

## SNS sets records in Turkmenistan desulfurization project



SNS recently shipped over 5,000 tons of crucial equipment into Turkmenistan

**P**roject Cargo transporters are setting goals daily but this time a new record has been set, GPLN member SNS International has said.

The largest project up to date for the development in Turkmenistan has been underway for the Turkmenistan Gas Desulfurization Plant Project.

It recently witnessed the movement of one of the largest pieces of equipment in the region.

This project was been placed in the care of a specialist transport company to move this equipment to Turkmenistan, Istanbul-based GPLN member SNS International Transport.

Haydarpaşa Port in Istanbul, Turkey, became the shipping point for the operation to

transport the heaviest piece ever for the region. The cargo included eight pieces each weighing 566.18 tons and measuring 40.41 meters by 7.5 meters by 6 meters.

Along with this shipment included eight additional pieces each weighing 135.6 tons and measuring 36.92 meters by 6 meters by 6.2 meters in dimension.

These large shipments for movement to Turkmenbashi were loaded by ship and moved through the Black Sea and up the Volga-Don river and onwards to Turkmenbashi port.

Due to the size and importance of the project, the moves were all managed and arranged by SNS International Transport's special team.

This equipment is also logged as being the largest pieces to move across the Black Sea and the Volga-Don river way. [www.gpln.net](http://www.gpln.net)



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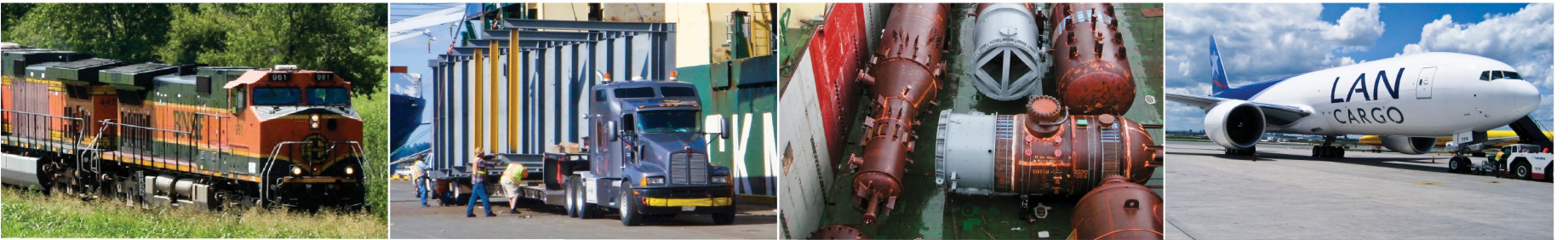
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## A Word from Gary Dale...



I would like to start this column out with a very important announcement. *For Breakbulk Asia we will have something new this year:*

GPLN will be offering a professional certification course for project logistics professionals. Please look at the stand alone story for this subject matter in the current newsletter.

I believe that you will find it very interesting. GPLN will run these certification seminars in conjunction with the **Journal of Commerce Breakbulk Conferences** throughout the year and they will be open to the entire project logistics industry. (The event will be at a discount to GPLN members and sponsors in good standing who would like to participate in the certification.)

The course will be much more technical than other courses out there today so it will be of great personal interest to people who are serious about their project logistics careers as well as companies who want to have as much in house expertise as possible. And what better time to get certified than at one of the conven-

iently timed and located Breakbulk conferences?

**Getting certification is an excellent investment in your human resources so I invite everyone to check this out.** *Please see the notice on our GPLN website's home page right now!*

Now on to our activities...

As usual we have been quite busy these past few months. On the event side FIATA came to town and while Luzius Haffter and Patrick Dick were busy with that I was leaving for Houston to go to Breakbulk Americas (joined later by Luzius).

We also beat feet and flew the GPLN flag at ADIPEC, Intermodal Africa, Trans Middle East, Bauma China and OSEA – so since our last newsletter we did seven events in seven countries on three different continents. And that doesn't stop. In a few days after publication of the GPLN newsletter I will be off to Orlando, Florida, for Power-Gen International. And don't forget that in January we will have once again Breakbulk Asia rolling around again. Especially since our new seminar gives even more reason to come!

As I mentioned before we have been booking events that are targeted to the potential clients of projects shippers. We hope to have our members press the flesh with the community they hope to serve and we also hope to push the GPLN name out there into the heavylift industry.

The first of these events have proven to be interesting. The overall success I believe will depend upon member involvement so have a look at our next year's events. There are plenty of opportunities for you to join with us and I am certain that we will break lots of new ground over the next year for our members. Join us in the target exhibitions. You should come home with business in the pipeline.

Oh, I almost forgot...

***I would like to wish everyone in our GPLN community a Merry Christmas and Happy New Year!***

Best regards,

**Gary Dale Cearley**

Executive Director

**Global Projects Logistic Network (GPLN)**

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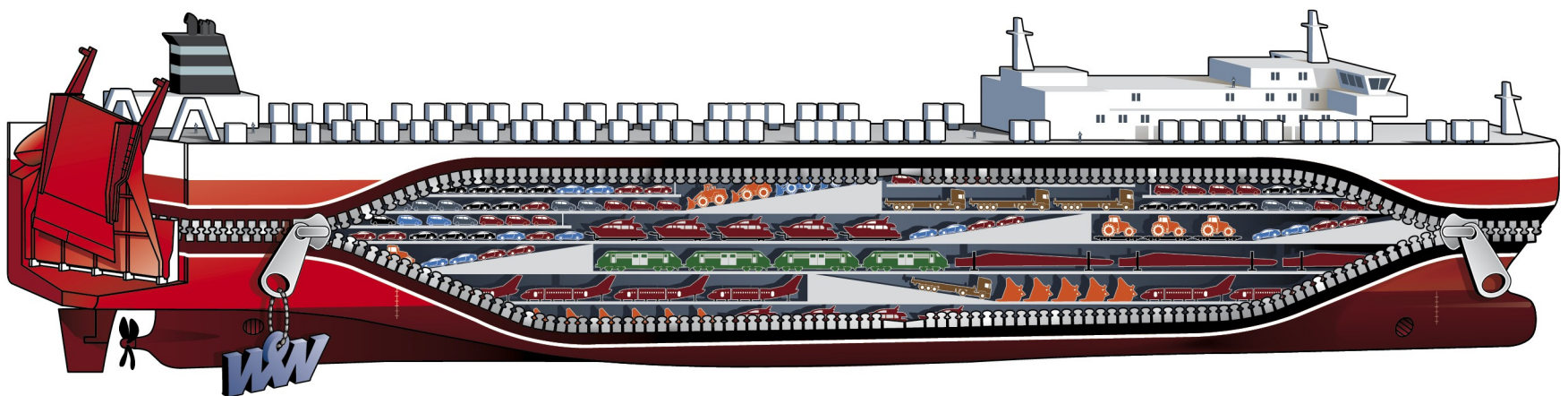
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The Global Project Logistics Newsletter is the official news of the Global Project Logistics Network (GPLN), the world's largest independent project logistics network serving the project cargo, chartering and heavylift industry.

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## HCL adds sugar to the White Nile



**G**PLN member Hindustan Cargo Ltd was awarded a contract to move sugar mill machinery from India to Sudan. The Sugar Machinery was required for ongoing project of the White Nile Sugar Company for setting up their plant in Khartoum.

There were a total 748 packages containing 4 heavylift packages with weight up to 60 tons. Total

cargo was 4100 freight tons.

The vessel chartered for carrying these packages was M.V. Ocean Winner, a 7850 dwt vessel, with cranes having a lifting capacity combinable up to 90 tons.

All the packages were safely loaded on board in Mumbai within five days and the vessel sailed the very next day at 0400 hours.

The White Nile Sugar Factory is planned to be



the largest integrated sugar and energy producer in Africa covering an area of 165,000 hectares.

The project is expected to have an annual capacity of 465,000 tons of white sugar using up to 128 mw of electricity and 60 liters of ethanol. The total cost of the project is US\$1 billion. [www.gpln.net](http://www.gpln.net)

## LC van Tiel appoints new commercial director



Jan ten Caat will be joining L.C. van Tiel Logistics BV as from Jan. 1, 2011, as their new commercial director. In his new role within the company he will be responsible for all commercial matters. L.C. van Tiel Logistics expects that Mr. ten Caat's long experience and large network will be of added value for the company in particular, and for GPLN in general. Jan brings in a long experience in shipping, forwarding, intermodal logistics and terminals (both deep sea as inland terminals).

"In this world ruled by e-commerce, customers like to be treated as VIP clients, which only can be granted by taking over all of the issues and problems of these customers by offering a total concept," said Leonard van Tiel, managing director of L.C. van Tiel Logistics.

"We will do our utmost to supply our colleague members with sales leads and obviously we like to receive your leads as well."

"We must say that we are looking forward for Jan joining L.C. van Tiel Logistics, and trust that Jan and myself have the opportunity to meet our fellow GPLN members in Munich next May. You can count on our support and we are looking forward to yours." [www.gpln.net](http://www.gpln.net)

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## Double the work for Oceanbridge



Oceanbridge Shipping Ltd, GPLN member in New Zealand, had a busy few days recently when they exported a 54-foot motor launch from Auckland to Sydney at the same time as a 54-foot racing yacht from Tauranga to Savannah.

The preparation and planning for these two exports was paramount if both shipments were going to go smoothly and the clients were both going to be happy with the service received. The fact that the export ports were 250 kilometers apart just added to the equation!

Preparations were made in Auckland for the motor launch with the marine surveyor being employed a week prior to loading to sign off on the cradle and lashings while Oceanbridge confirmed the trucking to the port in conjunction with the Ports of Auckland and the shipping line to enable maximum preparation time for the launch while having it available on the day of loading.

### Sailing

At the same time plans were being formulated with the owners of the racing yacht who were going to sail 400 miles from Wellington to Tauranga, but leaving enough time for the preparations that needed to be made in Tauranga. The plan was to take the mast out of the yacht then place the yacht in the cradle (the cradle being moved by road from Wellington to Tauranga) on the wharf two days before the sailing date.

The motor launch in Auckland was lifted from the water near the port and placed in its cradle on the transporter under the supervision of the marine surveyor and an Oceanbridge employee. Meanwhile, in Tauranga, Oceanbridge Shipping's Projects and Marine Trade Manager, Richard Thorpe, was super-



vising the lift from the water of the mast and yacht onto the wharf. Returning to Auckland on the Monday evening Richard was pleased to report that stage one had gone according to plan with both projects.

### Preparations

The next day, while waiting for the call forward to the vessel in the Ports of Auckland contact was kept with the Port of Tauranga on the progress of the final pack up preparations on the wharf in Tauranga. By using their CCTV system an eye could be kept on the progress and also ensuring that the yacht crew were keeping within the strict boundaries on the busy working port!

That same evening saw the successful loading of the motor launch and before dawn on the following day, Richard Thorpe was on his way back to Tauranga where, during the afternoon, the racing yacht and mast were also successfully loaded.

"It is always satisfying when a project comes to completion and everything went according to plan and the client is happy" said Richard.

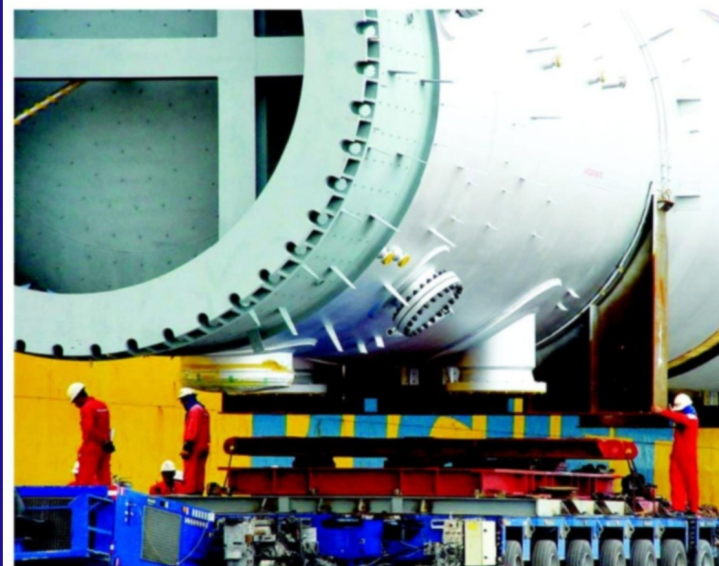
"When you have two happening at the same time it adds to the stress but the satisfaction is all the more fulfilling.

"This is why we do what we do."

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## Upcoming GPLN Meetings & Events

### Osea 2010

30th November - 3rd December, 2010

Suntec Singapore Convention & Exhibition Centre, Singapore (see GPLN at Booth No: 4A2-12)

### 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 (Booth No: H01)

### GPLN Heavy Transport and Lifting Course

January 27th, 2011

Suntec Singapore Convention & Exhibition Centre, Conference Room 308, Singapore

### bc India (Bauma India) 2011

8th - 11th February, 2011

Bandra Kula Complex, Mumbai, India (Booth No: H09)

### Nigeria Oil & Gas 2011

21st - 24th February, 2011

Abuja International Conference Centre, Abuja, Nigeria (Booth No: N24)

### Conexpo-Con/Agg 2011

22nd - 26th March, 2011

Las Vegas Convention Center, Las Vegas, United States (Booth No: SL-21)

### 5th Indian Ocean Ports & Logistics 2011

30th - 31st March, 2011

Hotel Carlton, Antananarivo, Madagascar (Booth No: 8)

### 15th Trans Russia International Exhibition & Conference 2011

26th - 29th April, 2011

Expocentr, Moscow, Russia

### 13th Transport Logistic 2011

10th - 13th May, 2011

New Munich Trade Fair Centre, Munich, Germany

### 6th Breakbulk Europe Transportation Conference & Exhibition 2011

17th - 19th May, 2011

Antwerp Expo, Antwerp, Belgium (Booth No: 300-H4)

### MIOGE 2011

21st - 24th June, 2011

Expocentr, Moscow, Russia

### SPE Offshore Europe 2011

6th - 8th September, 2011

Aberdeen Exhibition & Conference Centre, Aberdeen, UK (Booth No: 1F51)

### 9th Intermodal Africa 2011

21st - 22nd September, 2011

Sheraton Park Hotel and Towers, Casablanca, Morocco (Booth No: 1)

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

## Kita hauls hydro gear up the mountains



**K**ita Logistics, GPLN member based in Turkey, has recently been involved with projects in air, sea, land transport, integrated logistics as well as project transport.

Recently KITA Logistics started the transport of three different hydro power plants in various parts of Turkey. Kita has moved 4 x 80-ton rotors and additional accessories from Trabzon port to inner Turkey near Erzurum through the mountain passes of Kop and Ovit, which are 2,950 meters and 2,600 meters high respectively.

Due to the elevation through the passes, as well as the newly arrived snowy conditions in the area, double tractors were utilized for sufficient push. Thereafter, the heavy units were temporarily stored until the bridge reinforcements were completed at a location close to the jobsite. In addition to the heavy transport units, a 200 ton mobile crane was also used for loading and unloading of units at the storage area.

Another hydro project which has been going on in southern Turkey involved 50-ton pieces, how-

ever the road conditions close to the jobsite again required transferring some of the pieces to shorter trailers.

Kita's responsibility for all hydro projects were all the way into the power house, where the rotors and stators would be operational.

Turkey has a huge hydro power potential and these types of projects will continue for at least five more years, mainly coming from Spain, China, India and Germany.

Since 1995, Kita has been one of the leading Turkish logistics companies which is involved in air, sea, land freight as well as warehousing, domestic distribution and project logistics.

The head office is located in Istanbul with branches in Izmir and Bursa. Kita has a staff of over 250 providing international and domestic logistics services.

All Kita trucks are equipped with GPS systems enabling real time tracking of truck positions. Kita mainly operates in Turkey, Balkans, CIS and the Middle East including Iraq. [www.gpln.net](http://www.gpln.net)

## MG International flies Antonov to Sudan

**M**.G. International Logistics GmbH, a German based GPLN member, recently chartered an Antonov 124 from the Frankfurt-Hahn Airport in Hunsrück, Germany, directly to Khartoum, Sudan, to transport cargo bound for the pipelines of Sudan's petrochemical industry. The payload was approximately 80 tons.

The main items of the shipment were two boxes with more than 30 tons weight per piece. The loading as well as the securing of these pieces were the core of the transport. Because of the excellent communication between all parties involved in the transport, a wind and weather resistant box was constructed.

The loading of the heavy pieces was interesting because two alternatives presented themselves: a heavy duty ramp or on-board loading equipment. In the end the crew decided on the on-board load-

ing equipment. The boxes were loaded centimeter-exact onto the airplane and the urgently required goods could start the seven-hour flight to Khartoum.

The team was only prevented from the quick unloading because the airplane arrived in Khartoum only a short time before the closing of the airport on account of a forthcoming flight of the president.

All the time from the works of the shipper up to the unloading at Khartoum airport the cargo was accompanied by the employees of M.G. International Logistics GmbH. This was only possible because of the active support of the Ghorfa Arab-German Chamber of Commerce and Industry, who organized a visa in short order for them from the Sudanese Embassy. The consignee was extremely surprised and pleased about the professional project handling. [www.gpln.net](http://www.gpln.net)



## Heavy Load heads overland to Azerbaijan, Kazakhstan



Specialized extended trailers and low beds directly from Dubai and Cairo to several Commonwealth of Independent States (CIS) countries, including Georgia, Azerbaijan and Kazakhstan

**H**eavy Load Freight Services, a GPLN member in Dubai, has started operating overland all the way to Georgia, Azerbaijan & Kazakhstan.

Heavy Load Freight Services, started operating its specialized extended trailers and low beds directly from Dubai and Cairo to several CIS countries, including: Georgia, Azerbaijan and Kazakhstan

Recently Heavy Load Freight Services delivered a consignment of 19 meters length by 3.3 meters high oilfield unit weighing in at 38 tons to Poti in Georgia. Along the journey the carrier crossed the national territories of Saudi Arabia, Jordan, Syria and Turkey overland before making the final direct delivery in Poti.

Alternative routes for cargo were not allowed to cross Syria so they will be using Ro-Ro vessels from Alexandria to Mersin. Heavy Load Freight Services' solution will make the lives of many shippers much easier when their cargo bound for CIS destinations is too small to charter a vessel and over dimensions for loading on a flat rack.

Heavy Load recently added Morocco and Gabon to its list of destinations and a fleet of low bed trailers, which are extendible to 21 meters adding another transport option for the company.

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



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Technical Course for Heavy Transport and Lifting | Get your staff accredited!  
27th January 2011 Suntec Singapore International Convention & Exhibition Centre - Meeting Room 308



### Why attending the GPLN Heavy Transport and Lifting Course?

The answer is quite simple.

*You are moving equipment worth millions of dollars for your customer. Yet do your people have the necessary know-how and background?*

*Increase your company's technical know-how!*

*Impress your customers. Increase the quality of your work by improving the technical ability of your workforce.*

Attend the GPLN Heavy Transport and Lifting Course and get your staff accredited.

What are the 5 main topics you will learn about at the GPLN Heavy Transport and Lifting Course:

#### 1. Heavy Lift

- Hear from the expert about various types of cranes and lifting equipment
- Learn to make a lifting plan and about stability during lifting activities

#### 2. Exceptional Transport

- Study load capacity on various vehicle types including SPMT's and platform trailers
- Learn about the stability of transport equipment

#### 3. Load Securing

- Come to terms with lashing / securing / dunnaging

#### 4. Lifting with Hydraulic Gantry and Strand Jacks

- Get a grip on hydraulic gantry cranes (tower lifts) and the principles of strand jacks

#### 5. Check List for Project Forwarders

- Create your own checklist and thus eradicate mistakes





**GPLN Technical Course for Heavy Transport and Lifting 27th January 2011**  
Suntec Singapore International Convention & Exhibition Centre - Meeting Room 308

## AGENDA



08:30	Registration
09:00	Chair's Opening Remarks
09.15 – 10.15	Heavy Lift <ul style="list-style-type: none"> <li>▪ Various Cranes</li> <li>▪ Lifting Equipment</li> <li>▪ Lifting Plan</li> <li>▪ Stability During Lifting Activities</li> </ul>
10:15 – 10:30	Coffee Break
10:30 – 11:30	Exceptional Transport <ul style="list-style-type: none"> <li>▪ Load Capacity</li> <li>▪ Normal Vehicles</li> <li>▪ Conventional Heavy Equipment</li> <li>▪ SPMT's</li> <li>▪ Stability of Transport Equipment</li> </ul>
11:30 – 12:30	Load Securing <ul style="list-style-type: none"> <li>▪ Lashing / Securing / Dunnaging</li> </ul>
12:30 – 13:15	Lunch
13:15 – 14:00	Lifting with Hydraulic Lifting Gantry and Strand Jacks
14:00 – 14:30	Checklist for Project Forwarders
14:30 – 15:00	Safety
15:00 – 15:15	Coffee Break
15:15 – 16:15	INCOTERMS 2010
16:15 – 16:30	Questions & Answers
16:30 – 16:45	Chair's Closing Remarks
16:45 – 17:00	Award of Certification
17:00 – 18:00	Cocktail Reception for Networking Purposes

\* Agenda is subject to change without prior notice



## GPLN Technical Course for Heavy Transport and Lifting 27th January 2011 Suntec Singapore International Convention & Exhibition Centre - Meeting Room 308

### About course leader Gert J. Vos



With more than 20 years experience in heavy transport and project forwarding, Gert Vos will present you how to handle heavy equipment with cranes, on vehicles, in ships and on barges with all its specific technical details. Gert Vos started his illustrious career as project manager in

1989 at Van Wezel Transport in the Netherlands. As of 1996 Vos became business unit manager of the transport and lifting department. After the international renowned company Wagenborg took over the Van Wezel Group, Vos became manager of the project department and has since looked after many heavy transport projects on a global scale. In 2008 he founded HTTC (Heavy Transport Training and Consultancy). He is now working as a consultant and gives in-house training to various multinational engineering and construction companies. Vos has now linked up with the world's foremost project logistics network, GPLN to arrange a series of technical courses around the world.



Opinions from GPLN members to the technical course offered by GPLN.

#### Mr. Patrick Lee CNC Malaysia

Accreditation from GPLN will be beneficial both ways i.e. selling to clients of GPLN members that they have trained certified personnel as well as promoting GPLN as a responsible organization in enhancing professionalism in heavy haulage and lifting, especially in the developing countries which includes ASEAN, China and India.

Certainly the publicity and goodwill generated from it will do GPLN and its members a lot of good.



#### Mr. John Vanbergen Cory Logistics U.K.



*I will be in Singapore on this occasion and would be keen to attend your course. To be frank and having looked at the outline of your intended program I do believe that you will be providing a good grounding for our guys in the field and we would have every intention when your road show hits Antwerp to send a few of our guys across specifically to attend course.*

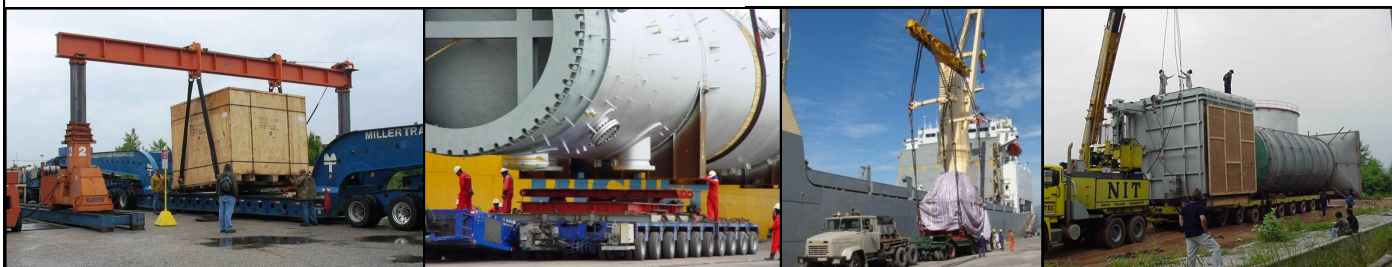
*It's great to see that GPLN are taking positive steps to provide appropriate technical support to its members - well done!*

#### Mr. Wang (Eric) Zhenhua Hanssy Shipping China



*Presently our project department always faces some shortages in the technical area such as conventional heavy equipment / SPMT's.*

*Our project managers are generally well versed but we need to expand our knowledge so that we can handle our projects in different countries smoothly.*





GPLN Technical Course for Heavy Transport and Lifting 27th January 2011  
Suntec Singapore International Convention & Exhibition Centre - Meeting Room 308

## COURSE FEES



To register online go to [www.gpln.net/seminar](http://www.gpln.net/seminar)

Our course fees include  
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Full Day Conference Fees (incl. 2 day exhibition pass)	1st delegate (all fees in US\$)	2nd and more (all fees in US\$)
<b>GPLN Member</b>		
Normal Rate	1,200.00	1,050.00
Early Bird *	1,050.00	950.00
<b>Non-Member</b>		
Normal Rate	1,350.00	1,200.00
Early Bird *	1,200.00	1,110.00

\* Early bird discount expires after December 17, 2010

GPLN members and GPLN sponsors are eligible for a discounted fee. Please contact Mr. Luzius Haffter, Commercial Director of GPLN and in charge for events [l.haffter@gpln.net](mailto:l.haffter@gpln.net) to obtain the applicable GPLN member and GPLN sponsor fees.

To register online go to [www.gpln.net/seminar](http://www.gpln.net/seminar)





## AICL impresses Taiwan Customs



**A**ICL Projects (subsidiary of Asia Imperial Cargo Logistics and GPLN member in Taiwan) recently completed the transportation service of a scanning car from Smiths Detection. The car came via Ro-Ro vessel, from Le Havre, France to Keelung, Taiwan. Along with the port handling, AICL also undertook the customs clearance, inland transport and special handling execution to safely deliver the scanning car via low bed trailer to end user's door, Taiwan Customs Authority, with their highest satisfaction.

Since the client requested delivery of this 4 meter-high scanning car by truck from discharging port Keelung to the jobsite, Taipei Port, AICL was faced one immediate problem: How to get it through a tunnel, 5.2 m at its highest point, on the way to Taipei Port. Although the low bed trailer was 0.8 m high only, it was not certain whether there was really no problem to move the cargo

through the tunnel. Before the cargo arrived AICL conducted a road survey along with the trucking company and the consignee to insure the scanning car could be moved through the tunnel with no difficulty. In addition, discussions were held with Customs as with regard to the commodity tax application for X-ray machine as this procedure is rather complicated in Taiwan. A complete Customs / transport plan was prepared and carried out to a successful completion and satisfaction to all concerned parties.

AICL was established in 2000 and headquartered in Taipei, Taiwan, with branch offices in Taipei, and Kaohsiung, Taiwan as well as branch offices in Hong Kong, Shanghai, Beijing, and Tianjin, China. Based on a strong network of own offices in China, AICL possess the flexibility and expertise to respond to the ever changing markets locally and internationally. [www.gpln.net](http://www.gpln.net)



## Patagonia-bound

## Flinter launches new ice-class vessel



**R**ecently Henriette Hansen of project management company DSV Projects, christened the MS Flinter Arctic at Ferus Smit Shipyard in Groningen in the Netherlands.

This new ship is a gearless box single-decker of 10750 DWT LOA and 131 meters long, with two

holds of 56 + 41 by 13.17 by 10.75 meters.

The vessel was built to ice class standard Finnish-Swedish 1A. The MV Flinter Arctic is the third vessel in a series of five identical ships.

Flinter Arctic left for her maiden voyage to northern Spain, where she was scheduled to be loading windmills. [www.gpln.net](http://www.gpln.net)



Altius has recently fixed another shipment under its Patagonian project near Magellan, Argentina, in the far southern province of Santa Cruz for the Río Turbio Combined Cycle power plant project.

The vessel Sabrina Scan was loaded in Sattahip, Thailand, with 77 project pieces, including steam distribution manifold units and ground ducts, 7558 m3. The discharging port, according to Enrique Rodríguez really pier, in the remote and cold Puerto de Punta Quilla. [www.gpln.net](http://www.gpln.net)



## Vela joins Logistics Int'l



**L**ogistics International Inc., a GPLN member in Houston is proud to announce Chuck R. Vela has joined their team of 50+ staff, in the capacity of Sales Manager with responsibility to build and develop new long-term business relationships.

Vela has over 15 years international logistics operations and management experience with a leading multinational forwarder.

"We are very excited to have Chuck Vela as a vital key to developing our future growth, bringing to our group a depth of logistics forwarding knowledge and broad understanding of the specific needs of the global oil and gas industry" said Bill Durkin, vice president business development. [www.gpln.net](http://www.gpln.net)

## Lutful handles sensitive UN job

**L**utful Seaways Limited, GPLN member in Bangladesh, recently completed UN project RFPS-1473, the handling of Bangladesh Air Force Owned Contingent Equipment in Bangladesh.

Lutful was appointed to handle this UN project from Dhaka to Chittagong seaport in Bangladesh though the final destination of this cargo was Bunia, Democratic Republic of Congo through Mombasa port, Kenya.

Lutful was chosen because of its in-depth knowledge and experience in handling sensitive and large project cargo.

Lutful provided all four services for this project which includes inland transportation from Dhaka to Chittagong, storage at BAF Zahurul Haque Base, Chittagong, export customs clearance and shipping agency for the loading vessel at Chittagong port.

A total number of 82 packages were handled which consists of BAF trucks, trailers, ambulance, jeep, generator, fuel tank, water tank, containers, breakbulk cargo, generators, plus sensitive cargo such as engine and propellers of BAF C-130 aircraft.

Lutful brought all packages from BAF Maintenance Unit, Dhaka Cantonment to BAF Zahurul

Haque Base, Chittagong by carrying them all the way on suitable trailers as per UN conditions.

All packages were stored at BAF Zahurul Haque Base and after export customs clearance and survey, the packages were loaded into the chartered vessel.

According to the Lutful Group Chairman, Lutful H. Chowdhury: "Over the years we have handled project, heavy-lift, over-sized and overweighted cargo for the oil and gas sector, power & energy, industry infrastructure, communication, turnkey projects sector, and even in military sector.

"But this is something we are obviously proud of it, contributing to UN peacekeeping mission through Bangladesh Air Force.

Furthermore, Karimul Haque, general manager (Operations) added: "This was obviously a complicated operations since we had to bring all packages all the way from Dhaka to Chittagong on trailers and had to take cautious measure so that none of the packages are damaged during loading, unloading operations and also during the inland transportation.

"We did take special security and safety measures for the transportation of propellers & engines of C-130 aircraft". [www.gpln.net](http://www.gpln.net)

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## Beluga handles tight squeeze on the way from Ningbo



Working efficiently means employing as much as needed to get a job done in a safe and secure mode — but not more. Once again, Beluga, a GPLN sponsor, delivered an example for an absolutely tailored transport solution following this policy.

The vessel's draft, the swing area of the cranes and the placement of the cargo were all issues to preplan carefully for the transport of two 40-meter coke drums from Ningbo, China, to Vadinar, India. The team had only few centimeters to spare in the project.

The two coke drums challenged the creativity and the skills of the team on site.

"Due to their dimensions and their weight of more than 430 tons each, the full power of the vessel's cranes was needed. Their outreach touched the 30 meter mark", explained Beluga cargo superintendent Rick Zhu. "While moving the cargo from the alongside barge to the hatch covers, sometimes only an air gap of 20 centimeters separated the cargo from the cranes or other cargo."

The transport engineers of Beluga took advantage of the specific shape of the two coke drums to stow their conical tops nested. Hence the cargo could be placed straight which increased the stability of the vessel for the sea passage.

But before heading to the East Chinese Sea the vessel had to pass the mouth of the Qiantang and Yong Rivers featuring a depth of only 9.3 meters. With more than 10,000 tons of bulk previously loaded under deck, the draft of MV Beluga Shanghai already reached 9.1 meters.

► The vessel's draft, the swing area of the cranes and the placement of the cargo were all issues to preplan carefully for the transport



"We passed the river with high tide and partly only 20 centimeters of water under the keel. Thanks to our well preplanning and the good knowledge of the conditions here in this Chinese port we could handle the situation without any bad surprises and deliver a made-to-measure shipment", concluded Zhu after the vessel had set a Southwestern course along the Chinese coastline to reach her next port of destination. About 5000 sea miles further on, MV Beluga Sydney discharged the cargo on a barge at Vadinar, in northwestern India.

"The coke drums are under pressure and therefore quite sensitive goods. But it could be even more complicated — we did the same discharge already offshore, that is much more challenging as you have to handle current, swell and waves with a vessel only secured by a single anchor line and her anti-heeling system", explained Georg Leimig, Beluga cargo superintendent in Vadinar. "However, no matter the spot, you must pre-plan extremely well in such remote places. Any material or support you do not consider a fair time before is hard to obtain the very moment you need it. Making such a project run smoothly takes a lot of experience and good contacts to the locals."

These coke drums form a critical part of the oil refinery being built at Vadinar by Essar Oil Ltd which is part of US\$15 billion Essar Group and growing rapidly internationally. [www.gpln.net](http://www.gpln.net)



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## Rickmers crates railway cranes to China



Extraordinary shipments are a common sight at the Wallmann terminal in Hamburg. The breakbulk terminal, in which Rickmers-Linie holds a share of just over 25 per cent, specializes in the handling of out-of-gauge, heavy lift and project cargo.

Recently a particularly unusual cargo was loaded onto the multipurpose vessel Rickmers Jakarta: three rail-mounted cranes manufactured by Kirov AG en route for the Far East. The shipment is bound for Xingang, China, where it was scheduled to arrive on Nov. 24.

Each railway crane has a length of 19.5 meters and weighs 167 tons. They can be combined to form a block train. Rated at 160 tons, these cranes are even able to move whilst under load. The customer in China is the Chinese Ministry of Railways, which will utilize them in various locations.

This shipment is part of a larger project that in total will have seen 16 railway cranes shipped to China between December 2009 and November 2010. Previously Rickmers-Linie has carried Kirov railway cranes from Hamburg to China between 2006 and 2008. Some of these cranes are today being used in Tibet, under extreme conditions such as temperatures of minus 40 degrees Celsius and altitudes of around 5,000 m.

Rickmers Jakarta is one of nine identical ships which were phased into service between 2002 and 2004. Operating in Rickmers-Linie's highly successful eastbound Round-the-World Pearl String service, these vessels connect the world's major industrial centers. The service offers fortnightly sailings from Hamburg, Antwerp and Genoa to Singapore, Indonesia, Thailand, Vietnam and China. From there, the ships sail via Japan and South Korea to North America. In New Orleans, Houston and Philadelphia, they load cargo for both Europe and Asia. [www.gpln.net](http://www.gpln.net)

## Poland to Perak

Trans International Logistik SDN BHD (TIL), a GPLN member in Malaysia, recently completed the movement of a motor gearbox from Poland to Perak, Malaysia for a cement plant with a total volume of about 103 freight tons. The heaviest piece which was the motor gearbox with a total volume of 96 tons having dimensions of 3.9 meters by 3.5 meters by 4 meters.

The motor gearbox was moved via truck ex factory then barged ex Poland into Hamburg Port and was shipped to Singapore. Thereafter customs clearance was done at both Singapore port and the Johor Bahru Causeway where the cargoes were loaded onto a multi-axle trailer to a site in Perak.

Transportation took two days due to the road conditions and the weight of the cargo, whereby traveling had to be done at night with escort both in Singapore and in Malaysia as well. The project required extremely quick delivery and also required special handling techniques due to the cargo's height whereby there were quite a number of overhead bridges and electrical cables throughout the route heading towards the site. [www.gpln.net](http://www.gpln.net)

[www.trans-trading.de](http://www.trans-trading.de)

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## GPLN keeps working in Africa...



GPLN executive director Gary Dale Cearley shakes hands with His Excellency Mr. Enoch Godongwane, South African Deputy Minister of Public Enterprise while Brad Stephens of GPLN South Africa member Access Freight International looks on.

Once again GPLN participated in Intermodal Africa, the largest ports, shipping and transport logistics exhibition and conference business-to-business trade event on the African continent.

The 8th Intermodal Africa 2010 was honored to be hosted by Transnet National Ports Authority and co-sponsored by Transnet Port Terminals taking place in beautiful Cape Town at the Cape Town International Convention Centre on Thursday 28 and Friday 29 October 2010.

The two-day conference program featured 35 world-class conference speakers addressing topical issues and challenges on global transportation and logistics attended by a gathering of 800 senior executive delegates from the world's leading shippers, cargo owners, importers/exporters, shipping lines, freight forwarders, logistics companies, ports, terminal operating companies, railway operators, port equipment and services suppliers from the Americas, Europe, Africa and the Asia Pacific region. [www.gpln.net](http://www.gpln.net)

## ... and Abu Dhabi



This year GPLN took part in the Abu Dhabi International Petroleum Exhibition and Conference (ADIPEC) which took place from November 1 – 4, 2010.

This was an opportunity for like-minded professionals to join and contribute to one of the largest industry shows in the Middle East that provides a first-rate platform for exchanging knowledge and best practices. On the picture below, Mario Gorgò from Punto System in Italy is flanked by Luzius Haffter of GPLN (L) and Amith Horra (R) from Consolidated Shipping Services in Dubai.

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



## New GPLN Members

Country	City	Company
Australia	Brisbane	Freightplus (Australia) Pty. Ltd.
India	Mumbai	Navigators Logistics Pvt. Ltd.
Iraq	Basrah	Al-Bader Shipping & General Contracting Co. W.L.L.
Morocco	Casablanca	Fast Global Logistics
Singapore	Singapore	Lap Projects (Asia) Pte Ltd.
South Korea	Busan	Global P&L Co.
UAE	Dubai	Fleet Line Shipping Services LLC



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