



Global Project Logistics NEWSLETTER

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

April — May 2010

Issue No. 15

Flinter makes splash with new vessel



Many interested parties assembled last month at the Shipyard Ferus Smit in Westerbroek, near Groningen in the Netherlands to watch Flinter's latest vessel, Flinter America, being christened and launched.

Presiding at the ceremony was Arja Naumanen, the wife of Kari Naumanen of RETS Timber from Finland, christened the vessel, after which the Flinter America launched perfectly into the Winschoterdiep.

In the weeks after the launch, the Flinter America was fitted out for delivery this month.

Flinter America is a gearless box singledecker of 10,750 metric tons, with length of 131.2 meters, built to ice class standard Finnish-Swedish 1A.

Flinter America is the latest addition to a fleet of over 50 ships ranging from 1,500 tons to 11,000 tons.
www.gpln.net

WSS delivers oil rig to southern Iraqi field

The Maritime Logistics department at Wilhelmsen Ships Service in Kuwait has completed the delivery of a major oil rig, RIG 161, and its camp from Ahmadi, Kuwait to the South Rumailah Oilfield in Iraq.

The operation is part of Weatherford International's mobilization for the drilling of 20 oil wells in South Rumailah on behalf of the South Oil Company (Iraq).

The 1250-horsepower land-based oil rig consisted of high, wide and heavy loads and was transported on an assortment of flat bed, low bed and towable trailers with 137 truckloads of cargo delivered in total, moved in convoys of 10 – 20 trucks.

Wilhelmsen Ships Service Kuwait arranged for origin coordination, mobilization of trucks, transit customs clearance and traffic permits. Meanwhile Wilhelmsen Ships Service Iraq provided destination coordination and escort for the cargo until delivery at the final camp site and drilling location.

The move was not without its challenges. Clive Figueiredo, Commercial Manager of Wilhelmsen Ships Service in Kuwait, said: "The location poses several difficulties for international firms to enter and set up operations in Iraq given the political and security problems and uncertainties." www.gpln.net



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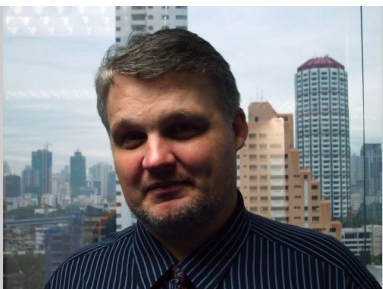
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A Word from Gary Dale...

This year
GPLN
charted
new territory by



participating in and hosting events in Latin America. But before we went there we participated in the Indian Ocean Ports and Logistics Conference & Exhibition in Wolmar, Mauritius. This was a small but very good event that was attended by representatives from many eastern and southern African countries as well as some companies from the Arabian Peninsula and Indian Subcontinent. As always, we made great contacts there and hope to see some new members coming of this in some new African markets.

After Mauritius we flew to Brazil. We first went to São Paulo, for Intermodal South America and then we hosted our seventh general meeting in Rio de Janeiro. I can truly say that we learned a lot from our experience at Intermodal South America. The event was attended overwhelmingly by local Brazilian companies but there were also participants from other parts of South and Central America. I am happy to report that our conference in Rio de Janeiro went off superbly! It was well attended for being held in such a distant place. In fact, the attendees were virtually unanimous in their praise of the location. And for the first time, with thanks to our commercial director, Luzius Haffter, we had outside events such as a city tour (including Morro da Urca and Sugarloaf Mountain) and a jaunt to a local churrascaria for a pre-meeting delicious dinner. I could also see that the business end of the conference went very well for the participants as well and I received lots of positive comments to this aspect. This made me especially happy because I personally believe that attending the GPLN conference is the best way

GPLN members get benefits from their membership. Positive meetings mean business in the pipeline, and even at times business in hand, so this I think was the strongest positive.

And speaking of sponsorships, I would like to take a moment to personally thank our sponsors in writing for their kind support:

Dinner drinks at the Churrascaria: *Nauri Logistics & Oceanbridge Shipping*

Welcome Cocktail: *Spedag East Africa*

Coffee Breaks: *Cory Logistics & Zuhal Shipping*

I know that I speak for all the participants when I say to you, a hearty "Thank you!" You are very generous!

And while I am at it I would also like to give a special thank you to our Gold Sponsors for the year (in order of longevity):

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And finally I would like to thank all of you GPLN members who came from near and far (and especially far) to meet up with us in Rio de Janeiro. You guys are the best and I know your participation will come back to you in good business from the contacts you made with us.

Before we were finished with our jet lag from the Mauritius and Brazil trip we were off again to Moscow, Russia, for the TransRussia 2010 exhibition. Personally I think there were more visitors last year, which in some ways reflects on the economic situation, but we will have to wait for the official numbers to know whether my hunch is true or not. Still, we did meet some very interesting people there and think that our group will benefit from our marketing of the GPLN name in the CIS countries.

As mentioned in other announcements, GPLN will be participating in many new events that will be directed to

the end users of project logistics services such as exhibitions for the oil & gas industry, mining industry, heavy equipment industry, and the like.

If there are interesting events in your target market that you think we should be looking at feel free to send me an e-mail recommending it: g.d.cearley@gpln.net In the meantime, we will be announcing within the group as we book for these events.

You can also check our events page on our website to see where we will be over the next twelve months. We update this page regularly. You can find it at: <http://www.gpln.net/up-meetings.html>

Though I'd like to be able to say "That's it for now!", there's always something more. So pay attention to our GPLN website, Project Cargo Logistics blog, GPLN Twitter account and GPLN Facebook page for more updates and announcements!

Best regards,

Gary Dale Cearley

Executive Director

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Transy ships turbine runner from Ukraine to Tianjin

Transy recently arranged transport of a huge turbine runner from Ukrainian port to China in March 2010

Due to the urgent shipment and short time given by the customer for delivery, experts from St. Petersburg-based Transy had to work out the method and then implement the loading of an 80-ton runner onto a container vessel — something that had never been attempted before in the Ukraine.

In order to get permission to transport the heavy lift piece onto standard freight containers, Transy experts, in co-operation with the shipping line's engineering department, worked out the unique scheme of loading and lashing the runner on-board the container ship.

Upon shipment from Illychevsk port near Odessa, the goods were delivered to the destination port in the shortest possible time for such a long transport route.

The cargo arrived to Tianjin Port, the largest man made seaport and river port in mainland



China, in exactly 20 days from the date of shipment, and was discharged directly onto special truck-trailer and within two days had arrived at the job-site where the customer's engineering team immediately started the assembly.

The customer appreciated the high level of proficiency and experience of the Transy people who organized and fulfilled this difficult and challenging shipment.

Over the years Transy has developed into one of the leading transport groups in Russia and the Commonwealth of Independent States (CIS) territory, with its headquarters in St. Petersburg and intercontinental hubs worldwide.

The company also has branches in Moscow, Siberia, the Urals, the Far East, the Black Sea, the Volga, Kiev, Odessa and the Caspian Sea regions. www.gpln.net.



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Oceanbridge keeps the racers on time



Image: BMW Oracle Racing

Oceanbridge Shipping Ltd recently organized a complex yacht delivery to Spain.

Working with their specialist marine partner in Europe, Peters & May Ltd, Oceanbridge Shipping shipped a combination of racing yachts and equipment from Auckland, New Zealand to Marin, Spain.

Initially there was a new TP52 racing yacht to ship for the British America's Cup team, Team Origin, which was due to ship to Antwerp then be trucked to Portugal for its first regatta in May. However, when the call came to also ship two of the BMW Oracle America's Cup yachts to La Maddalena in Sardinia around the same time it made sense to see if these could be combined.

Working with Seatrade's offices in both New Zealand and Antwerp Oceanbridge Shipping and Peters & May negotiated to bring a vessel back to Auckland after loading

other New Zealand ports before deviating for the yachts direct to the port of Marin in northwest Spain.

"The negotiations were quite intense between all the parties involved; ourselves, Peters & May Ltd, Seatrade and the two racing syndicates," said Richard Thorpe, Projects & Marine Trade Manager at Oceanbridge Shipping. "In the end a balance was found that suited all the parties with Seatrade covering their deviation costs and the teams agreeing on a rate level they were prepared to pay to get the yachts to a port in Europe which suited their required time frames."

The final parcel of freight that was loaded was three yachts, five masts and five containers. On arrival in Marin the TP52 yacht and mast were trucked to Portimao in Portugal while the BMW Oracle yachts, masts and containers were transhipped onto another vessel to La Maddalena, via Valencia. www.gpln.net

Globalink opens new facility in DAFZA

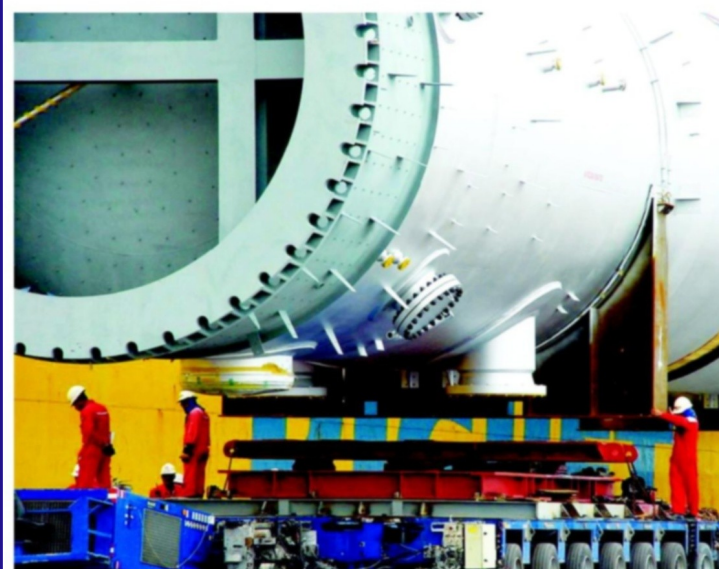


Globalink Logistics Group is pleased to announce the opening of new air freight facility at the Dubai Airport Freezone (DAFZA) in Dubai, UAE. Strategically located inside the Dubai Airport and next to the Dubai Airport Customs Terminal, new Air Freight facility at DAFZA will enable Globalink Dubai to further enhance air freight, sea-to-air and air Chartering operations to/from UAE.

Given the strategic importance of Dubai as a transit hub for South East Asia, Africa and the CIS, DAFZA was created to provide a premier air service related to air import, export and transit operation. Globalink DAFZA is staffed by fully trained, experienced and professional team and ready to handle all type of air freight import, export, transit and sea-to-air shipments. www.gpln.net

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Upcoming GPLN Meetings & Events

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

Fiata World Congress 2010

6th - 8th October, 2010

Queen Sirikit National Convention Center

Bangkok, Thailand

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

28th – 29th October, 2010

Cape Town International Convention Centre

Cape Town, South Africa

Adipec 2010

1st - 4th November, 2010

Abu Dhabi National Exhibition Centre

Abu Dhabi, United Arab Emirates

Bauma China 2010

23rd - 26th November, 2010

Shanghai New International Expo Centre

Shanghai, China

6th Trans Middle East 2010

23rd - 24th November, 2010

Hilton Alexandria Green Plaza

Alexandria, Egypt

Osea 2010

30th November - 3rd December, 2010

Suntec Singapore Convention & Exhibition Centre

Singapore

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

Dako overcomes rivers in Costa Rica job

Dako Worldwide Transport of Düsseldorf, Germany has overcome tricky conditions in rural Costa Rica in a job requiring the execution of all transports for a new 200MW diesel power plant.

The plant was to be constructed in the Pacific region of Costa Rica, about 30 kilometers away from the port of Caldera. More than 45.000 freight tons of heavy machinery, such as diesel engines, generators, transformers, electrical material, constructions, had to be transported from Europe, U.S., Mexico and various Far East countries to the

temporary river passage through the Rio Barranca; the construction of the access routes to this river passage and the construction of about 10 kilometers of an all-weather road through a sugar cane plantation, which consumed more than 13.000 tons of gravel.

The Dako Group was required to obtain all permits from the Costa Rican authorities, to make agreements with the railway company, to obtain the acceptance of governmental, environmental institutes for the river passage and to make agreements with the owner of the sugar cane plantation and



plant site in Costa Rica.

The heart of the plant consists of 11 heavy diesel engines with dimensions of 1370 x 495 x 660 cm and having a unit weight of each 325 tons. The transport height on the road was 820 cm.

The contract is executed jointly with the sister companies Dacotrans de Centroamerica of San Jose, Costa Rica and Dako Heavy Lift of Guatemala City as leading heavy lift carrier in this region.

The infrastructure in Costa Rica did not allow the transport over the existing roads — especially over the Pan-American Highway. Since several bridges were just not strong enough the Dako Group was forced to find other routes to reach the construction site.

So the transport route finally selected and approved by the Costa Rican authorities included the transportation over an old non-active railroad track which was temporarily transformed into a road; a

finally to obtain the transport permit from the Ministerio de Obras Públicas.

The preparation works took nine months until the first three heavy diesel engines could be transported. These first three engines reached the construction site in time and were delivered by Dako Heavy Lift onto foundations. In order to protect small bridges and water outlets on the selected routes, it was necessary to lay the Dako Heavy Lift-owned overbridge system in 10 different locations for each transport. In the meantime also the first three generators which were transported from Finland via North Continental Port to Puerto Limon on the Atlantic coast reached the construction site.

The further transports of super heavy lifts are foreseen for May, June and August 2010. It is expected that the power plant will deliver electricity in December 2010. www.gpln.net

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Bati looks forward



Bati Group has been expanding its business while investing for the professional approach at the company.

Ms. Handan Armagan has just joined The Bati Group. She has deep experience in the foreign trade and logistics area where she has worked as logistics and general manager in very well-known companies. Handan Armagan managed very big projects more than two decades which includes several logistics solutions such as flexitank, ISO Tank, inner liner bag, moving and installing factory equipment, etc. To facilitate using the multi model transport solutions in difficult environments was part of her responsibility at these projects.

Her experience has been deepened with the Gestalt Executive Coaching where she also acts as an executive coach and consultant in corporate life.
www.gpln.net

Townley keeps track with new GPS system

In a drive to provide superior control over cargo in transit, expert transport and logistics company Townley Group International (TGI) has adopted high-tech, real time information systems with radio frequency consignment identification (RFID) and GPS cargo tracking.

According to TGI owner and managing director Peter Townley, the company's use of the new technology has proven to be a great success.

"The use of this technology puts our company and our clients in control of their cargo at all times," he said.

"TGI was proud to have launched this technology with Troy Resources and was the first project forwarder to use the technology in the Southern Hemisphere."

The Troy project involved the complete relocation of a gold mine plant, including container purchasing, land transportation to and from the site covering both road and rail, crane leasing, packing each container whilst tagging individual strategic pieces, labor, export customs clearance and vessel charter. The shipment consisted of over 25,000 pieces of cargo which when shipped packed down to 45 x 40-foot containers and 8900 cubic meters

of breakbulk cargo.

All of these had to be moved from the origin in Cobar, New South Wales, Australia, through to San Juan in Argentina. The heaviest pieces was only 65 tons but posed a challenge to move due to its loaded height of 5.85 meters in diameter.

The job was completed on time and on budget. TGI was responsible for the safe transport and final delivery to site in San Juan, Townley said. The entire operations team was involved in the project and they were deployed to site for eight weeks as well as an additional four weeks at the port of Newcastle in eastern Australia finalizing the packing and final placement of all tracking devices.

"We are about to trial the technology with two other clients with shipments into Africa and New Zealand," said Townley. "These trials will establish a true time frame and proof of delivery at site. Our clients are happy that we have invested in this type of technology and it shows that TGI is not just a forwarder, but a true innovator and solutions manager for its clients."

Mr. Townley established TGI three years ago after more than 20 years of experience in the transport and logistics industry. www.gpln.net

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BDP International sets up JV in India

US-based BDP International has established a new joint venture company in India with local company Unique Global Logistics.

The new Mumbai-based subsidiary company - BDP Global Logistics (India) - will target India's expanding chemicals, life sciences, healthcare, retail, telecom and manufacturing industries.

BDP operates in more than 120 countries, and is an acknowledged leader in the chemical sector, which accounts for 13-14% of India's total exports and 8-9% of total imports.

BDP has a track record of working with the largest chemical and petrochemical companies in the world, and the company expects to benefit from the sector's growth over the next ten years.

India-based UGL has an established reputation for providing quality logistics services to some of India's most respected companies, and has strong expertise in the energy sector including oil and gas.

BDP has also announced the Indian launch of its revolutionary new technology - BDPSmart Vu - a vendor management tool that provides logistics managers with unparalleled visibility of each stage of an international purchase order.

With BDPSmart Vu, importers can globally manage their upstream vendors and suppliers from one central site. The technology provides information on the status of purchase orders, including the critical initial stages.

An early warning system ensures inaccurate data on handling, shipment contents, classification or inefficient transport decisions is brought to the customer's attention. This means the customer can fix the issue before it becomes a problem, so deadlines are kept and no revenue is lost.

BDPSmart Vu complements BDP's downstream technology tool, BDPSmart. BDPSmart is a real-time track, trace and alert tool that provides global visibility and reporting metrics for all supply chain operators through an easy-access and user-customisable portal. www.gpln.net

YN delivers on PNG job



Younger Niche Logistics (YN) of Shanghai, China, has completed a successful couple of years in a market not generally regarded as a logistics hot-spot — Papua New Guinea. Over 2008-2010, YN invested ship owning company, Asia Maritime Pacific has delivered 60,000 freight tons of equipment and cement from China to the Basamuk Nickel Mine on Papua New Guinea acting on behalf of China Metallurgical. www.gpln.net

Beluga expecting strong show from P-series

Powerful, future-oriented, well performing — such characteristics combine China as driver of the world economy, Beluga Shipping as world market leader in the project and heavy lift segment and the new generation of Beluga P-series vessels which have recently begun leaving Chinese shipyards. The first delivered Beluga P-type vessel, the multipurpose heavy lift project carrier MV “Beluga Houston”, named after one of the company's international affiliates, departed from Hudong Zhonghua Shipyard in late 2009 and already delivered heavy modules related to the power and energy sector from Asia to Africa and South America. Commercially connecting continents is also core business for the MV “Beluga Bremen”, named after the Beluga headquarters in Germany, and the first carrier with combined crane capacity of 1,400 tons.

In total, by the summer of 2011 Beluga Shipping will dispose of 16 units of the particularly powerful P-series. Scheduled for delivery coming summer, among the new powerhouses will be the MV “Beluga Shanghai”, also representing a Beluga branch office. The new vessels of the Beluga P-series can operate in any port of the world and fulfil the market requirements for flexibility as well as for a wide range of applications. They underline the company's strategic focus on the economically stable and growing super heavy lift market segment with, for instance, shipment orders for oversized modules mainly related to energy-, power-, oil-, gas- or infrastructure-projects.

Tonnage capacities of about 20,000 tons deadweight, crane capacities of 800 tons and 1,400 tons respectively in tandem usage, extra large box-shaped holds, up to 17 knots service speed and serious ice-hardening allow for the most flexible, tailored as well as time- and cost-efficient realisation of challenging transportation projects everywhere on the high seas.



The P-series special vessels strengthen the fleet of about 70 multipurpose heavy lift project carriers Beluga Shipping composes of today crossing the oceans in individual tramp shipping and variable semi liner services. Professional transport engineering, creative solution chains from project planning via loading and lashing to global delivery and worldwide supervision is what the more than 500 experienced experts ashore stand for. Beluga Shipping operates affiliates in Rotterdam (Netherlands), London (Great Britain), Moscow (Russia), Stavanger (Norway), Houston (USA), São Paulo (Brazil), Johannesburg (South Africa), Mumbai (India), Tokyo (Japan), Singapore, Sydney (Australia) as well as Beijing and Shanghai (both China).

“China in particular is a market of global importance and a driving force for the economic activity worldwide”, says Niels Stolberg, President and CEO of Beluga Shipping. In the core segments from power and energy to infrastructure and port extensions, China offers some attractive opportunities for Beluga Shipping. Hence, meeting existing as well as potential clients and business partners, getting in touch with decision-makers, discussing possible co-operations and challenging projects is the motivation behind Beluga Shipping showcasing at the “transport logistic” in Shanghai from June 4 to June 10. www.gpln.net

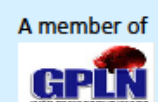


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TIL cuts through difficulties



Trans International Logistics Sdn. Bhd. (TIL) under the appointment of Hansa Meyer Global Transport GmbH, recently completed a movement of a cutter suction dredger (CSD 500) with a total volume of 1,300 freight tons. The heaviest piece was the main pontoon which weighed 68 tons with dimensions of 16.45 meters long by 3.5 meters wide by 4.3 meters high.

The cutter suction dredger was picked up from the fabricators yard located in Shah Alam to Port Klang for loading onto ocean going vessel to Jebel Ali.

At the fabricators' yard the cargo was loaded

onto multi-axle trailers, extendable trailers and extendable low loaders.

The urgency of the project required extremely quick deliveries where transportation ex-factory to Port Klang needed to be completed within one day of the vessel being nominated.

The main pontoon also required special handling techniques due to the height whereby there were quite a number of overhead bridges and electrical cables throughout the route heading towards Port Klang.

TIL said it was proud to report that all deliveries were executed well within the required time frame with zero untoward incidents. www.gpln.net

Ash dashes travel plans for GPLN delegates

Although the GPLN meeting in Rio de Janeiro was a great success, not all delegates had an easy time getting home afterwards, as their travel schedules coincided with the eruption of the Eyjafjallajökull volcano in Iceland and the subsequent panic by aviation authorities.

Brian Kofoed of Lysander Shipping Limited said it took him eight days to get home by a tortuous route.

"I travelled to Sao Paulo Wednesday on 14 Mar after the GPLN event to visit clients. All went well until I was supposed to have travelled back the next day, where, due to the volcano eruption, all flights to the UK and north-west Europe were cancelled.

"Therefore I was stuck in Sao Paulo for another two nights. As nothing was still happening on the third day, I decided to go to the airport and seek a possibility more pro-actively myself. Thankfully I managed to get a flight to Lisbon that same day and from Lisbon I then managed to get on a cargo vessel to Liverpool, where I then arrived last on Thursday Mar 22 in the morning – just less than one week later than expected.

"At least I am back again and I know there are still many travellers around the world who hasn't made it home yet."

Finally home, Kofoed is now concentrating on Lysander's expansion plans.

The company currently has offices in London, Liverpool, Genoa, Copenhagen and Kristiansand in Norway, and plans to open offices in Hamburg, Antwerp and Marseilles later this year, Kofoed said. www.gpln.net



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Project Cargo Spotlight



UTC recently transported an energy client's Gas Dehydration Unit from Singapore to Angra dos Reis, Brazil.
 Unit Specs: 14.20 m x 7.78 m x 21.00 m
 Weight: 402 MT



www.gpln.net

Global Project Logistics NEWSLETTER

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

April — May 2010

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CSS celebrates 15th

CSS Group is proud to have completed 15 years of success and excellence; this auspicious occasion was shared with all its worldwide agents, associates and partners by having a three-day event to commemorate 15 years of CSS Group.

The event was held from 16-18 April, and comprised of conferences highlighting services offered by the CSS Group, open discussion which offered agents the opportunity to speak about their association with the group and breakout sessions, where the agents had a choice to interact with various departments at CSS.

After the conference, it was time for the gala dinner and recognition and appreciation of dedicated CSS staff who completed 10 and 15 years of service with the company.

This was followed by live fusion music entertainment by renowned percussionist Anandan Sivamani, sitar maestro Chary Ravindra Prabhakar and pianist Steefan Devassy.

A tour of DP World and newly renovated CSS office and facilities in Jebel Ali Free Zone (CSLC1) was organized for the final morning, followed by an Arabian-themed dinner and evening entertainments like belly dancing, falcon show, animal show and camel riding at the Bab Al Shams Desert Resort & Spa.



CSS 15th anniversary celebration was a memorable experience and a great opportunity to cherish association with esteemed company guests.

The company took the opportunity to thank all its associates and partners who stood with it for the past 15 years, and equally to thank them for their continued support and the confidence they have

shown in CSS.

It was also an occasion to extend gratitude to CSS staff for their dedication, hard work and the team efforts and customers for their wholehearted support, which ensures that the CSS Group enjoys an exceptional reputation amongst the freight forwarding and logistics community. www.gpln.net

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Logi Trans keeps the gas cool



Logi Trans AS of Norway has successfully shipped equipment to Indonesia for the Kipper Tuna gas field project.

The equipment consisted of four subsea coolers each weighing 140 metric tons, with dimensions of 20 meters by 12 meters by 6 meters. These were loaded onto the MV Jumbo Vision at Rosyth, Scotland for shipment to Batam Island, Indo-

nesia for Logi Trans' client GE Vetco Gray.

Logi Trans expecting growth of between 10% and 15% this year, according to company executive Magne Eide.

This follows a strong 2009, when the company achieved turnover of 100 million Norwegian crowns (US\$17.8 million). This represented year-on-year growth of 11.5% over 2008. www.gpln.net

Expecting the unexpected



Arshiya Logistics Qatar (Part of Intergroup Shipping) has handled movement of a 750-ton Manitowoc 18000 crane from Mesaieed, Qatar to Masan, Korea.

The job was carried out for a Korean multinational company which is engaged in to Qafco and several projects in Ras Laffan/ Mesaieed Industrial Area in Qatar.

The Arshiya team of Vaibhav Malpekar and Jigar Shah were in full coordination to move the shipment smoothly.

The shipment needed to be handled quickly as the Korean company had urgent requirement for the equip-

ment in Korea so that Arshiya had to load all 106 units on 40 mafis and move it in single load to Korea.

The loading of 40 mafis on single RO-RO vessel was a big challenge, but the Arshiya Qatar operation team planned all 106 pieces in a way that none of the cargo required to be loaded loose.

All cargo was stowed and lashed on Mafi with highest safety and this was appreciated by client.

On completion of this project, Arshiya continued to provide full survey report to client which usually helps all clients if there is any damage happens to such expensive cargo.

www.gpln.net

Aquatic takes care of the back-up



Aquatic Freights Pvt Ltd India successfully handled the movement of four back-up rolls bound for an Indian plate mill.

Aquatic shipped the consignment from Illichivsk sea port in Ukraine, about 20 km west of Odessa, to Visakhapatnam sea port in Andhra Pradesh (southeastern India) and de-

livered to the Indian consignee at the final destination. The rolls were originally moved by rail from the factory in Russia and loaded onto the vessel in Illichivsk port in Ukraine.

The cargo had a combined weight of about 240 metric tons with a diameter of 1.9 meters, barrel length of 3.3 meters and overall length of 10.4 meters. www.gpln.net



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Environmental agencies target worldwide logistics industry

The U.S. Environmental Protection Agency (EPA) has increased its attack on transportation industries, restating its belief that "motor-vehicle greenhouse gas emissions do endanger Americans' health and welfare."

Speaking to the House of Representatives Subcommittee on Energy and the Environment, Lisa Jackson, EPA Administrator, said: "Scientists at the 13 federal agencies that make up the U.S. Global Change Research Program have reported that unchecked greenhouse gas emissions pose significant risks to the wellbeing of the American public."

"The National Academy of Sciences has stated that the climate is changing, that the changes are mainly caused by human interference with the atmosphere, and that those changes will transform the environmental conditions on Earth unless counter-measures are taken."

The transportation and logistics industries are right in the firing line, since, according to the EPA, on-road vehicles contribute more than 23 percent of total U.S. greenhouse gas (GHG) emissions and are thus a major contributor to global warming. The actions proposed by the EPA envisage engines which emit less GHGs as well as a gradual move to renewable fuels.

And the UN's International Maritime Organization (IMO) is set to introduce regulations for shipping aimed at cutting emissions. Emissions from shipping would fall about 20 percent as early as 2012 under proposed rules for 169 nations, the secretary general of the IMO Efthimios Mitropoulos has said.

New rules for vessels from rich and emerging nations would probably require owners to adopt so-called slow steaming to cut fuel consumption, said Mitropoulos.

For new ships, technical measures including new hull designs for improved propulsion would reduce emissions an additional 15 percent, he said.

The cost of these actions to logistics and transportation operators will be expensive re-engineering of vehicle engines, fuel costs held down only by extensive subsidies for biofuels and a burdensome regulatory regime.

But is the EPA acting on the basis of reliable science about climate change and renewable fuels, or pushing a potentially disastrous political agenda?

Two recent scientific studies have shown that if land is converted from forests or grasslands to produce biofuels, it actually causes a large net increase in greenhouse gas emissions, especially the chief villain, carbon dioxide (CO₂), for decades.

Even an EPA division, the National Center for Environmental Economics (NCEE), said in mid-2009: "Changes in GHG concentrations appear to have had so little effect that it is difficult to find any effect in the satellite temperature record, which started in 1978."

Furthermore, many scientists around the world agree that the hysteria about greenhouse gas emissions is hugely overblown, and measures to curb emissions will simply stifle business development

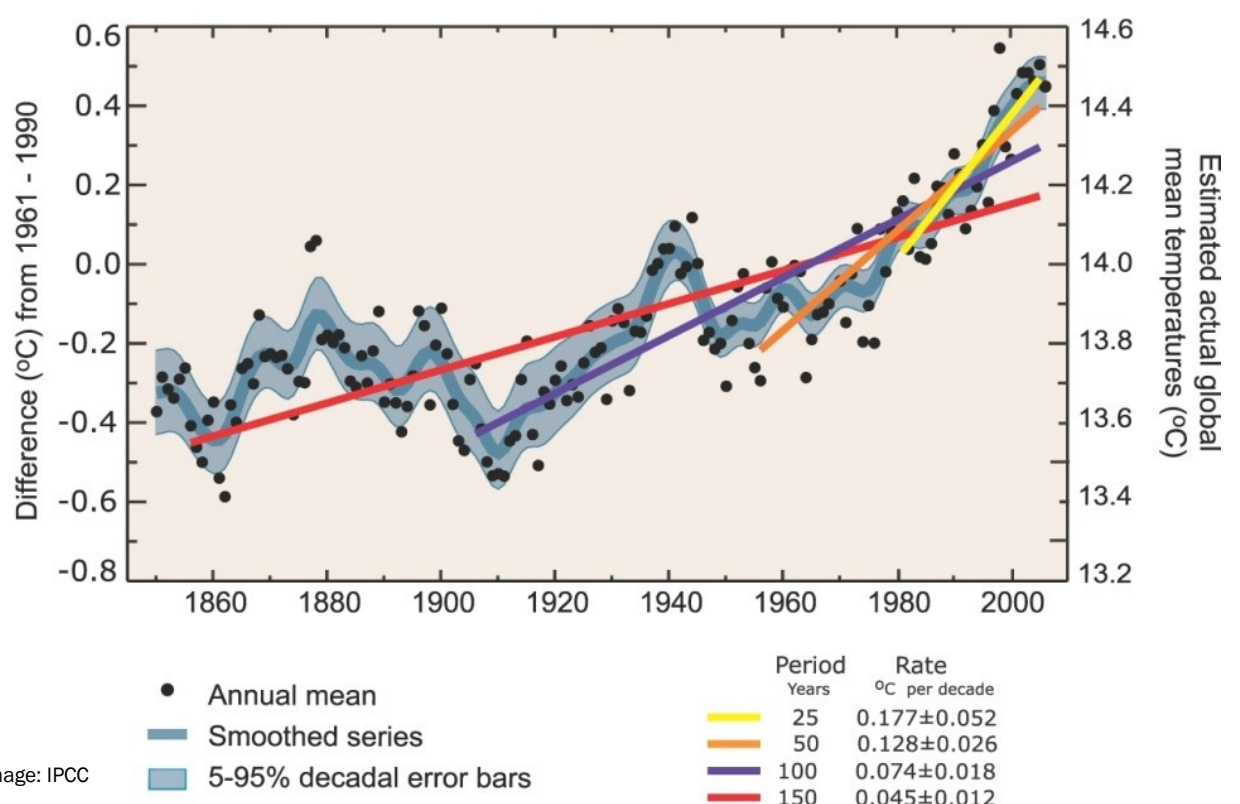


Image: IPCC

A notorious graph put out by the IPCC, which seeks to exaggerate the rise in global temperatures by the statistical trick of using a shorter timescale for recent times than for earlier periods

worldwide.

Dr. Richard Lindzen, professor of Atmospheric Sciences at the Massachusetts Institute of Technology (MIT), said that the temperature observations indicate "sufficiently little warming as to not constitute a problem worth worrying very much about."

"Future generations will wonder in bemused amazement that the early 21st century's developed



"Future generations will wonder in bemused amazement that the early 21st century's developed world went into hysterical panic over a globally averaged temperature increase of a few tenths of a degree."

—Dr. Richard Lindzen, professor of Atmospheric Sciences at the Massachusetts Institute of Technology (MIT).



world went into hysterical panic over a globally averaged temperature increase of a few tenths of a degree," he said. "And, on the basis of gross exaggerations of highly uncertain computer projections combined into implausible chains of inference, proceeded to contemplate a roll-back of the industrial age."

British climate experts have echoed Lindzen's views.

"CO₂ has never driven, does not drive and never will drive weather or climate," said astrophysicist Piers Corbyn, founder of the successful long-range weather forecasting company Weather-Action. "CO₂ is still rising but the world is now cooling and will continue to do so. Those who claim man's CO₂ is driving weather or climate must produce evidence. They cannot do so because there

is no such evidence. This is not science, this is religion."

And even some scientists who were at the center of climate research have begun to moderate their views.

Phil Jones, director of the University of East Anglia's Climate Research Unit, and a central figure in climate research worldwide, recently acknowledged there had been no statistically significant global warming over the past 20 years and even slight cooling over the past 10 years.

There is some good news for business — faced with faltering science and unpopular policy choices, several western countries have begun to back away from carbon taxation and emission reduction schemes.

Australia has dumped its Emissions Trading Scheme, Germany will not formally commit to a hopelessly ambitious scheme to limit temperature rises, and France has backed down from a plan to tax carbon dioxide emissions that had been central to its push for a more prominent role in the fight against climate change.

But the US seems not to have got the message, going ahead with its Cap & Trade Act and emissions reduction schemes.

"Actual science is of no importance to the EPA," said veteran political commentator Alan Caruba.

"If the EPA really cared about human life, it would not have a long history of banning beneficial chemicals such as DDT and other pesticides that protect humans against a laundry list of transmittable diseases like malaria, dengue fever, yellow fever."

The question is not a scientific one, but a political one; how much damage will government do to business in the short term, before they realize that they have been pursuing a mirage? www.gpln.net

Hindustan Cargo passes the acid test



Hindustan Cargo Ltd (HCL) was recently appointed as the handling agent at Mumbai Port for Tunisian Indian Fertilizers (Tifert) project.

HCL was awarded the responsibility of port handling at Mumbai Port for the Tifert project in Tunisia.

The project is a joint venture between Gujarat State Fertilizers & Chemicals Ltd (GSFC) and Coromandel Fertilizers Ltd (CFL) alongwith Group Chimique Tunisien (GCT) & M/s Compagnie Des Phosphates De Gafsa (CPG) for setting up of a 3,600,000 metric tons of phosphoric acid per annum.

There were a total 11 packages containing two pieces weighing 161 tons and one unit of 106 tons. The units were shipped for the constructing of a sulphuric acid plant in La Skira.

It is part of the Tifert project that will use sulphuric acid and phosphate to produce phosphoric acid for use in fertilizers. The total project cost is \$165 million. www.gpln.net

Busy times for CNC in 2010



Even over the relatively short trip from Port Klang to Singapore, large loads need careful handling.

CNC Freight Services Sdn. Bhd. successfully delivered two flare scrubbers from fabricator workshop located in Port Klang on the outskirts of Kuala Lumpur city to a Singapore shipyard.

The biggest of the scrubbers measured 14.85 meters long by 5.75 meters wide by 4.20 meters high and weighed 40 metric tons.

Due to bridge obstacles which obstructed road transportation, two of the units had to be loaded on the trailers, on its side.

Loading and cargo securing on the barge was

required to comply with Marine Warranty Survey regulations of which, all the stringent conditions were met.

CNC also recently transported a pipe tensioner from Rotterdam in the Netherlands to Port Klang. The heavylift piece was loaded as breakbulk cargo on a container vessel at Rotterdam. A floating crane was deployed for loading and at Port Klang, a shore crane was used to offload the 70-ton tensioner.

The pipe tensioner equipment was for a major upgrading work on laybarge Arwana Satu, replacing its previous unit as CNC's client has secured a contract for deeper ocean pipe laying works.

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Almajdouie sees strong rebound in business for 2010



Although Almajdouie handled total cargo of 570,000 cubic meters in 2009 to a total of 12 different project sites located in both eastern and western regions of Saudi Arabia, this project volume was considerably down compared to 2007 and 2008 because of difficult market conditions.

Almajdouie's vice-president of logistics S. I. Mustafa said 2010 has already seen announcements for major projects in all regions of the country and go-ahead signals have been given for major projects which were on hold. Considering all these scenarios, Almajdouie has established overseas offices in Korea, Europe and the US for facilitation of local contractors in their respective countries.

A typical project carried by Almajdouie was a successful delivery from Gulf Steel Work (GSW) factory from Jubail carrying a 90-ton gas filtration station skid which was 17.4 meters long by 11.7 meters wide by 14.5 meters high. The cargo was moved by 40-axle lines of hydraulic convention trailers to the Ras Azour job site, a distance of around 80 kilometers.

Difficulties included:

- ◆ route modifications were demanded looking to the situation and careful study by MHL Engineering team.
- ◆ getting approval on appropriate traffic permissions from concern authorities, which takes around 15 working days for preparation and submission of

technical documents provided by MHL's Engineering staff.

- ◆ removal and replacement of light posts, and there replacement within strict time permitted by the security police.

- ◆ removal and replacement within the same day for all sets of signal lights for each movement .

- ◆ Saudi Electric Company, Saudi Telecom Company and Aramco facility permissions were granted at the same time police and security greatly lend a hand for safe crossing of the carfom through the busy highway.

- ◆ provision to adequate support for bridges while passing the units on the bridge.

Almajdouie is also focusing business expansions in adjacent Middle East Countries such as UAE, Kuwait, Qatar and Bahrain and has established its own branch offices for offering complete onshore freight forwarding and management services.

The major achievement of the Abu Dhabi office in year 2009 was securing Shuwaihat desalination and power plant projects. The company successfully delivered three units of evaporator modules of six units of 4300 tons to the job site and installed on the foundation.

Another power plant project secured by Almajdouie in Bahrain is the Al Dour Power plant project, currently under execution.

The company is moving heavy units such as transformers, turbines and generators from the Mina Salman seaport to site by using barge movement to a private jetty near the jobsite including roll-on roll-off, sea fastening and unsea fastening operation and inland transportation from jetty to the jobsite. www.gpln.net



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Post-election Iraq poses new challenges for shippers

The situation in Iraq following the recent election continues to pose considerable challenges for freight forwarders, according to MG International.

Unfortunately the security situation after the election again became critical. Besides a number of bomb blasts in Baghdad, other areas all over the country were hit by various attacks.

Therefore, transportation services to certain areas require a higher security level compared to earlier this year.

The Trade Bank of Iraq (TBI) letter of credit (L/c) opening was delayed. In early March, TBI implemented a new computer system, therefore the L/c opening in March was nearly zero, and only recently have they started to open L/c again.

After 6½ years, TBI and JP Morgan's consortium decided not to extend the cooperation under the previous consortium procedures.

During the consortium's cooperation, TBI issued about 4,400 L/c's through the consortium partners.

Meanwhile the consortium members signed individual co-operation agreements with The Trade Bank of Iraq such as Hypo Vereinsbank AG (the

German consortium member).

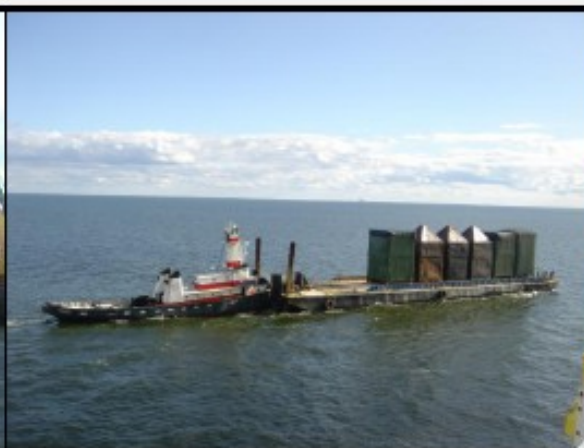
At the end of March 2010, the General Customs Baghdad drew attention to the existing customs regulations from 2009, which stated that the commercial invoice and certificate of origin need to be legalized by the Iraqi consulate of the exporting country prior to delivery to Iraq.

For goods originating ex-Germany (for other countries it may be similar) the steps are as following:

- ▶ authentication by local German chamber of commerce
- ▶ authentication by German Federal Office of Administration (BVA), in Cologne
- ▶ handover to the Arab-German Chamber of Commerce (Ghorfa)

For future L/c's, it is expected that the implementation of this request will be carried out step by step and so shippers should allow extra. time for the preparation of the export documents accordingly.

Also, since 1 Apr, 2010 a new port tariff for Iraqi South Ports (including Umm Qasr) is in place. Unfortunately, the English version has not yet been published. www.gpln.net



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Fourth phase of Lacey Act comes into force

The Fourth Phase of the Lacey Act is began on 1 Apr 2010. Thus all shipments arriving into the US that are effected by the Lacey Act must have a PPQ 505 form completed, BDG International has advised.

This phase of the act is mainly concerned with the shipment of wood-based manufactured products such as furniture.

Review on what will be needed in the Declaration:

- ▶ The scientific name of the live plant or the plant from which the product was derived
- ▶ The plant species country of origin
- ▶ A description of the value fo the importation and quantity of the plant or plant product.

The enforcing agency is Animal Plant Health Inspection Services (APHIS), part of the U.S. Department of Agriculture.

What is the process?

- ▶ Classify your commodity prior to making the final purchase order
- ▶ Qualify if your commodity falls under on of the Lacey Act Tariff number.
- ▶ If your product is under the Lacey Act then you will need your supplier to provide a PPQ 505. This is the official form that needs to come with the documents. Please refer to: http://www.aphis.usda.gov/plant_health/lacey_act/downloads/declarationform.pdf

▶ Once the form is completed then a copy needs to be sent with the documents in the pre-alert to the customs broker.

▶ The broker will certify that they have PPQ 505 on file for review. In the ABI - Automated Broker Interface there is a new screen to be completed for the broker to enter the Lacey information, which is on the PPQ 505.

▶ Upon import booking we are reminding our agents and customers that we will need the form if we are able to qualify that the commodity will fall under Lacey. It is important, to catch this at the purchase order level in order not to delay the cargo or incur any penalties.

▶ When the form is completed, it must be completed accurately and honestly. If there are errors accidently or fraudulently the regulations come with very heavy fines. Thus it is the responsibility of the importer to qualify with its supplier that the wood they are declaring is actually the correct information.

BDG recommends that shippers add to their purchase agreement some legal wording holding the supplier responsible for accurate data, sighting the regulations, provide to them the website for review.

Remember - the purpose of this is not just to fill out another form, but to declare that the rules and regulations are being followed. Thus the information on the form is very crucial that it has been validated and is correct. www.gpln.net

Commodities affected

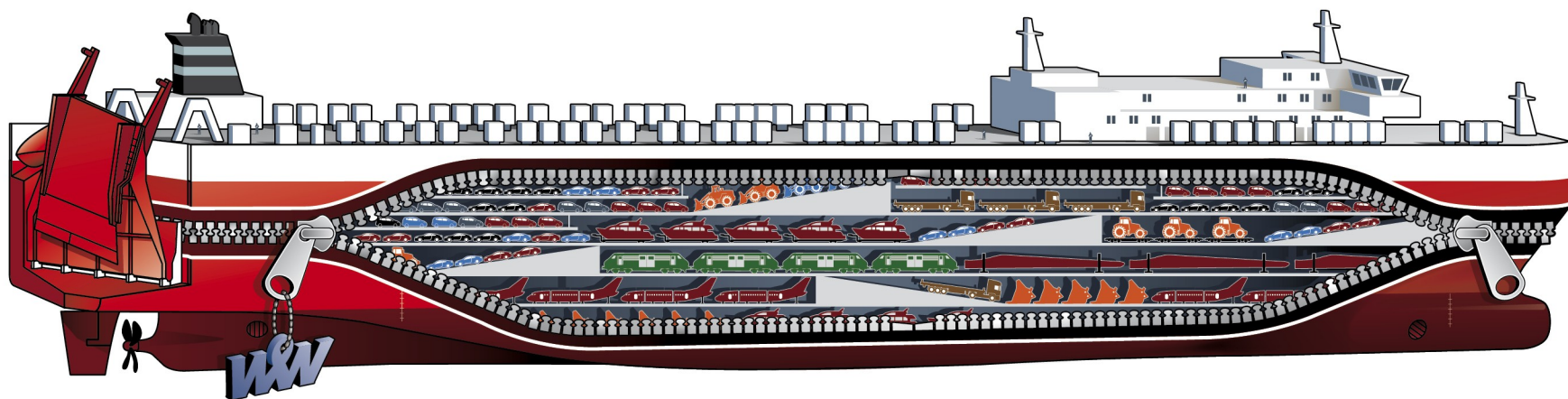
April & October 2009

4401 Fuel Wood
4403 Wood in the rough
4404 Hoopwood; poles, piles, stakes
4406 Railway or tramways sleepers
4407 Wood sawn or chipped lengthwise
4408 Sheets for Veneering
4409 Wood Cont Shaped
4417 Tools, Tool handles, Broom handles
4418 Builders joinery and carpentry of wood
4402 Wood charcoal
4412 Plywood, veneered panels except for :
4412.99.57 and 4412.99.06
4414 Wooden Frames
4419 Tableware & kitchenware of wood
4420 Wood marquetry, caskets and statuettes

April 2010

4421 other articles of wod
6602 Umbrellas, walking sticks, riding crops
8201 Hand tools
9201 Pianos
9202 Other stringed instruments
9392 Revolvers and pistols
9302.10.20 Parts and accessories for revolvers and pistols
9401.69 seats with wood frames
9504.20 articles and accessories for billiards
9703 Works of art - sculptures

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In brief

Martin Bencher boosts German operation with new office

The Martin Bencher Group, a professional shipping and forwarding service provider announced that Martin Bencher Germany, which was established 1st of February 2009, has moved to a new address due to a better location and new staff members.

"Our branch office in Hamburg has just celebrated its one first anniversary and even though 2009 was a tough year, we still managed to keep up the good work from previous business and expand our staff," said Mikkel Kristensen, appointed manager of Martin Bencher Germany. "This is due to increasing business in 2010 and our personal goals of growing even more in Germany, we have moved to a better and bigger location."

EWF's fast growth recognised

EWF has been placed on the list of fastest-growing companies in the Netherlands for the third time in a row .

The list, tied to the *Financieele Dagblad's* "Gazelle -awards" consists of only 686 companies this year, that can call themselves fast growing. In 2007 and 2008 EWF was also nominated for the awards, and in 2008 EWF finished as fastest-growing logistics company in the Netherlands.

Bati Group links Asian seas

Bati Group has launched a semi breakbulk liner service between the Marmara and Caspian seas and will start its first voyage from Derince in Turkey scheduled for mid-May.

The service will link the ports of Derince in Turkey, Rostov, Volgograd, Astrakhan (Russia), Baku (Azerbaijan), Turkmenbashi (Turkmenistan) and Aktau.

The main purpose is to serve project carriers , project forwarders , heavy lift owners via port of Derince where Bati has its own stevedoring team in the port and rendering services under the supervisions of its port captains.

Bati's main intention is to handle project car-

goes, SOC and deliver to Central Asian countries such as Turkmenistan, Kazakhstan, Azerbaijan via Derince port using the Russian sea-riverway system.

Lionheart strengthens team

Lionheart Project Logistics has appointed Sascha Tibo in the capacity of general manager as part of strengthening its team. Sascha has a vast amount of experience in the project logistics field, earned amongst others, at high-caliber companies like Schenker and K&N in both Europe and the United States.

In addition Lionheart has appointed two new sales executives, Rosie McAdoo and Simon Harris. Rosie and Simon come with a combined experience of 30+ years in the freight forwarding industry.

As the company looks forward with hopeful expectations for the remainder of 2010, it has opened a branch office in Shanghai, China which is jointly operated with partner Qingdao Ocean Logistics.



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Papua New Guinea	Port Moresby	Townley Group International (PNG) Ltd
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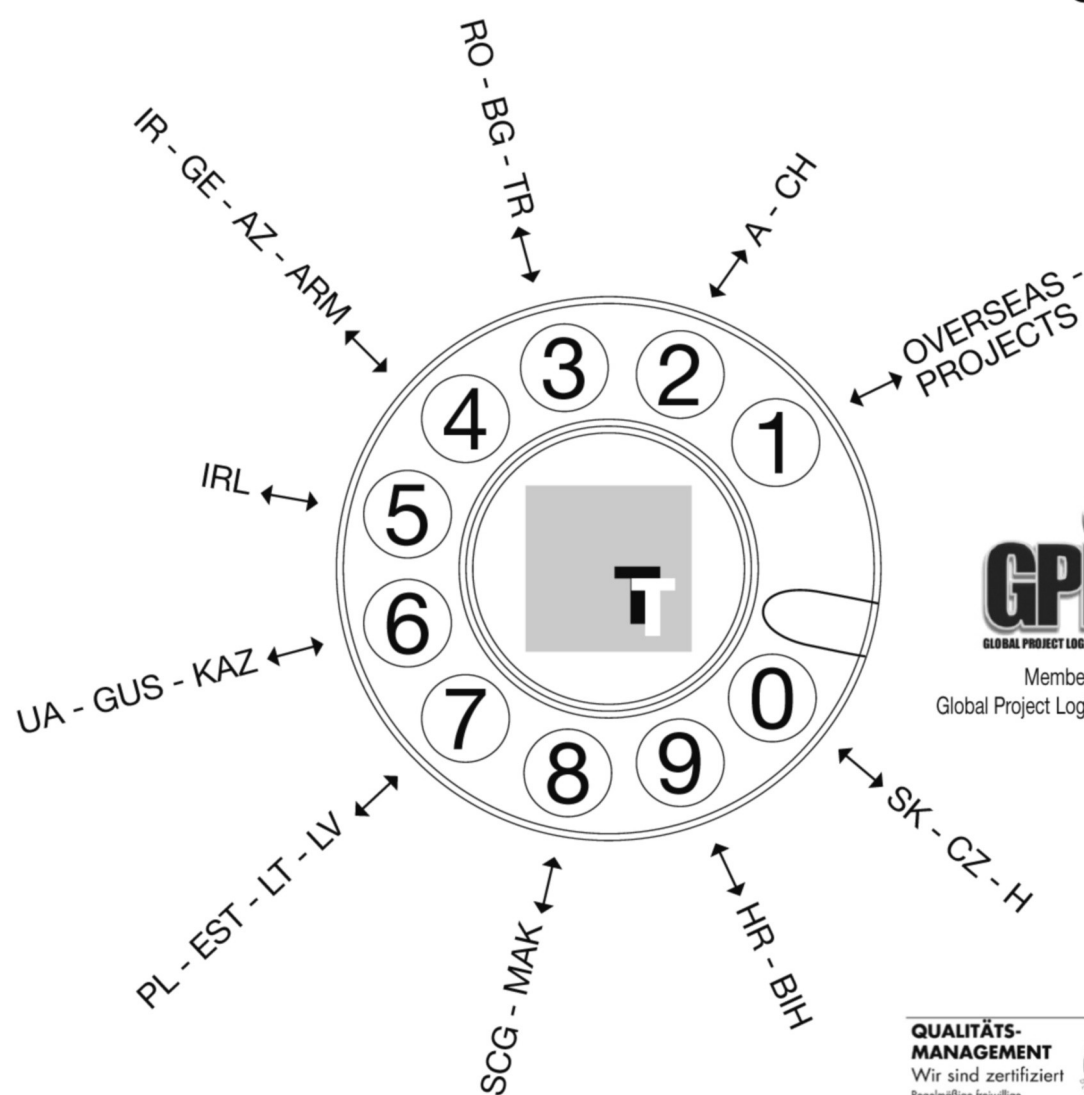
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World Cup bound? Not.



There was time off from the serious business at the GPLN Annual Meeting for participants to sample Brazil's famed beaches and beach football culture. This group of delegates decided to call themselves the *GPLN World Cup All-Star Team*. Hmmm.....

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GPLN keeps up busy global schedule



GPLN executive director Gary Dale Cearley chats with the press in Mauritius (left), while Jan Maas of GPLN member East West Forwarding was GPLN's first visitor at TransRussia 2010



For the second year in a row the Global Project Logistics Network (GPLN) took part in the TransRussia Exhibition in Moscow. TransRussia is by far the largest logistics event in the CIS countries as well as being among the three largest shipping events in the world. Our network is committed to promoting our brand name and our members around the world and our participation in TransRussia fits in perfectly with this commitment.

GPLN also recently attended the Indian Ocean Ports and Logistics, the largest annual container

ports, shipping and transport logistics exhibition and conference trade event for the Indian Ocean islands region.

A two-day conference featured 30 world-class conference speakers in global transport and logistics attended by a gathering of 350 senior executive delegates from the world's leading shippers, cargo owners, shipping lines, freight forwarders, logistics companies, importers/exporters, ports, terminal operating companies, airports, port equipment and services suppliers from the USA, Europe, Africa, the Middle East and Asia. www.gpln.net

SNS helps build capacity at El Merk



SNS is now handling logistics for the El Merk Central Processing Facility (CPF) Project in the Berkine Basin of Algeria from various ports in the world.

The El Merk Central Processing Facility will serve as a production hub for the region, having the combined nominal capacity of the initially installed processing facilities of 98,000 barrels of oil per day, 29,000 barrels of condensate per day, and 31,000 barrels of liquefied petroleum gas (LPG) per day together with an natural gas liquids (NGL) train with a nominal capacity of 600 million standard cubic feet per day. www.gpln.net

Altius keeps the turbines spinning around the globe

Spanish GPLN member Altius has been busy handling shipments to power plants in Portugal and Argentina, with shipments coming from all over Europe as well as South Korea.

One project relates to the upgrading of the Petrogal National Petrochemical Refinery located at Sines in south-eastern Portugal.

Shipments have been made over the past few months from Korea (Ulsan) and Italy (Porto Marghera) to Sines port.

This forms part of a multi-national supply from several countries involving a total of approximately 30,000 freight tons, all converging on the port of Sines. This project is expected to be completed by mid-summer 2010.

Related to this same project, Vigo-based Altius has been actively engaged in several heavy lift transports from countries such as France, Austria, Spain and also Italy, carrying out special transports directly into the Sines job site, which the company says has helped it a lot gain experience and broaden its know-how in the field of international special road transports.

Altius has also been handling shipments to the 240MW Río Turbio Power Plant in Santa Cruz province, Argentina, an advanced project utilizing fluidized bed technology

The fourth shipment of 6500 cubic meters of rails, decking and grating for the project recently arrived on the Rockaway Belle at Punta Quilla, the nearest large port to the project. www.gpln.net





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