional capital for project cargo and even touts itself as the world's largest heavy lift port. This should bode well for the local Houston company attendance and possibly even attract a few other new outside participants who can use the event to also meet Houston agents to discuss on going business and try to get some new business at the same time – which is what going to Breakbulk is all about. But at the same time I heard lots of comments about the fact that the visitors from outlying areas much preferred New Orleans as a venue for entertaining guests and socializing at night time. New Orleans is much more compact and centralized so it is easier to get around and navigate. New Orleans is also very much a walker friendly city for many. And this is why JOC will be alternating the Breakbulk conferences between Houston and New Orleans from now on. It should be an interesting experiment. And although my vote would remain for New Orleans, I fully intend to take full advantage of the event in Houston next year.

Besides Breakbulk 2009, we also visited the Trans Middle East 2009 event in Manama, Bahrain, which was moderately successful. We met many new faces and made a bit more inroads for GPLN member companies into the Middle East region. This event next year will be in Alexandria, Egypt, which should be another interesting draw. Manama is a nice

small city but not necessarily the best draw for project forwarders in the Middle East; but it was a nice diversion from the normal venues of Dubai and Cairo.

Lead-in

Jumping back to Breakbulk 2009...one of the best things about meeting more Latin American companies in New Orleans this year was the great lead in to our own GPLN global meeting next year in Rio de Janeiro, Brazil, which is following on from Intermodal South America in São Paulo. We are really looking ahead to these two events, which will be watersheds for GPLN. First of all, we have never had our global meeting in a Latin American country.

Since it was so far away from much of the rest of the world we were looking to build critical mass in our membership, which most of you would believe that we have been quite successful with in the past few years. Secondly Intermodal South America is one of the three biggest transport events in the world after Transportlogistic in Munich and ahead of TransRussia in Moscow. So this should be an incredibly interesting show. For these two events we have even added an entire sub-website area which you can find on our homepage menu. (It is the red button in the menu.)

Forefront

Anyway, we will close out the year with my attendance of the Heavy Lift & Transport for the Power Sector in Frankfurt, Germany. This event is purely a conference with no exhibition side to it.

I plan to meet many of the players in the power sector in Europe and intend to put GPLN's name to the forefront in this industry sector. We expect there to be many of the important decision makers in the wind power and offshore petroleum industries. I look forward to the conference!

Best regards,

Gary Dale Cearley

Executive Director

Global Projects Logistic Network (GPLN)

YNL's record load through Jiangsu



GPLN member Younger Niche Logistics (YNL) has the distinction of being responsible for the movement of the single largest piece of equipment ever moved by road transport in Zhangjiagang, Jiangsu province, China. The piece, 14 meters by 7.4 meters by 7.9 meters, and weighing 86,000 kilograms, was moved by road from the supplier's premises to Puxiang port, Zhangjiagang.

The move, covering 30 kilometers, took 22 hours to complete and involved the services of local Zhangjiagang government, the police and officials from the department of electrical power.

In order to reduce height the unit was transported minus cradles. Only once alongside the vessel was the unit positioned and secured in cradles.

Puxiang port, a privately owned facility, was chosen as the load port as access from suppliers whilst still difficult was the closest with less overhead obstructions than other roadways to the public port. www.gpln.net

Remote — but Darka



Proving that there's no substitute for experience when dealing with difficult conditions, Darka Trading and Services has just successfully completed an 800-kilometer delivery of a large crane from Port Sudan to the Bisha gold mine in neighboring Eritrea. This was the first such delivery of equipment from Port Sudan across the Sudan/Eritrea border.

The crane -- urgently required by the mining project -- weighed 82 tons. The 800-kilometer road ended in a 130-kilometer stretch of rough tarmac where bulldozers and loaders had to be used to grade and settle the surface.

The job was completed successfully by Darka's experienced staff in five days. www.gpln.net

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Westfracht JV targets CIS



GPLN members Westfracht of Germany and Spectrum-Northwest of St. Petersburg, Russia have joined forces as of Dec 1, 2009. The two companies decided to start a joint-venture company called Westfracht CIS covering Russia and all other Commonwealth of Independent States (CIS) countries.

The decision was taken after a two-year successful exclusive cooperation between the two GPLN members in those territories.

Moreover, Westfracht CIS will also cover the

Central Asian Markets and will open further offices in Kazakhstan and in Mongolia in the near future.

In St. Petersburg, Westfracht CIS will start with 10 staff, all of them well-known experts for projects, heavy lifts, over-dimensions in the still very special markets of the former Soviet Union.

Already, this German-Russian network has been regularly and successfully used by various GPLN members and Westfracht CIS is inviting all GPLN members interested in this region to work in close cooperation with this new entity. www.gpln.net

Martin Bencher a 2009 'Gazelle'

The Martin Bencher Group, a professional shipping and forwarding service provider, has been ranked as a Gazelle 2009 company by the Danish business newspaper Dagbladet Børsen.

Since 1995 the newspaper has each year identified Denmark's strongest-growing businesses, with the Gazelle tag used to represent speed, and in Denmark it has become a synonym for business growth. Criteria for selection are objective and based on data from the Danish Commerce and Companies Agency.

Martin Bencher Group has been honored with Gazelle recognition for the second time, with the first being in 2005.

The selection was made out of all companies in Denmark from which 2,143 were able to live up to the standards of Gazelle 2009. Martin Bencher Group has demonstrated its growth by ranking as 474th company on the list.

"We are honoured to be recognized as a Gazelle 2009 company for the second time," said Peter Thorsoe Jensen, CEO of Martin Bencher Group "We have proven our stability on the market, with growth of 259.3% over the past four years." www.gpln.net

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Lutful hauls 2000 tons of power into port



Lutful Seaways Ltd. has just handled one of the biggest power plant projects in Bangladesh's power plant history at Chittagong port. The project was part of the extension program of the Sikhalbaha Electric Power Station in Chittagong.

The cargo was loaded from Huangpu, China and was discharged at Chittagong from the vessel MV Industrial Dawn, operated by New Orleans-based project carrier Intermarine LLC.

Lutful worked as shipping agents for Intermarine and also assist in the overall barge operation.

Chittagong-based Lutful is also the Bangladesh cargo booking agents for Intermarine.

The project consisted of 44 packages of engine, crane, transformers, generators, auxiliary and containers and the total cargo weighed nearly 2000 metric tons.

Generators

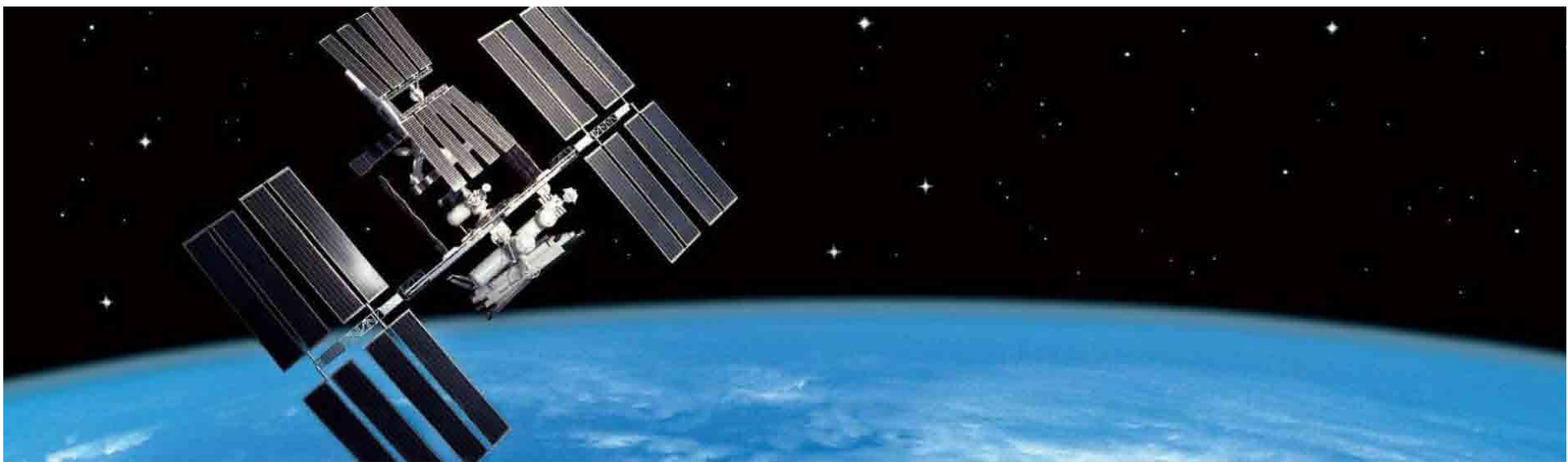
The heaviest piece was the engine weighing 230 metric tons followed by the generators weighing 30 metric tons. Apart from the containers, the whole cargo was discharged into barges.

The operation was made more complex due to the restricted nature of barge operations at Chittagong port. Lutful was forced to discharge the engine, crane, transformers, generators, and auxiliary directly into barges.

Lutful Seaways Limited today is one of the longest-lived, most reputed, reliable and most efficient shipping agencies in Bangladesh. Founded in 1973, Lutful has a strong presence in all

its business activities and leadership in several of the shipping support services.

Its future plans are focused on consolidating the existing activities and developing other shipping related areas as well. www.gpln.net



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Upcoming GPLN Meetings & Events

2nd Breakbulk Asia Transportation Conference & Exhibition

26th - 27th January, 2010

Suntec Singapore Convention & Exhibition Centre
Singapore, Singapore

4th Indian Ocean Ports & Logistics 2010

25th -26th March 2010

Hilton Mauritius Resort & Spa
Mauritius

15th Intermodal South America

6th - 8th April, 2010

Transamerica Expo Center, Sao Paulo, Brazil

7th GPLN Annual Global Meeting

11th – 13th Aril, 2010

JW Marriott Copacabana, Rio de Janeiro, Brazil

15th TransRussia International Exhibition & Conference

27th – 30th April, 2010

Moscow Expocentr

Moscow, Russia

5th Breakbulk Europe Transportation Conference & Exhibition

18th – 20th May, 2010

Antwerp Expo

Antwerp, Belgium

4th Transport Logistichina International Exhibition

8th – 10th June, 2010

Shanghai New International Expo Centre
Shanghai, China

21st Breakbulk USA Transportation Conference & Exhibition

12th - 14th October, 2010

Hilton Americas Houston & George R. Brown Convention Center, Houston, Texas, United States

8th Intermodal Africa 2010

8th – 9th October, 2010

Cape Town International Convention Centre
Cape Town, South Africa

6th Trans Middle East 2010

23rd - 24th November, 2010

Hilton Alexandria Green Plaza, Alexandria, Egypt

**For all information on upcoming events,
please contact Luzi Haffter at:
lhaffter@gpln.net**

5K completes hydro dam turbine shipment



5K Logistics of Chambersburg, Pa., USA recently completed the US inland shipment of a heavy, over-dimensional hydro turbine system on behalf of Voith Siemens.

The turbine system was offloaded in Houston and trucked to Beverly, Washington for installation at the new hydro power generation station at the dam project.

The pair of turbine shafts weighed in at 77,633 kilograms and measured 7.68 meters long by x 3.5 meters wide by x 3.14 meters high each. Special 19-axle heavy haul specialty trucks were utilized in the 2200-mile (3500-kilometer) journey. 5K Logistics is a GPLN member and partners with other GPLN members involving any US inbound or outbound projects. www.gpln.net

Hindustan finds solution to big kiln problem



Hindustan Cargo (HCL) recently had the opportunity to show its expertise in the field of tailor-made solutions for Sanghi Industries Limited, Ahmedabad for transportation of four units of their over-size kiln shells from Chennai to Sanghipuram, Kutch, Gujarat, about 2450 kilometers from Mundra Port. The maximum dimensions of the kiln were 14 meters by 6.7 meters by 6.7 meters, the heaviest weighing 78 metric tons. The other kiln were of similar dimensions but weighed less.

It was soon apparent that road transportation of the kiln shell with these dimensions was next to impossible. Hindustan Cargo Limited (HCL), took up this challenge and provided the client with a solution of sea-cum-road transportation. The kiln shells were loaded onto low bed heavy duty trailers and transported to Chennai Port. After completion of loading and obtaining the green signal from the surveyors the vessel sailed with these kiln shells to Mundra port, which is one of the nearest port to Sanghipuram site. Eventually, the kiln shells reached site after a period of 40 days. www.gpln.net

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TIL delivers a Pearl to Qatar



Trans International Sdn. Bhd., a new member of GPLN, recently completed the movement of the flare riser sections for the Shell Qatar Pearl gas-to-liquid (GTL) Project; the world's largest GTL project. Comprising 15,000 freight tons, these units were shipped in eight conventional shipments.

To date, Trans International Logistik has successfully executed and moved 40,000 freight tons for this project from Malaysia to Qatar.

The highlights of the movement were the riser units which measured 23 meters long and 4.5 meters high and pre-fitted with insulated steam lines and utility piping.

The fabrication yard, located in the outskirts of Selangor, posed challenging especially in clearing overhead cables and structures.

The quick pace of the project required very fast deliveries of these sections where transportation ex-factory to Port Klang needed to be executed within

a few days of the vessel being nominated. The sensitivity of the surface of the riser units also required special handling techniques where metallic and abrasive equipment could not be used, so as to maintain scratch-free handling, transportation and loading of these units.

It was with a sense of pride that Trans International Proud was able to say that all deliveries were executed well within the required time frames with zero untoward incidents. www.gpln.net

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TOS moves manipulator from Vlissingen to Vancouver



TransOcean Shipping's Vancouver office was in charge for an oversized delivery of a 120-ton manipulator which was shipped from Vlissingen, Holland on Star Shipping to Vancouver in Canada.

TOS Vancouver arranged direct loading from Star Vessel onto a truck and delivery to final destination in Seattle, WA.

Direct take over was handled on Friday afternoon. The truck was parked at secured area and delivery was arranged on following Monday morning at 07.30.

The project provided an opportunity for TOS's Vancouver office, which opened in July this year, to demonstrate its importance to TOS's overall business. TOS now has branch offices in Vienna, Antwerp, Prague, Düsseldorf, Hamburg, Gdynia (Poland), Munich, Koper (Slovenia) and Vancouver. Services include general cargo, project cargo, heavy lift, break bulk container logistics and air freight. www.gpln.net



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WWL joins as GPLN sponsor



Wallenius Wilhelmsen Logistics (WWL), the leading independent provider of global factory-to-dealer transport solutions for the break-bulk industries, has joined the GPLN network as a sponsor.

The company specialises in transporting automotive, agricultural and construction equipment and complex project cargo such as rail cars, power generators, mining equipment, and yachts on its 20

trade routes to six continents.

Its supply chain management services ensure an efficient integration of ocean services, inland distribution, handling of cargoes at its ocean terminals and a comprehensive range of technical services.

These range from the cleaning and inspection of vehicles to more complex technical services covering all kinds of repairs, fitting of accessories

and modifications to cars, agricultural machinery and construction equipment. WWL employs 3,000 people and operates around 60 modern eco-friendly ships transporting four million vehicles annually: two million by sea and two million by land. Annual throughput of the 33 vehicle processing centres is three million units.

The company has a strong environmental focus and is an industry leader in developing innovative solutions to reduce the impact of its operations on the environment. WWL recently won the 2009 Contribution to Environmental Improvement category at the European Supply Chain Excellence Awards and the 2009 Green Transport Award from Lloyd's List DCN, Australia's authoritative publication on shipping, trade and transport.

For further information on WWL's project and break-bulk cargo capabilities, please contact: Odd Egil Borgen, Global Break Bulk and Sponsorships, Wallenius Wilhelmsen Logistics, Oslo, Norway. Tel: +47 67 58 4100. Tel Direct: +47 67584632. Mobile: +47 90826854. Fax: +47 67 58 4080. E-mail: odd-egil.borgen@2wglobal.com. Website: www.2wglobal.com www.gpln.net



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Plain sailing for long load



Europe Cargo recently had to deal with a difficult project involving a de-ethanizer destined for the Namvaran petrochemical plant in Iran. Europe Cargo was acting on behalf of shippers, G&G Willbroek.

The de-ethanizer was booked as deck cargo, weighing 177.2 metric tons with dimensions of 55.33 meters long by 4.78 meters by 4.61 meters.

The multi-purpose heavy-lift project carrier MV Beluga Foundation, equipped with two 120 metric-ton gear (combinable up to 240 metric tons), arrived in Antwerp and crew started to prepare deck for three to four hours. The cargo was loaded during the day shift at the G&G Terminal on the barge Oleander and arrived in Antwerp same day.

The tallyman at the terminal gave a length of 60.36 meters instead of 55.33 meters which caused consequent lifting and deck stowage problems at the handling by the ship's gears. Gottwald crane and boat was already secured on deck before the loading operation of the de-ethanizer started.

To fix the problem and cut labor costs, Europe Cargo immediately organized a technical team to reduce the length.

Meanwhile the crew prepared ship's gear : two 80-ton wire grommets, two 60-ton wire grommets and one 120-metric ton shackle.

The main body was loaded over a two and a half hour period, followed by the spare parts. The cargo was secured with a second lashing and welding gang and operations were finished upon which the ship began its journey to the Iranian port of Bandar Imam Khomeini. www.gpln.net

HEB lifts for Sharjah project



from the dedicated charter vessel at Hamriyah port, Sharjah along with accessories weighing around 80 tons. Ten lowbed trailers were deployed exclusively for the task and the entire off-loading, directly from the chartered vessel to the installation site, was completed within 13 hours of operation. A 400-ton crane with 100-ton capacity slings was arranged for installation of the transformers from the waiting low buoy on to the fixing rail at the job site. www.gpln.net

HEB International Logistics has performed an integral role for the installation of power transformers for Sharjah Electric & Water Authority (SEWA) of the UAE, for which technical support was provided by the Siemens Group, Germany. HEB arranged offloading of two power generator units weighing 80 tons each

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In brief



The bogies start rolling

Gruber Logistics has been contracted to ship around 100 train bogies from Germany to Haifa in Israel. These bogies have a length of 3.80 meters, are 2.8 metres wide and 1.65 metres high with a weight of 6 tons each. All bogies must be packed in wooden cases and loaded on flat racks. Terms of delivery are Delivered Duty Paid (DDP), which means Gruber have to organize clearance and delivery in Israel as well.

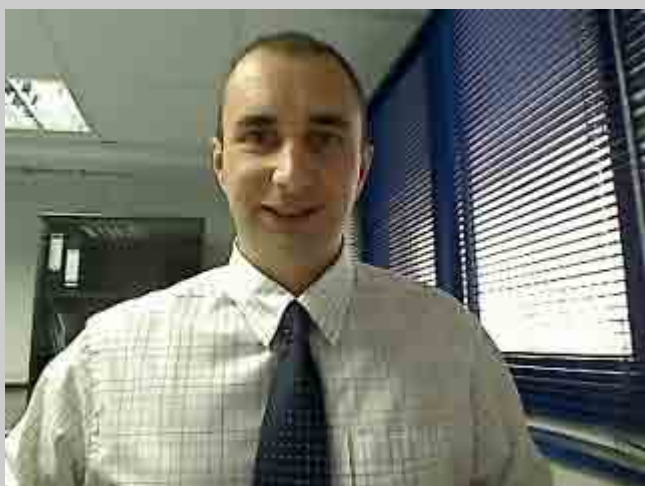
Aquatic gets ISO

Aquatic Freights Pvt. Ltd. of India was recently awarded ISO9001-2008 certification. The company, headquartered in New Delhi, is well represented across India with branch Offices in Mumbai, Kolkata, Visakhapatnam, Cochin, Ludhiana, Bangalore, Hyderabad and affiliates in all major Indian ports/ICDs. The company has handled a variety of projects from power plant equipment to luxury vehicle import and even logistic surrounding the cricket World Cup. Tel: 00 91 11 4055 1800 Web: www.aquaticfreights.com.

Santiago Waiver

As part of Waiver's integral growth, the company has just acquired and moved to a new office in Santiago. Like its partners in Brazil, Argentina and Peru, Waiver Chile's is to provide specialized cargo and logistical services, no matter how unique the client's needs may be. The new location is: Waiver Logistics Chile Ltda., Avda. Del Cóndor 600 Of. 14, Ciudad Empresarial, Santiago, Chile. Tel: 56-2-728 0325 .

New sales manager at Wilhelmsen



Wilhelmsen has announced the appointment of Ben Jones as Logistics Sales Manager, Eastern Province. Jones has a wealth of experience having worked in logistics in the UK for the past 12 years; most recently as Business Development Manager for UPS Supply Chain Solutions in Bristol.



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Logistics Plus maintains high speed for Marathon



Logistics Plus recently organised the shipment of a 59-ton high-speed press for automobile manufacturing from Malaysia to Faridabad, near Delhi in India. Made by Aida Manufacturing Sdn. Bhd, the press was picked up from Aida's premises in the Pasir Gudang industrial area in Malaysia, loaded onto a low-bed trailer for transport to Singapore.

The press was then loaded onto cargo ship the MV Noto III which reached the port of Mumbai, India after a 10-day voyage. The cargo was stored under deck and in a non-stackable condition as requested by the final customer, Marathon Electric India Pvt. Ltd.

From there, the 98 cubic-meter cargo was transported 1450 kilometers by trailer to Faridabad near Delhi, a trip which took 15 days to complete.

The handling agents at both ends were GPLN members – Trans International Logistik in Malaysia and Logistics Plus in India www.gpln.net



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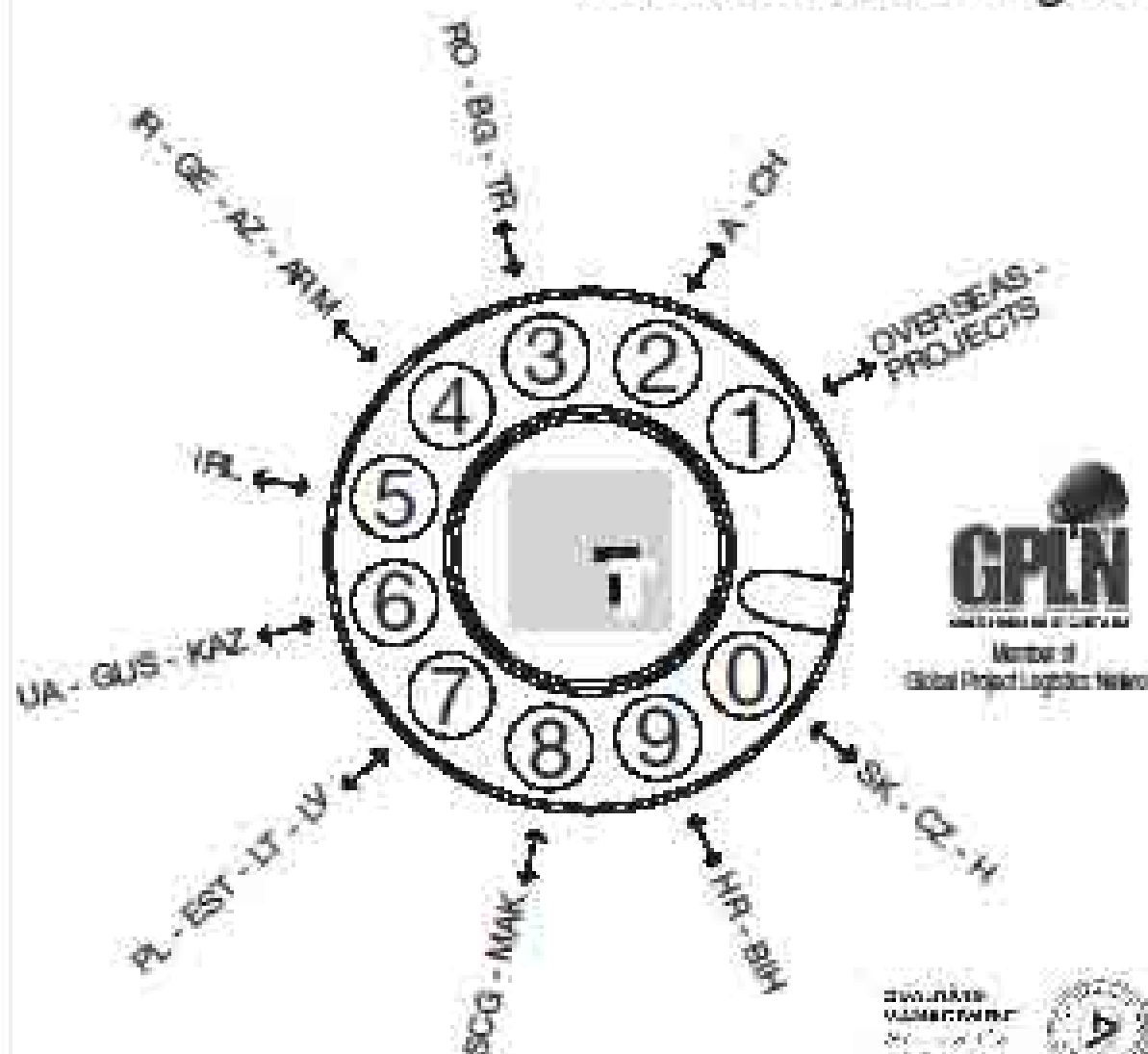
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GPLN present for 5th Thai Ports conference



(l-r) Luzi Haffter, commercial director, GPLN; Assel Nakeeva, head of international freight department, Lomer Point Bridge, Almaty, Kazakhstan and Patrick Dick, managing director of The Freight Company, at the recent Thai Ports conference & exhibition

The Global Project Logistics Network (GPLN) took part in the 5th Thai Ports & Shipping Conference and Exhibition 2009 at the Imperial Queen's Park Hotel on October 29th - 30th. The event attracted such dignitaries as the Thai Minister of Transport.

The Global Project Logistics Network (GPLN) is the world's best and most prestigious independent international project forwarding network.

GPLN members are screened for their project logistics capabilities and the group only allows project forwarding specialists join as members.

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Blades on the river



Bellville Rodair's Energy team which focuses on transportation requirements in the renewable energy sector was awarded a contract to move 102 blades by barge for a wind farm in France between August and October this year.

Transporting blades by road requires many permits when you are transiting through two or three countries and it is time consuming to obtain all these permits. Bellville shortened the distance needed to be transported by road by using the waterways where possible and although the transit time is slower by barge, it is still quicker overall as Bellville did not have to wait for permits for the barge transport and their client also gained in a reduction in the transport costs as well as using a "greener" method of transportation.

Bellville also ships windmill sections, nacelles, blades along the Danube to access project sites in Hungary, Romania and Bulgaria. www.gpln.net



New GPLN members

Country	City	Company
China	Shanghai	InterMax Logistics Solution Ltd
Estonia	Tallinn	Polar Logistics Projects
Finland	Helsinki	Polar Logistics Projects
India	Mumbai	Direct Logistics India PVT Ltd
Kazakhstan	Almaty	Polar Logistics Projects
Kazakhstan	Atyrau	Polar Logistics Projects
Mexico	Colonia Polanco	Waiver Logistics
Qatar	Qatar	Arshiya Logistics WLL
Russia	Astrakhan	Polar Logistics Projects
Russia	Nakhodka	Polar Logistics Projects
Russia	St. Petersburg	Polar Logistics Projects
Turkey	Istanbul	Bati Shipping and Trading SA
United Arab Emirates	Dubai	Consolidated Shipping Services LLC
United Arab Emirates	Dubai	HEB International Logistics
Uzbekistan	Tashkent	Polar Logistics Projects