



# Global Project Logistics NEWSLETTER

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

August — September 2010

Issue No. 17

## Kita keeps Turkey's turbines spinning



The drive towards renewable energy has given a boost to logistics companies specializing in these difficult long loads

Kita Logistics, based in Turkey, has been busy this year in a variety of air, sea, land transport, integrated logistics as well as project transport.

During the first half of 2010, Kita Logistics moved a 35MW wind power plant consisting of 14 units of GE 2.5 MW wind turbines. The goods were moved from Germany and other parts of Europe into the port of Iskenderun, southern Turkey by land and sea.

Overall project volume was over 42,000 cubic meters and all the cargo was delivered in time with no damages to the client.

The most difficult part of this project was to tackle the extreme cold weather conditions in Europe, which were the worst in the last 50 years, especially during February and March.

The 50-meter long blades had to be moved over 500 kilometers by land, which under these circumstances was a significant challenge.

The goods were loaded on four ships with temperatures dipping as low as -15°C and also over 20

trucks were loaded for the cargo to be moved by land route to the jobsite in Turkey.

Kita was responsible for moving the first wind farm to Turkey in 1999 on a door-to-door basis and since then, it has regularly moved significant amount of wind turbine equipment to various wind farms projects in Turkey.

Kita has also been involved in air, sea, land transport, integrated logistics as well as project transport. In June, Kita Logistics moved 3 x 255-ton MAN gas engines from St. Nazaire in France to Turkey. These were used for the assembly of the world's first Powership — a floating power generation plant — to produce 144 MW of electricity in Iraq. The engines were moved aboard a heavy geared vessel with 2 by 275 tons.

The ship was built at Tuzla Shipyard near Istanbul to produce electricity where needed. It is commissioned to Basra, Iraq. The next Powership is also being built to produce power for Pakistan.

Kita is also involved in the transport of 6 x 325-ton engines for this vessel. [www.gpln.net](http://www.gpln.net)

### Delivery for the South Atlantic



Even the most inhospitable places need logistics, as Altius discovered when it won a contract to deliver 11,000 cubic meters of equipment for the Rio Turbio power project in Argentina's Santa Cruz province, just north of Tierra del Fuego.

A further 20,000 cubic meters of goods from China will be arriving at the Punta Quilla port soon, bound for Rio Turbio. [www.gpln.net](http://www.gpln.net)

### Inside This Issue

Oceanbridge shifts luxury yacht	3
Westlink pipes up on Queensland job	5
St. Lawrence seaway going places	7
The Freight Co hauls cryogenic tanks	7
Red Transport seeks new horizons	8
GPLN duo teams up on turbine job	11
Globalink keeps Kazakhstan flying	12
Access delivers ahead of schedule	13
Coming through! Machinery heads East	20



## LOGISTICS INTERNATIONAL, INC.

1707 Farrell Road, Houston, Texas 77073, USA.  
Tel: +1-281-821-5200 Fax: +1-281-821-4180

Email: Bill Durkin [bill.durkin@logisticsintl.com](mailto:bill.durkin@logisticsintl.com)  
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# Global Project Logistics NEWSLETTER

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

August — September 2010

2

## A Word from Gary Dale...



There are so many positive things going on. First off we have settled on a date and place for our global conference next year.

It will be from May 3rd – 5th at the Hilton Munich Park Hotel in Munich, Germany. This will fit snugly and nicely between the biannual Transport Logistic exhibition in Munich and Breakbulk Europe in Antwerp so members who are interested to join one of the events, two of the events or all three will have their options available to them.

I am certain that Munich will be a very popular location for the event and the GPLN members will be able to enjoy some warm Bavarian hospitality. Good food and good beer!

### Sponsor

Next, we are happy to announce that UK based Ruslan International has signed on as our first sponsor from the air charter side of the heavy lift world.

So far I have had very positive feedback from the membership in Ruslan's participation in our group.

Some of our members have already been working with Ruslan and are very satisfied with

them. We have been very happy with our current sponsors (Rickmers, Beluga and Wallenius Wilhelmsen Logistics) and Ruslan International's participation is a great complement. I am certain that Ruslan will pick up some business through this relationship and our members will have a good, reliable partner to go to for air charter inquiries.

I would also like to remind everyone that GPLN is now going regularly to end user events.

Besides FIATA2010, Breakbulk Americas, Intermodal Africa and Trans Middle East, GPLN will be up front and present at ADIPEC, Bauma China, OSEA and Power-Gen.

### Branding

We expect to extend our branding directly to the end user, afford our members the opportunity to promote themselves directly in this way and to pick up some good leads for our members.

I think this is a very positive step and that this is taking a great stride in getting our members noticed and helping them to get business for themselves.

I really look forward to the next few months!

Best regards,

Gary Dale Cearley,  
Executive Director,  
Global Projects Logistic Network (GPLN)  
[www.gpln.net](http://www.gpln.net)

#### GLOBAL PROJECT LOGISTICS NEWSLETTER

Publisher: Gary Dale Cearley

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#### Contacts:

Advertising: [advertising@gpln.net](mailto:advertising@gpln.net)

Press Releases: [editor@gpln.net](mailto:editor@gpln.net)

Letters to the editor: [editor@gpln.net](mailto:editor@gpln.net)

Subscriptions: [subscriptions@gpln.net](mailto:subscriptions@gpln.net)

Web: <http://www.gpln.net/>

Blog: <http://ProjectCargoLogistics.gpln.net>

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# Global Project Logistics NEWSLETTER

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

August — September 2010

3

## Oceanbridge ships luxury yacht under close scrutiny

Oceanbridge Shipping Ltd. in Auckland, New Zealand, were recently contracted to ship a 72-foot luxury motor launch from New Zealand to Savannah, Georgia, US.

The timing was critical for the owner so the offer of a sailing a month away was rejected and his request to ship in only two weeks time presented a true challenge to the Oceanbridge team.

With the clock ticking, the Projects & Marine team had to organize to have the 45-ton launch lifted from the water in Auckland to be measured for a cradle. The challenge here was that the cradle was to be built in Tauranga, 200 kilometers away, where the launch would be loaded onto the vessel.

Employing a local Auckland surveyor the measurements required by the cradle manufacturers were obtained whilst being in contact with Tauranga via phone and e-mailing photos so that nothing was missed for the crucial shipping cradle.

In the lead up to the week of loading all the necessary export documentation was pulled together from numerous sources whilst dialog began with the importing broker in the US.

Two days prior to loading, the launch arrived on its own bottom at the Port of Tauranga. "This was the point when all the planning in the previous few days had to come together", said Richard Thorpe the Projects & Marine trade manager.

The plan was to lift the launch from the water and into the cradle. From there it was to be lashed to the cradle before being lifted on to a truck that would, at the time of loading, bring it under the hook. Prior to this it



was to be shrink wrapped as well.

As the time came for the lift there were representatives from the Port of Tauranga and the stevedore company as well as the crane, the truck, the marine surveyor, the cradle manufacturers and, most importantly, the owner and his wife.

"I would not be lying if I said I was not a little apprehensive", said Richard Thorpe. "There were more peo-

ple than we would normally expect at a lift and we did not know how well the boat would fit in the cradle. I am pleased to say it fitted like a glove and there were a lot of relieved looks around once she was secured!"

On the day of loading, with the owner and his wife once again in attendance, the launch was seamlessly loaded onto the CMA CGM vessel for the 20-day voyage to Savannah. [www.gpln.net](http://www.gpln.net)



## No problem, Houston

We aimed for the stars when we carried the Japanese Experiment Logistics Module - Pressurised Section (ELM-P5) from Yokohama to Port Canaveral. Shipping the most precious cargo ever carried by Rickmers-Linie was no experiment at all: Handling, securing and lashing of the unit was completely simulated on our 3D-cargo management system RICOSYS. So we had a perfect lift-off. More about our expertise and services at [www.rickmers-linie.com](http://www.rickmers-linie.com)



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

August — September 2010

4

## Polar handles logistics at Sakhalin-1



Image: neftegaz

Polar Logistics Projects (PLP), GPLN member from Finland and Russia, participates in the biggest current oil and gas project — Sakhalin 1. Sakhalin-1 is a multi-decade project which includes three oil and gas fields located off the north-east coast of Sakhalin Island in the Russian Far East. Estimated recoverable resources are 307 million tons of oil and 485 billion cubic meters of natural gas.

PLP Russia has a contract with the project's EPC (engineering, production, construction) contractor Aker Solutions, which is responsible for design, construction and delivery of the Arkutun-Dagi gravity base structure (GBS) for the project. GBS is used to support the integrated structure that includes a drilling rig, processing facilities,

living quarters and associated utilities. Exxon Neftegas Limited is the operator of the project.

Polar Logistics Projects is Aker Solution's main forwarder and co-ordinator for all their logistics for the Sakhalin-1 and is responsible for the transport globally to Nakhodka-Vostochnaya. Most of the cargo to Nakhodka site goes via Finland by train in containers or project loads. Air freight is used for fast deliveries. Finland's similar track gauge with Russia is a distinct benefit as any reloading can be avoided at the border.

PLP takes care of the whole logistics chain starting from pick-up services worldwide and ending to customs clearance and site delivery in Russia. The project started in July 2009 and will last 2-3 years. [www.gpln.net](http://www.gpln.net)

## 5K hosts trade delegation from CIS

5K Logistics Inc, a GPLN member in Philadelphia, Pennsylvania, has hosted an US Department of Commerce foreign trade delegation from the Commonwealth of Independent States, including Georgia, Moldavia, Azerbaijan, Kazakhstan, Armenia, Uzbekistan, Turkmenistan and Belarus. In addition to the CIS representatives there was also representation from Australia.

5K Logistics is an international freight forwarder headquartered in Pennsylvania with branches and warehouses in the region. 5K Logistics is well known in project cargo as well.

This is the third straight year 5K Logistics has been asked by the US Department of Commerce to host such an international trade delegation at their Bensalem (Philadelphia) Pennsylvania USA warehouse and distribution facility. 5K Logistics operates the only general purpose US Customs Foreign Trade Zone in the greater Philadelphia port region.

The US Department of Commerce SABIT program provides foreign trade opportunities for American and foreign companies. This program focused on "transportation and logistics" issues. Senior

executives of freight forwarding companies from the Caucus region were selected to travel to the United States to learn about transportation and logistics trends, practices and regulations. In addition, the delegation will develop relationships with American industry companies.

The trade delegation visited USA regulatory and Customs agencies in the Washington, DC, area, trade associations and American freight forwarders in New Jersey, Philadelphia, Baltimore, Memphis and Charlotte North Carolina. These meetings allowed the trade representatives to learn firsthand the regulatory process from government officials, the industry trends from trade associations and specific industry information from freight forwarders.

5K Logistics Inc. provides domestic and international freight transportation logistics through trucking, ocean, air, rail, rigging and US Customs brokerage services. 5K Logistics specializes in project freight requiring difficult and complex shipments anywhere in the world.

5K Logistics operates general warehouses serving the NYC, Philadelphia and Baltimore regions, as well as a Foreign Trade Zone in the Philadelphia port region. [www.gpln.net](http://www.gpln.net)

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# Global Project Logistics NEWSLETTER

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

August — September 2010

5

## Upcoming GPLN Meetings & Events

### 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

### Power-Gen International 2010

14th - 16th December, 2010

Orange County Convention Center, West Halls, Orlando,  
Florida, United States

### 3rd Breakbulk Asia Transportation Conference & Exhibition 2011

24th - 26th January, 2011

Suntec Singapore Convention & Exhibition Centre, Singapore

For all information on upcoming events,  
please contact Luzius Haffter at:  
[l.haffter@gpln.net](mailto:l.haffter@gpln.net)

## Westlink pipes up on Queensland job



Westlink Logistics was contracted to transport over 21,000 metric tons of pipe for the South West Queensland Pipeline (SWQP) Expansion, from Kuantan, Malaysia, to Australia.

Westlink Logistics executed two shipments of 18-meter, dual-layer fusion bonded epoxy (FBE) coated lengths. The first shipment comprised 5,569 lengths with a total weight of 10,134 metric tons. The second was 6,669 joints and weighed 11,175 metric tons.

A total of 250 kilometers of pipeline was carried by two handy-size, single deck, open hatch, box hold, geared bulk carriers. Both built in November 2009, the ships are in the region of 32,000 metric tons deadweight.

The original arrangement with the client was for the shipments to be delivered to South Australia's Port Pirie, which has very specific draft restrictions. As a result, ship selection was based not only on pipe transport capacity, but around meeting these restrictions.

However, two weeks prior to shipping, project owners requested that the pipe be shipped to Brisbane instead of Port Pirie due to heavy rainfall in South Australia on the western end of the pipeline spread, where construction was initially due to commence.

In order to avoid the floods, the client changed its construction plans to start from the eastern end, requiring pipe to be delivered into Brisbane instead.

Consequently, Westlink Logistics adjusted its shipping and logistics plan, demonstrating a high level of flexibility and innovation within its working program. This was not a major challenge for Westlink as the company worked closely with this client on previous projects, and maintained diligent communication throughout the weeks leading up to the pipe delivery. In addition, Westlink's presence and project experience in Brisbane added continuity through existing working relationships with port authorities and auxiliary services.

Westlink Logistics took a 'hands on' approach to execute this project, and in addition, managed a team of approximately 30 sub-contractors to facilitate full logistic and shipping requirements of the client. Westlink Logistics' dedicated project team had previously delivered over 100,000 metric tonne of pipe for the Dampier to Bunbury Natural Gas Pipeline in Western Australia. They were consequently able to draw on valuable experience that was applied during the execution of the SWQP pipe delivery.

Through innovation and experience Westlink Logistics delivered the consignment safely, on time and cost effectively. [www.gpln.net](http://www.gpln.net)



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# Global Project Logistics NEWSLETTER

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

August — September 2010

6

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## Strong future tipped for St. Lawrence seaway

With examples such as the Alberta Oilsands and the US Midwest Wind Turbine Shipments, it is obvious that project cargo is not only on the increase, but also important to the Great Lakes St. Lawrence Seaway System (HWY H2O).

As the industrial economies emerge from the recent recession, project cargo is at the forefront for growth potential. In the last number of years, there has been a steady increase in the number of vessels bringing in wind turbines and other oversized cargo into HWY H2O, resulting in partnering ports making necessary changes to remain competitive in ensuring continued business.

### Benefits

The benefits of using HWY H2O for project cargo can be linked simply to the fact that it allows shippers to deliver cargo nearer to its final destination.

The Alberta Oilsands, as an example, had a vessel that brought in oversized cargo from Japan to Thunder Bay, Ontario. Then partnerships between modes created a streamlined movement of the oversized cargo from Thunder Bay to its final destination.

All of which created a time efficient and cost effective supply chain.

“We are able to satisfy the need to save money,

time and potential complications for customers wanting to send oversized cargo through HWY H2O and to our port,” said Tim Heney, CEO of the Thunder Bay Port Authority. “This was clearly the case when the oversized cargo made its way to the port before reaching the Alberta Oilsands.”

### Saving costs

Transportation costs maintaining large budget portions and influencing shipping routes are less strained when using HWY H2O.

“HWY H2O can help save transportation costs by avoiding costly delays, which is important in all aspects of the supply chain,” said Bruce Hodgson, Director of Market Development for the St. Lawrence Seaway Management Corporation.

It is also worth mentioning that HWY H2O is conveniently situated within an eight-hour drive to approximately 150 million people.

“And it is within the vicinity of major highways and railways, making it one of the most strategic waterways,” said Hodgson.

### Challenges

As with other types of cargo, ensuring a smooth operating supply chain is vital. The ever changing global market affects costs and routing making it necessary to keep up with trends and innovative solutions.



Creating successful harmony between modes and identifying new opportunities to deliver new service and carrier routing with more frequent modal connectivity are also some of the challenging opportunities that HWY H2O faces.

Traffic on HWY H2O is surging — tonnage through the system in 2010 to date has reached 18.7 million tons, 22.6% up on last year's figure of 15.3 million tons. [www.gpln.net](http://www.gpln.net)

## The Freight Co puts tanks in cold storage

The chartering division of The Freight Co Ltd recently chartered space on MV *Beluga Elegance* to ship two units of cryogenic tanks from Laem Chabang Port in Thailand to Dampier Port in Australia.

When the production of the tanks measuring each 29.50 meters long by 4.50 meters wide by 4.50 meters high with a weight of 80 metric tons each was delayed, chartering manager Mr. Truong Quoc Duong was contacted to provide a quick solution. With very little time given he was able to locate *Beluga Elegance* sailing in the right direction and managed to convince the vessel owners to accommodate the 2 tanks to be loaded on her deck.

The chartering services offered by The Freight Co Ltd has been very successful among GPLN members. Thanks to numerous contacts to all sorts of vessel owners The Freight Co Ltd can offer numerous vessel nationalities, vessel types and sizes.

The great flexibility that this provides has led to a number of contracts recently including shipments from Hong Kong to Ho Chi Minh City, from Masan to Semarang, from Batu Ampar to Chiba, from Laem Chabang to Dammam, and from Ho Chi Minh City and Vung Tau both to Dampier. The Freight Co is a Bangkok-based freight forwarding company based providing air, sea and land transport services as well as warehousing and distribution services. [www.gpln.net](http://www.gpln.net)







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# Global Project Logistics NEWSLETTER

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

August — September 2010

8

## Red Transport seeks new horizons

In just a few short years Red Transport International has grown into a market leader in logistics services to the oil & gas offshore industry in Nigeria. And in emerging oil producer Angola it's again identified a gap in the market among the major services providers.

Managing director Remko Cannegieter was a driving force behind the success in Nigeria. And he wants a repeat performance in Angola.

"We think that the Angolan market still offers room for a newcomer," he said.

Cannegieter recently moved back to the Netherlands from Lagos, after spending 12 years in Nigeria. From Red Transport International's head office in Rotterdam he will help supervise the company's expansion in West Africa, an expansion aimed at broadening the company's base beyond Nigeria.

### Spin-off

Red Transport was founded in Nigeria in 2005 to cater to the growing demand for services provision to the oil and gas industry. Red Transport is a spin-off from the Supermaritime Group, which offers a wide range of in-house managed vessel agency and maritime services and operates a network of some 35 offices across West Africa, Latin America and Europe.

In Nigeria it identified opportunities for specialist services to the oil & gas industry, and in just a few short years Red Transport has carved out a niche as market leader in logistics services provision, freight forwarding and ship agencies to the offshore oil & gas industry in Nigeria.

*So why is Cannegieter looking to push further into West Africa?*

"Obviously we'll continue to focus on maintaining our market position in Nigeria, but we can't keep orienting ourselves exclusively on the Nigerian market. If one looks at the political developments in the country and what our competitors are doing it's clear we need to look to other markets.

"There's a real brake on investment in Nigeria — one of the oil majors is actually even divesting. Currently there are still two major projects on the go for one of our major customers, and fortunately we're involved in both.

"All investment decisions are dependent on the most recent political developments, and they are moving at a slow pace. That's why we want to expand further in West Africa."

### Entrepreneurial spirit

Red Transport will direct the expansion in West Africa from its offices in the centre of the dynamic Dutch port city of Rotterdam. Although headquartered in Lausanne, Switzerland, Red's administrative headquarters are located in the Groot Handelsgebouw, a multifunctional corporate building in Rotterdam. Red Transport is boosting its office space to ensure that it can cater effectively to the growing demand for logistics solutions in West Africa.

*So which countries offer Red Transport the best opportunities as an oil & gas logistics specialist?*

"Among others Ghana, which is quite easy for us to get into and build up a good market share.

Supermaritime has been in Ghana for some 20 years now and has the necessary infrastructure, and we're linking the development of our services to the oil & gas sector up to that. When the Jubilee field really gets going and Ghana starts booming in the next few years, we'll be ready.

"In Cameroon we're busy with an attractive project for one of our major customers, and we're really going to focus on Angola. We see Angola as the most important growth market in West Africa for our group.

"We've set up a company there and expect to become fully operational towards the end of the year. We think that there's still room for a newcomer on the Angolan market, and I see one or two projects where we can get a foothold."

### Offshore experience

*In Nigeria Red Transport came out of nowhere to claim a leading market position. How did you manage that?*

"In order to claim a place in the market and demonstrate your added value, two factors are key. First, a thorough knowledge of the market and of the country's politics. We work extensively with the authorities, so you need to be clued up about how they operate.

"Second, clients consider experience as being very important. A major company can enter the Nigerian market, but if customers feel it doesn't know the country well it won't get any business.

"That was the opportunity we could exploit as a small company active in this market. People knew that we had a thorough-going knowledge of the country and the issues in play. As a result we got the chance to raise our profile through two major offshore projects.

"What really put us on the map as a serious market player was a project for an offshore engineering firm, headquartered in Milan, Italy, for whom we acted as marine agents for the Nigerian Akpo offshore field construction. That project had



Cannegieter: "We need to look to other markets"

an amazing spin-off effect.

"The market saw that even though we were a small company we had the expertise and — thanks to Supermaritime — also the financial resources to round off a major project successfully."

*What makes you think you'll be able to repeat the success story in Angola?*

"Various customers have approached us to ask if we'd start up operations there. Our biggest competitors already have so much business that they can't keep up, and as a result customers aren't receiving the service they expect. What's more, time is money.

"Downtime on a drillship or platform can be extremely costly for an operator. Some parts are critical and expedient — and at the same time compliant — customs clearance processes are essential. So there's a gap in the market there for us.

"Clients experience the feeling of being valued with a small provider — we go that extra mile and our lines of communication are direct."

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9

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**Project Cargo Spotlight**

UTC recently completed an emergency lift of Gas Refinement Unit from Singapore to Porto de Aracaju, Brazil.

Unit Specs: 16.50m x 7.70m x 21.00m  
Weight: 402,000



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My goal and mission is to provide quality logistical solution & I have directed my staff in such a way that they work only for giving satisfaction to our every client.

AKBAR ALI - CHAIRMAN



AARAS SHIPPING AGENCIES (PVT.) LTD. was incorporated since 1992 by a team of professionals who accumulated more than 18 years of experience in Shipping & Logistics Management. Our only aim is to provide quality services in competitive price and cost saving structure, includes but are not limited to:

- \* Break Bulk, Project Cargo, Heavy Lift & Oversize Cargo Specialist.
- \* Wind Mill Energy Project Specialist in Pakistan.
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- \* Heavy Lift Forwarding & Chartering.
- \* Custom Broker Clearing for Projects.
- \* Shipping Agent, Handling Break Bulk Vessel, Heavy Lift Cargo at all Pakistan Ports.
- \* Stevedoring & Cargo Surveyor.
- \* Afghan Transit Cargo from Pakistan Port to all Afghanistan Destination with special care.

In brief we must elaborate that we have achieved high distinction in all activities with hard work, responsibility, dedication and through trained personnel who have vast experience in each and every department of shipping trade.

AARAS SHIPPING AGENCIES (PVT) LTD. is looking forward to enhancing its company's leverage through appropriate mergers or joint ventures with respectable overseas institution in order to synergies future growth.

We dealt with many break-bulk, heavy lift projects with mutual co-operation of our Project Partners, in which we provided door delivery logistics services including transportation, custom clearance, handling, loading, unloading.





## GPLN duo teams up on wind turbine job



Unishipping International Ltd, a GPLN member in Bulgaria in co-operation with Gruber Logistics from Germany delivered seven wind turbines with capacity 1.5MW each for Leitwind in Kavarna area of Bulgaria (approximately 120 kilometers from Varna Port).

Vessels were chartered by Gruber, which was in charge for discharging from vessel and trucking of 20 towers and 21 blades via Varna Port.

The rest of the components like generators, mainframes, hubs and some towers were moved by river barge via Danube from Straubing in the Bavaria region of Germany and Linz, chartered by Gruber. Towers were loaded in Sfax, Tunisia and blades in Elsberg, Denmark.

Gruber was also responsible for discharging from trucks and pre-assembly operations for all components.

Discharging and pre-assembly operations were performed by 120-ton and 160-ton cranes and by a Gruber company specializing in pre-assembly/erection operations. The whole project was finished in 10 days.

Unishipping has a good track record in the power industry in Bulgaria. Earlier this year, the company was appointed to deliver a new turbo generator for the biggest thermal power plant in Bulgaria.

That generator was the heaviest piece ever discharged at Varna port with their two 100-ton mobile cranes. [www.gpln.net](http://www.gpln.net)

## Darka sources gear for White Nile plant

Sudan and Northeast Africa Project forwarding specialists, Darka for Trading and Services has met with success transporting 4100 cubic meters of heavy cargo over 1100 kilometers from Port Sudan to the White Nile Sugar Project in Abu Hibera (Central Sudan).

The project included offloading supervision from the vessel, customs clearance, warehouse handling, loading, lashing, securing and transportation to the site on behalf of Hindustan (and their clients Uttam) to project owner White Nile Sugar Company.

The heavy and oversize cargo included a terminal box, generator (65 tons) and condenser (66 tons) manufactured in India and shipped to Port Sudan from Mumbai by Hindustan Cargo Ltd.

Also some long pieces of 16 meter-long bars were shipped along.

Darka Vice Chairman and Business Development Manager, Mohamed A.M. Osman, said the project was completed working in very difficult conditions including extreme temperatures, hovering around 50° Celsius, and coordinating the use of a fleet of multi-axle trucks and trailers.

“Much of the project was completed within the holy month of Ramadan and required detailed planning and route surveys to meet the needs of not only the client but the fasting workforce,” Osman said.

Darka for Trading and Services group of companies has over 20 years experience in supply chain management. It is currently handling all the logistics for the first offshore drilling project to be undertaken in Sudan. [www.gpln.net](http://www.gpln.net)



### Your experts for heavy lift and project cargo

Beluga Shipping is the world market leader for the transport of project and heavy-lift cargo. About 70 special vessels with crane capacities of up to 800 and 1400 tons respectively, and an average age of only three years enable shipments almost anywhere in the world. More than 400 experts, among them an own engineering team, care for individual and tailor-made transports.





# Global Project Logistics NEWSLETTER

[www.gpln.net](http://www.gpln.net)

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

August — September 2010

12

## Globalink keeps the flag flying in Kazakhstan

Globalink's ability to turn projects around quickly was put under the microscope recently when a damaged plane engine had to be sent back from Kazakhstan to the factory in UK and a new one brought to Kazakhstan to replace it.

As the cost for grounded planes are substantial and length of downtime needs to be minimized, a quick, seamless and reliable solution was required.

Being the main airfreight service provider for various business sectors in the region, Globalink managed this with ease.

The engine was professionally crated and promptly placed on the first flight to Glasgow.

Working in coordination with the factory, Globalink ensured that arrival of the damaged engine at Glasgow coincided with the arrival of the replacement engine from the factory.

This meticulous planning and precise execution resulted in an on-time delivery.

Globalink's business in the Commonwealth of Independent States (CIS) also benefits from the fact that it is the only freight management company in the region to possess a customs bonded carriage license. [www.gpln.net](http://www.gpln.net)



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[www.gpln.net](http://www.gpln.net)

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

August — September 2010

13

## Access sidesteps restrictions to deliver ahead of schedule

Access Freight Projects recently accepted a job to deliver an 80 ton transformer and 40 tons of accessories to a site in the North Eastern part of South Africa.

This unit was destined for discharge in Durban and was not particularly big or heavy but it became a little more complicated when we learnt that it had been re-directed to another port of discharge in a neighboring country!

To make things more complex, it was arriving in the middle of the FIFA Football World Cup being hosted in South Africa and there was a blanket embargo on abnormal loads travelling on National roads during this time.

The cargo originated from Brazil and had been booked on free liner terms with a breakbulk multipurpose vessel bound for China but with an un-scheduled stop in Durban to discharge only the transformer. This vessel happened to also be carrying a consignment of ammunition bound for China and the owners had overlooked the fact that such consignments were prohibited from entry into South African ports on a transit basis.

Despite the best lobbying attempts by the ship's agent, she was refused entry and had to be redirected to Maputo, Mozambique.

Access's scope was to land and deliver the cargo to Ngodwana (some 300 kilometers away in South Africa) as well as jack and slide the transformer into position at site.

The change of port complicated matters since Access needed to physically supervise the discharge and check the jacking point dimensions upon discharge — this was to ensure that the right jacking gear was dispatched to site to accommodate this particular unit.



Since the vessel was already close to Maputo, Access had to mobilize a crew on short notice to meet her on arrival and make all the necessary arrangements for transit of the cargo through Mozambique. Access also had to get our South African-registered lowbed trailer in place to receive the transformer which meant temporary road permits, port entry permits and other bureaucratic hurdles.

With the help of local partners, Access managed to get everything in order and discharge the cargo on arrival (even though the operation had to be done in darkness overnight!). In the meantime, Access had arranged for

concessionary abnormal load permits to travel in South Africa despite the FIFA restrictions.

The landside operation went very smoothly and got the transformer to the project site less than 48 hours later. The client was expecting extensive delays given that the cargo was discharged in a neighboring country and because of the abnormal transport embargo but was delighted to find that the load delivered ahead of schedule.

Access also received a commendation for its jacking and sliding operation which was sent to the manufacturer — Toshiba, Brazil. [www.gpln.net](http://www.gpln.net)



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The GPLN Newsletter is an excellent way to get your company known by projects professionals the world over.

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We will send a media kit right out to you!





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[www.gpln.net](http://www.gpln.net)

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

August — September 2010

14

## CONFERENCE 2010



**October 27-28, 2010** at the **Toronto Airport Marriott**

901 Dixon Road, Toronto, Ontario, Canada M9W 1J5

### Conference Overview

Disruptions in the supply chain affect market share, burden budgets, reduce capital asset efficiency and perhaps most critical, can damage your company's reputation with its valued customers. Plan to attend the 6th annual Highway H<sub>2</sub>O Conference, October 27-28, 2010 in Toronto. Staged at the Marriott Airport Hotel, the two day agenda includes updates on the state of the global market and the marine industry, and takes a critical look at opportunities for users of one of the most

strategic waterways in the world. Today, and for the coming decade, strategic employment of the system assets will reveal growth prospects and future efficiencies for the customers we serve. The conference will examine and lead future development through modules including *Market Update – The Global View*, *The Shipper Perspective – Across The Modes*, *The European View – Inland Waterways and Innovation Excellence – Today And Tomorrow*.

Delegates will derive value from attendance through dynamic sessions discussing how:

- The new supply chain challenge is driven by shippers desire to efficiently reach markets
- Domestic transportation will continue to drive growth across economic sectors
- Business growth will be enabled through strategic use of transportation assets
- The need for change and making change must play a role in transportation planning
- Government must align with industry in building sound environmental legislation
- Positioning your company for changing global goods movement will create opportunities

### Registration Information

#### Online Registration:

Secure registration is available on our conference website at <http://www.hwyh2o-conferences.com>. Payment must be made in advance by VISA, Mastercard, or company cheque.

#### Offline Registration and Sponsorship Opportunities:

Please print and complete the registration form available on our conference website at <http://www.hwyh2o-conferences.com>

Telephone: Kelly DiPardo @ 905-641-1932 Ext: 5377

Fax: 905-641-2018

Mail: The St. Lawrence Seaway Management Corporation, P.O. Box 370, St. Catharines, Ontario, Canada L2R 6V8

Email: [hwyh2o@seaway.ca](mailto:hwyh2o@seaway.ca)

Make Cheque Payable to: The St. Lawrence Seaway Management Corporation

For further information visit our conference website at <http://www.hwyh2o-conferences.com>





## New EU 24-hour documentation rule set to take effect

From the end of this year, a new EU regulation comes into effect, whereby an Entry Summary Declaration (ENS) must be electronically transmitted to EU customs at the latest 24 hours prior to commencement of loading in each foreign (non-EU) port of load for deep sea containerized shipments cargo going to or via the EU.

International freight forwarder and GPLN member BDG International reports that these regulations will be enforced from Dec 31 this year.

For short sea containerized shipments, the electronic submission of the ENS must take place no later than two hours before arrival at the first port of entry in the EU.

Ocean carriers will be responsible for the electronic lodgment of the ENS with EU customs.

Carriers will file the ENS on a Bill of Lading/Seaway Bill level. The ENS must contain:

- ◆ Full name and address of shipper and consignee
- ◆ Full name and address of notify party where goods are carrier 'to order'
- ◆ Container number
- ◆ Goods description (according to EU Guidelines on acceptable and unacceptable cargo descriptions)
- ◆ Minimally first four digits of the HS code
- ◆ Number of packages
- ◆ Cargo gross weight
- ◆ Seal number
- ◆ UN dangerous goods code where applicable
- ◆ Method of payment in case of prepaid,

A written consent from the carrier is required in case a forwarder/NVOCC wants to file the ENS.

### Limits

#### 1. Deep Sea containerized shipments

For vessels destined for an EU port, the Entry Summary Declaration (ENS) must be electronically transmitted to EU customs at the latest 24 hours prior to commencement of loading in each foreign (non-EU) port of load for cargo going to or via the EU.

That means the carrier will be responsible for the reporting of all cargo unloaded at an EU port (including transshipment cargo) and so called "Foreign Cargo Remaining on Board" (FROB); cargo loaded for discharge at a destination outside the EU, after the vessel has called at an EU port).

Example routing: Rio Grande,

Brazil – Santos, Brazil – Itaguaí, Brazil – Rotterdam, Netherlands – Hamburg, Germany; the ENS data needs to be sent 24 hours prior to loading in Rio Grande, Santos and Itaguaí to Rotterdam as first port of call in the EU.

#### 2. Short Sea containerized shipments

Definition: Movements between Greenland, Faroe Islands, Ceuta, Melilla, Norway, Iceland, ports on the Baltic Sea, ports on the North Sea,

ports on the Black Sea or ports on the Mediterranean and the Community except French overseas department, Azores, Madeira and Canary Islands.

In Short Sea traffic, the electronic submission of the ENS must take place no later than two hours before arrival at the first port of entry in the EU.

The carrier's filing has to cover all cargo on board the vessel at that time. [www.gpln.net](http://www.gpln.net)



DESTINATION AFGHANISTAN

**"HEB International Logistics is a highly experienced company operating in the Central Asian Region since 1983 and Afghanistan from 2001. The company has the longest proven track record of any company within Afghanistan and personnel based in countries throughout Central Asia and Pakistan. With long standing relationships with all surrounding countries HEB can facilitate rapid movement of cargo to Afghanistan."**

**"HEB maintains its position as one of the quality service provider in the region for the provision of logistic services. Our services include Freight forwarding, Fuel Supply, Project Management, Custom Clearance, Warehousing and Distribution, Inter Modal/Multimodal transportation, Break Bulk, Dry Cargo, Temperature Controlled Cargo, Transportation of Bulk Liquid, Land / Sea/Air shipments in country and beyond, camp construction and provision of service support."**

**"Our services are supported by highly trained and experienced professionals experienced in the total logistics industry and are capable of creative solutions to even the most complex shipping or project requirements. Former military officers from NATO nations with extensive Afghan experience and highly knowledgeable civilian subject matter experts in key positions make for highly successful results."**



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## Briefs

### ONS 2010 a great success



ONS 2010 (Offshore Northern Sea) hosted in Stavanger, Norway on 24-27 August proved a huge success, according to GPLN member Logi Trans AS.

Ever since its launch in 1974, ONS in Stavanger has been one of the world's leading oil and

energy industry meeting places. Nearly 50.000 visitors from 100 countries visited the exhibition. ONS is the second largest of its kind, after OTC in Houston.

ONS provides an arena for the presentation and high-level discussion of the political, economic and technological issues surrounding the international oil and gas industry.

In recent years, ONS has incorporated broader energy issues while maintaining its focus on the petroleum industry. Logi Trans AS was represented with own stand and completed the ONS Exhibition Forwarder Contact with great success. Already started planning activities for ONS 2012.

### Aquatic celebrates 17 years

New Delhi, India-based GPLN member Aquatic Freights Pvt. Ltd has just celebrated 17 years in the freight forwarding business.

Aquatic Freights is well represented across India with its head office in New Delhi, branch offices in Mumbai, Kolkata, Visakhapatnam, Cochin, Ludhiana, Bangalore, Hyderabad and affiliates in all major Indian Ports/ICDs. The company s a licensed custom house agent and licensed multimode transport operator.

### Heavy Load adds Morocco, Gabon

Dubai-based GPLN member, Heavy Load Freight Services has successfully emerged from the troubled waters of the global economic slowdown-with another set of glowing expansion and proving its willingness to keep expanding in the face of market turbulence.

The company recently added Morocco and Gabon to its latest destinations and a fleet of low bed trailers, which are extendible to 21 meters which added another feather to its cap. [www.gpln.net](http://www.gpln.net)

New GPLN Members		
Country	City	Company
China	Qingdao	Qingdao Ocean Logistics Tao
China	Shanghai	Westfracht Spezialverkehre International GmbH
China	Shanghai	Compass Global HK Co.,Ltd.
Kazakhstan	Almaty	Westfracht Spezialverkehre International GmbH
Kuwait	Shamiya	Al-Bader Shipping & General Contracting Co. W.L.L.
Netherlands	Rotterdam	L.C. van Tiel Logistics b.v.
Syria	Damascus	Posta Plus Nazha & Darwish

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# Global Project Logistics NEWSLETTER

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

August — September 2010

17

Keep an eye out...



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**Booth #11**



**OSEA2010**

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**Booth # 4A2-12**

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Suntec Singapore



**Booth # 10063**

**8th Intermodal  
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2010**

**Booth # 32**



**Booth  
# E7 / 724**

**6<sup>th</sup> TRANS Middle East  
Egypt 2010**

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# Global Project Logistics NEWSLETTER

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

August — September 2010

18



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[www.gpln.net](http://www.gpln.net)

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

August — September 2010

19

## The hills are alive...



Roland Hofacker of the International Transport Journal recently went on vacation in Austria and he sent us some photos back. We were very happy to see that he was wearing our very own GPLN baseball cap while hiking in the Austrian Alps. Incidentally Roland had the best Apfelstrudel he had in his life there in Austria. It makes us jealous!

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## Coming through! Machinery heads East



Coordination was the key when 5K Logistics recently completed the transport shipment of seven very large machinery parts from South Bend, Indiana in the heart of the US to Turkey.

What made this shipment unique was the need to transport so many super heavy pieces half way across the US simultaneously.

5K Logistics was selected for this project mainly for their ability to secure many super heavy trailers at once to make the shipment of these pieces from Indiana to Baltimore.

The seven pieces averaged at 180,000 lbs and 14.5 feet by 12.1 feet by 11 feet each, totaling nearly 1.8 million lbs. These pieces needed to be delivered to the port of Baltimore in two batches. Additionally, there were six containers of accessories

included in this shipment.

Paul McGrath, President of 5K Logistics commented that it was difficult to secure four super heavy haul trailers simultaneously for two separate shipments in a row. It was interesting to see so many 19-axle trailers in one place at one time, McGrath said.

In addition, traffic permits were needed to be obtained quickly. According to McGrath, it was amazing to see the coordination of vendors of such an extent go off with very few hitches.

Handling these kinds of extended loads is becoming common practice for 5K, which recently handled the shipments of three generator set weighing 300,000 lbs from Finland to Greenville, Texas. [www.gpln.net](http://www.gpln.net)



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## Heavy lift goes well for The Freight Co.

The Freight Co., Ltd. recently was awarded the transport of pontoons and components for the enlargement of the Burrup Materials Facility in North West Australia.

Under the contract The Freight Co., Ltd. sourced a suitably heavy lift geared vessel to load the cargo at Vung Tau Port in Vietnam and transport the cargo to Dampier Port in Australia.

A special spreader bar had to be ordered to lift the pontoons that weighed up to 168 metric tons. Loading of the vessel commenced in the morning of 19th July as they had to wait for the high tide to launch and tow the pontoons from the fabricating yard to alongside ship.

In the morning around 9.30 the accessway and the first pontoon were finally towed alongside the vessel. As the pontoon exceeded the lifting capacity of a single crane they had to be lifted with two cranes working in tandem.

The cranes had to be set up so that the accessway could go be placed at extreme edge of the deck in order to create enough space for the pontoons. Due to the length of 55 meters, loading the accessway proved not to be an easy job.

The crane boom had to slew to its maximum and raise the boom straight up to slide one end of the Accessway and then the other end through the



space between the two cranes. After aligning the accessway to its right position the first pontoon was about to be loaded. This was really the toughest move as the distance from the hatch-cover edge to the accessway had been significantly reduced which made it very hard to slew the other end of the pontoon into the remaining.

It turned out to be precision work which was necessary as any wrong move by a few centimeters could have caused damage to the specially designed and highly valued cargo.

All in all preparation, coordination, experience, timing, professionalism and team-work played im-

portant roles in performing such a precision task which led to the completion of a successful loading operation.

After a couple of days hard work the loading was finally completed and the vessel left Vung Tau Port to head to Australia.

The cargo's details:

Qty	Description	Dimensions	Est. Weight per unit
1	Pontoon 1	47.50mL x 7.80mW x 2.25mH	165MT
1	Pontoon 2	47.50mL x 7.80mW x 2.25mH	168MT
1	Pontoon 3	35.00mL x 4.80mW x 2.25mH	110MT
1	Access Way	55.00mL x 4.80mW x 2.00mH	122MT
2	struts	45.50m L x 1.60m (diameter)	25MT
1	strut	45.50m L x 1.60m (diameter)	40MT
1	strut	45.50m L x 1.60m (diameter)	50MT