



Global Project Logistics NEWSLETTER

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

March—April 2011

Issue No. 20

5K Logistics finds right route to deliver giant dryers



5K Logistics has successfully managed the transport of two agricultural dryers. The dryers were fabricated at Allentown Metal Works in Allentown, PA for Davenport Dryer, based in Rock Island, Illinois.

The dryers are used by corn and ethanol processors for use in drying crops for further production.

This move was significant for a few reasons. The first is that each dryer was 85 feet long, 13 feet wide, 13 feet tall, and 334,000 lbs. Secondly, 5K Logistics had to work through many possible routes due to restrictive roadways and bridges in Allentown. Acquiring permits became increasingly difficult until a suitable rail siding was found in Bethlehem, Pa. Finally, during the course of the move there were harsh weather conditions, including freezing temperatures and several inches of snow and ice. This caused a tough move to become more difficult.

GPLN member 5K Logistics first arranged an 18 line Nicholas self-propelled mobile trailer to trans-

port the dryers to the rail siding in Bethlehem, Pennsylvania.

Allentown Metal Works used a 250-ton overhead crane to place each piece on the trailer. After securing the cargo each trailer successfully moved to the rail siding with no incident.

5K Logistics, utilizing a 450-ton gantry crane at the rail siding, placed each dryer on specialized rail cars. Due to the Norfolk Southern restrictions, this was tedious work, as each dryer needed to be placed directly centered on the rail car.

5K Logistics finished their work on February 9th, on schedule, and the dryers moved on towards the final location in Keokuk, IA.

5K Logistics provides domestic and international freight transportation logistics thru 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. www.gpln.net

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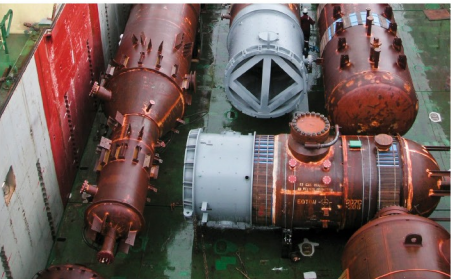
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A Word from Gary Dale...



This year got off to a bang again with lots of new activity. We can hardly keep up anymore! Most of what I would like to say in this column will be covered in much greater detail in other parts of the newsletter. But I would like to run down a few points of what has been going on with us here so that you can make sure to see the articles for greater detail.

First of all, there was our technical seminar. I believe it would be safe to say that we did have a good turn-out and many good comments on this program. It has convinced us that not only is there a need for this type of training, but also that there is lots of good networking that can come from it. The training is open to members and non-members alike so we had participants from such companies as Kuehne+Nagel, Schenker and

some of the ship owners as well. Remember though, GPLN members get a sizeable discount on this. We will have regular updates on when and where these courses will take place. There will be updates on our website, e-mail broadcasts, press releases and blog updates. Keep your eyes open for developments.

If you didn't know already, Breakbulk Asia next year will be Breakbulk China for the first time. It will be held in the same exhibition grounds. We have confirmed that GPLN will be there so get ready for Shanghai in February next year. We would love to have you there so if you have any questions about this, or any other events we will be participating in, contact myself or Luzius Haffter directly. And you can check our website for upcoming activities.

As most of you know we are in the midst of a competition for new photos on our baseball caps. This should be very interesting to see the winner. We have had many entries from all over the world so I am certain that our winner at the end of the day will be an excellent representation of our group.

And finally in this issue you will have seen that we have two new staff members here at our HQ. Miss Inn and Miss Milk are looking forward to getting to know you all!

That's it for now! Talk to ya in the next issue of our newsletter.

Best regards,

Gary Dale Cearley,

Executive Director

Global Projects Logistic Network (GPLN)

www.gpln.net

GLOBAL PROJECT LOGISTICS NEWSLETTER

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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.

All material © 2011 GPLN



Your experts for heavy lift and project cargo

Beluga Shipping is the world market leader for the transportation of project and heavy lift cargo. About 70 multipurpose heavy lift project carriers with combinable crane capacities of up to 1400 tons, an average fleet age of three years and a flexible range of application enable efficient shipments anywhere on the planet. More than 400 experts ashore including an own engineering team and presence on each continent allow for individual and tailored transportation solutions in close contact with the respective client.

GPLN's Singapore technical seminar a hit with attendees



Course leader Gert Vos (left) takes attendees through the details, while Rolitrans' Kristian Sabitski (below, right) receives his certificate from Vos and GPLN Executive Director Gary Dale Cearley

The Global Project Logistics Network (GPLN) recently completed their first technical training course after Breakbulk Asia in Singapore. The event was held at the Suntec Singapore International Convention & Exhibition Centre on Jan. 27. The course was conducted by Gert J. Vos, a twenty plus year industry expert and was attended by 53 delegates from several countries in Asia, Europe and Africa.

Our course leader was Gert J. Vos has more than 20 years experience in heavy transport and project forwarding. He presented the participants with how to handle heavy equipment with cranes, on vehicles, in ships and on barges with all its specific technical details. The course was a multi-media presentation which in which Vos interspersed his lectures with videos and visual aids such as physical props.

Gert Vos started his career as project manager in 1989 at Van Wezel Transport in the Netherlands. After 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. He is now working as a consultant and gives in-house training to various multinational engineering and construction compa-

nies. Vos has now linked up with GPLN and we will arrange a series of technical courses around the world.

The course covered the following areas:

- ♦ Heavy Lift – Various types of cranes and lifting equipment, making a lifting plan and stability during lifting activities;
- ♦ Exceptional Transport – Load capacity on various vehicle types including SPMT's and platform trailers as well as stability of transport equipment;
- ♦ Load Securing: Lashing/securing/dunnaging;
- ♦ Lifting with Hydraulic Gantry and Strand Jacks – Hydraulic gantry cranes (tower lifts) and the principles of strand jacks;
- ♦ New INCOTERMS – What terms have changed and how that affects project forwarders and charterers; and
- ♦ Checklist for Project Forwarders – Enabled learners to create their own checklist and thus eradicate mistakes.

Around 50 participants attended, and gave the course high ratings in a follow up survey. The entire course was well received and a networking cocktail was held after the course was completed. All who completed the course received course cer-



tificates from GPLN.

A follow-up course is planned for Antwerp, Belgium, on May 20 immediately following Breakbulk Europe. Following the Antwerp session there will be courses given later in the year in Aberdeen, Jakarta and New Orleans and possibly other venues as well.

For more information on enrolling in one of these future courses please contact our events department: events@gpln.net.

See pages 9-12 of this newsletter for details of the upcoming courses or check for information at our website at: <http://gpln.net/seminar/index.html>

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Wilhelmsen adds to Saudi workforce



Wilhelmsen Saudi Arabia has successfully hires its first batch of Saudi ladies in Dammam and Riyadh.

“Recent changes in Saudi labor law has created access to a new pool of motivated, well trained, and educated workers,” said Alex Lewis, general manager of WSS Saudi Arabia. “We are very happy to benefit from these changes to meet our expansion requirements, the ladies are playing a vital role in the development of WSS Saudi Arabia. This growth will only accelerate with government plans for economic and infrastructure development.”

The ladies are currently employed in customer service, administration, human resources and sales support, and have all recently completed training and a probationary period with flying colors.

“With this successful pilot scheme under our belt, we are looking at possibilities to introduce Saudi ladies in other office locations in the Kingdom.

“We see Saudi Arabia as a market of huge potential, and we are committed to attract, train and develop Saudi talent, whether ladies or gentlemen, to take full advantage of future opportunities.” said Lewis. www.gpln.net

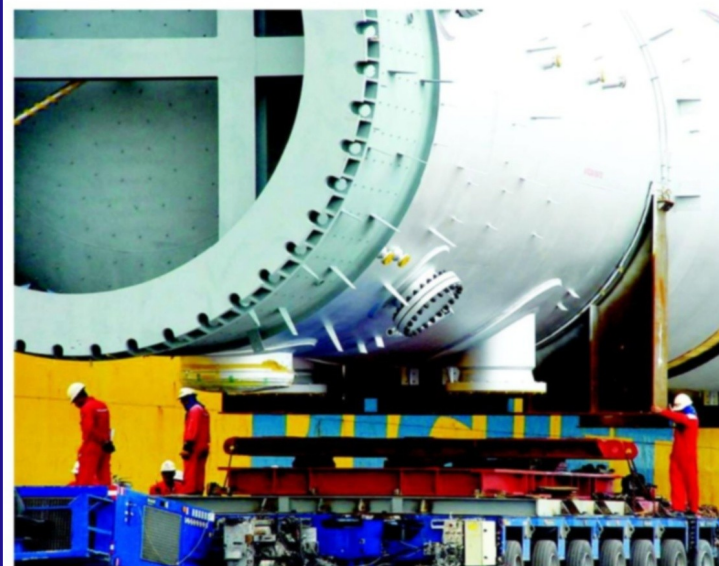
Unishipping delivers hydro equipment



Unishipping International Ltd has arranged delivery of Alstom equipment for hydro power station in Corsica, consisting of 34 packages, 122 tons, 963 cbm, with maximum dimensions of 6.80 x 4.20 x 2.50 meters and weighing 4.8 tons. All packages were transported from the manufacturer in Bulgaria up to Varna Port in two lots with further loading on Folmer vessel MV Danica Sunrise and Normedline's MV Sudkap. Unishipping International was also in charge for inland haulage and all port operations in Varna. www.gpln.net

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Upcoming GPLN Meetings & Events

(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

8th GPLN Global Meeting

3-5 May, 2011

Hilton Munich Park Hotel, Munich, Germany

13th Transport Logistic 2011

10th - 13th May, 2011

New Munich Trade Fair Centre, Munich, Germany

GPLN Heavy Transport and Lifting Course

17th May, 2011

Radisson Blu Astrid Hotel, Antwerp

6th Breakbulk Europe Transportation Conference & Exhibition 2011

17th - 19th May, 2011

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

MIAGE 2011

21st - 24th June, 2011

Expocentr, Moscow, Russia

GPLN Heavy Transport and Lifting Course

5th September, 2011

Cophthorne Hotel, Aberdeen

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)

GPLN Heavy Transport and Lifting Course

20th September, 2011

Sheraton Media Hotel & Towers, Jakarta

Oil & Gas Indonesia 2011

21st - 24th September, 2011

Jakarta International Expo Kemayoran
Jakarta, Indonesia (Booth No: 940)

GPLN Heavy Transport and Lifting Course

25th October, 2011

Marriott at the Convention Center, New Orleans

22nd Annual Breakbulk Transportation Conference & Exhibition 2011

25th - 27th October, 2011

Ernest N. Morial Convention Center Louisiana
New Orleans, USA (Booth No: 100)

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

SCACLI moves heavy load to Nova Scotia



Sea Cargo Air Cargo Logistics, a GPLN Canadian member, recently loaded project cargo in Halifax, Nova Scotia, aboard the MV Beluga Festival. Included in the cargo was a 228-ton module.

As conditions in Canada can sometimes be blustery, snow had to be removed from the vessel's twin deck in order to operate properly.

The Beluga Festival was built in 2010. It is a 9611 gross tons vessel, German owned and registered in Antigua. Tween decks are pontoons which



are removable in sections to suit cargo configurations.

As an example of its versatility, last year the Beluga Festival was in Belledune, New Brunswick, in September unloading wind turbines. It then went to the Great Lakes and loaded grain in Duluth. It was reported in Gibraltar at the end of October taking bunkers and bound for Italy. Then last month it unloaded 10,000 tons of reinforcing steel at Panama for the new Panama Canal project.

www.gpln.net

LAP appointed as Boat Asia forwarder



Boat Asia 2011, the leading boating and luxury lifestyle event, will return for its 19th edition from the 12th to the 15th of May, 2011, at the marina at Keppel Bay, Singapore.

The event will be expanding beyond the shores of Keppel Bay for the first time this year. to The Promontory@Marina Bay, in the heart of Singapore's Central Business District (CBD).

As South Asia's largest and longest running world class boat show, Boat Asia is an extravaganza presenting an extensive classic fleet of sailing yachts, powerboats and super yachts with the latest innovation in luxury lifestyle products.

The show also showcases some of the luxurious fleets, premium properties, self-indulging resorts and a luxurious line of goods. Not forgetting all done in the presence of fine wines and a wide array of gastronomic delights.

Making its debut for the first time at Boat Asia, LAP Projects (Asia) Pte Ltd, has been named Official Freight Forwarder for 2011 and 2012.

LAP, a GPLN member in Singapore, has over 15 years of industrial expertise in yacht logistics for prestigious projects. LAP owns a vast global network of first-class freight carriers, business partners and global branch offices and is the preferred partner for marinas in Singapore, Malaysia and Thailand.

To be chosen as Boat Asia's designated logistics partner, LAP's status is further helmed as Asia's leading yacht and boat transportations provider.

Boat Asia is set to draw an international audience of an impressive 15,000 turnout, attracting boat distributors, manufacturers, builders and assemblers, architects and designers, marina operators, retailers, marina and resort developers, and of course owners and enthusiasts.

Such a remarkable event charts the course for the burgeoning growth of the boating industry and lifestyle.

LAP hopes to ride on this strong growth and provide a platform for leisure marine industries seeking growth in Asia. www.gpln.net



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Intermax braves the desert of Inner Mongolia



InterMax Logistics Solution (ITM), through their subsidiary overland transport company Speedy Dragon Transportation Company, recently accomplished transportation of wind energy power facilities from Hebei province and delivered to the Inner Mongolia wind power location site.

In total InterMax successfully delivered 22 full

sets covering 1500 kilometers of overland transportation.

ITM's subsidiary, Speedy Dragon Transportation, is exclusively concentrated on land transportation and is equipped with heavy-odd size cargo transportation permits and dangerous cargo carry permits approved by China Roads Transportation Authority (RTA). www.gpln.net

Cory returns to Cardiff, sets up in Gibraltar

Cory Brothers has just relocated from its former office in Newport to Caspian Point, Pierhead Street, Cardiff Waterside.

In 1842 the shipbroking and coal exporting business of Richard Cory & Sons was established in Cardiff Docks by Richard Cory, to whom the origins of the present Cory Brothers are traced. His two eldest sons Richard and John joined the company and afterwards succeeded in the business as John and Richard Cory.

Today Cory Brothers is owned by Braemar Shipping Services PLC and operates from 25 locations in the UK as well as having offices overseas. The company provides a complete package of Ships Agency and Logistics Services with a worldwide reputation for customer care and insistence on the highest standards.

Cory Brothers Director Mark Cooke, said: "Wales has always been at the heart of our business and the opening of our showcase office in Cardiff further supports our continued commitment to the both the region and local business".

♦ Cory is pleased to announce it is now able to offer shipping agency services in Gibraltar in conjunction with its partner, the Gibunco Ship Agency, part of the Gibunco Group.

Operating in the Port of Gibraltar adds strategically to Cory Brothers' continuing global expansion, complimenting the company's Singapore office and Far Eastern activities as well as its presence in Europe and South America.

Announcing the expansion, Cory Brothers Shipping Agency Managing Director, Kevin Gorman, said: "This move demonstrates that Cory Brothers is moving forwards into areas where we can add value to our international services for existing and new customers. Combined with our Ship Trak system and our market intelligence this consolidates first class agency services which are provided by our professional agency personnel who have a wealth of experience in this field."

Gibunco Ship Agency Commercial Manager, Ivan Vallejo, said: "We are delighted to welcome Cory Brothers to Gibraltar as our partners. They have an established history in ships agency, which adds to Gibunco's own 50-year track record in Gibraltar." www.gpln.net



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Serving from Dubai: Middle East, North Africa, CIS including direct road service with special equipments. Able to handle maximum length: 19 meters, maximum width 3.25 meters, minimum height 0.85 m maximum payload 75 Tons

CNC keeps it refined in Malaysia



CNC Freight Services recently shipped a refining unit - LRCC Reactor for Shell Refining Company. The shipment was part-chartered/booked to Port Klang from Antwerp, Belgium.

Due to the over-dimensional size the cargo was planned for RO/RO discharge at the Port Dickson site.

The cargo was safely loaded to a barged for transshipment. The reactor dome on was transferred on a multi-axle trailer together with the plenum, which was jacked up on elephant legs on board the barge. www.gpln.net



Broken robot? No, an evaporator



Martin Bencher (Finland) arranged shipment of 14,900 cbm of breakbulk and 75 x 40-foot containers from port of Kaskinen in Finland to Mumbai in India.

The biggest and heaviest piece was an evaporator

unit of 2130 x 800 x 810 cm weighing 125,000 kgs. In total there were five units of more than 100 tons. The cargo was loaded aboard the MV Beluga Faculty which made the 24 day journey from Kaskinen to Mumbai. www.gpln.net

Destination Venezuela for GPLN partners



Unishipping International Ltd in cooperation with Martin Bencher Denmark have arranged delivery of equipment for a dryer factory in Venezuela, consisting of 144 packages, 337 tons, 4800 cubic meters.

All packages were transported from the manufacturer in Bulgaria up to Varna Port over three weeks. Then the cargo was loaded on Combi Lift vessel for transfer to Venezuela. www.gpln.net

Iraq changes customs regulations

According to M.G. International, a GPLN member in Iraq, the Iraqi government has announced changes in the customs regulations. The implementation date was Feb 15, 2011. For all non-exempted cargo, the following documents need to be legalized by the Iraqi consulate in the country of origin:

◆ Commercial Invoice

◆ Certificate of Origin

Furthermore, all shipments for private importers require an import license issued by the Ministry of Trade. For customs inspection purposes, Customs requires that all invoices and packing list are in English and Arabic languages.

On Mar 15, 2011, Law No. 22 will be in place covering a new customs tariff.

Under the new customs tariff, which is based

on the harmonized system, the system of customs duties will completely change.

Previously Iraq had a flat fee of 5% on all goods which were not exempted from custom duties.

With the new tariff, Iraq will put a scale based on the type of goods in place, subject to the goods, duties can be up to 80% of the value. A draft of the new customs tariff is available upon request. www.gpln.net

Heavy Transport and Lifting Course

Improve your technical know-how ▼ Minimize your risk

Get your staff accredited ▼ Provide better quality

The Global Project Logistics Network (GPLN) is hosting a number of Heavy Transport and Lifting Courses across the globe. Please look for the next upcoming course near you at www.gpln.net/seminar.

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

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

AGENDA

08:30 – 09:00 Registration

09:00 – 09:15 Chair's Opening Remarks

09:15 – 10:15 Heavy Lift

- Various Cranes
- Lifting Equipment
- Lifting Plan
- Stability During Lifting Activities

10:15 – 10:30 Coffee Break

10:30 – 11:30 Exceptional Transport

- Load Capacity
- Normal Vehicles
- Conventional Heavy Equipment
- SPMT's
- Stability of Transport Equipment

11:30 – 12:30 Load Securing

- Lashing / Securing / Dunnaging

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

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GPLN Technical Course for Heavy Transport and Lifting

Companies that attended our latest seminar in Singapore

Aboitiz Project TS Corporation	Philippines
Akakas Logistics Plc.	Ethiopia
Allcargo Global Logistics Limited	India
Altius Project	Spain
Aspress Shipping Pte Ltd	Singapore
CNC Freight Servcies Sdn Bnd	Malaysia
Compass Global HK Co., Ltd.	China
Consolidated Shipping Services L.L.C.	UAE
Container Bridge Philippines Inc.	Philippines
Cory Logistics Ltd	U.K.
East International Freight Forwarders	Egypt
Gearbulk AG - Shanghai Representative Office	China
Global P&L Co.,Ltd.	Korea
Guangzhou Sunshine Int'l Logistics Co., Ltd	China
Hanssy Shipping (HK) Co., Ltd	China
Inchcape Shipping Services	UAE
Khalidia International Shipping L.L.C.	UAE
Khedivial Marine Logistics SAE	Egypt
Kuehne + Nagel Pte Ltd	Singapore
LP (India) Logistics Pvt. Ltd.	India
MonEx - Mongolian Express Company Ltd	Mongolia
Nauri Logistics Co., Ltd	Korea
OM Freight Forwarders Pvt Ltd (OM PROJECTS)	India
PT Meratus Line	Indonesia
PT Rolitrans International	Indonesia
PT Cipta Krida Bahari	Indonesia
Rhema Events & Arts Services Pte Ltd	Singapore
Schenker Philippines, Inc.	Philippines
SIA "Ultima"	Latvia
The Freight Co., Ltd	Thailand
The Freight Co., Ltd	Vietnam
Trans Global (S) Pte Ltd	Singapore
Trans International Logistik Sdn Bhd	Malaysia
Transeast Ltd	Kenya

Heavy Transport and Lifting Course



The Global Project Logistics Network (GPLN) is hosting a number of Heavy Transport and Lifting Courses across the globe. Please look for the next upcoming course near you at www.gpln.net/seminar.



Improve your technical know-how ▼ Minimize your risk
Get your staff accredited ▼ Provide better quality

About course leader Gert J. Vos

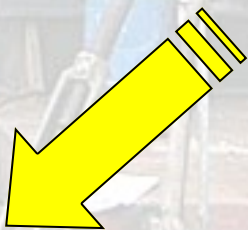
With more than 20 years experience in heavy transport and project forwarding, Gert Vos will present you how to handle heavy equipment with cranes, on vehicles, in ships and on barges with all its specific technical details. Gert Vos started his illustrious career as project manager in 1989 at Van Wezel 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.



Local Support - Global Reach!

4 new locations
4 high level courses!

ANTWERP
ABERDEEN
JAKARTA
NEW ORLEANS



Antwerp	17th May 2011
Aberdeen	5th September 2011
Jakarta	20th September 2011
New Orleans	25th October 2011

Mr. Roland Krug Trans-Trading, Germany

Since our subject very often is quite challenging, even frequently testing the borderlines of technical feasibility, Trans-Trading Group strongly supports the idea and intention to implement technical seminars to enhance the quality levels of our industry. There is nothing better than to be well informed and edu-



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.



Mr. Patrick Lee CNC Malaysia

With accreditation from GPLN, this will be beneficial both ways i.e. selling to client's 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 member 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. Its great to see that GPLN are taking positive steps to provide appropriate technical support to its members - well done!



Heavy Transport and Lifting Course




Improve your technical know-how

Minimize your risk

Get your staff accredited


Provide better quality

The Global Project Logistics Network (GPLN) is hosting a number of Heavy Transport and Lifting Courses across the globe. Please look for the next upcoming course near you at www.gpln.net/seminar.



Antwerp, Belgium - Tuesday 17th May 2011

Radisson Blu Astrid Hotel
1st Floor, Orlov Meeting Rooms




Regular Course Fees	All Course Fees in EUR
1st Delegate	990.00
2nd Delegate	880.00
3rd Delegate and more	840.00
GPLN Member Course Fees	All Course Fees in EUR
1st Delegate	880.00
2nd Delegate	750.00
3rd Delegate and more	700.00

Early bird booking discount:
EUR 100.00 per person for the first delegate
EUR 65.00 per person for the second delegate
EUR 35.00 per person for the third delegate
Early bird discount is subject to full course fees prepaid not later than 31st March, 2011


Book the course in Antwerp now at www.gpln.net/seminar/antwerp

Aberdeen, Scotland - Monday 5th September 2011

Copthorne Hotel Aberdeen
Crystal Suite Meeting Room



Regular Course Fees	All Course Fees in GBP
1st Delegate	980.00
2nd Delegate	890.00
3rd Delegate and more	860.00
GPLN Member Course Fees	All Course Fees in GBP
1st Delegate	890.00
2nd Delegate	780.00
3rd Delegate and more	740.00



Early bird booking discount:
GBP 80.00 per person for the first delegate
GBP 55.00 per person for the second delegate
GBP 30.00 per person for the third delegate
Early bird discount is subject to full course fees prepaid not later than 31st May, 2011

Book the course in Aberdeen now at www.gpln.net/seminar/aberdeen

Heavy Transport and Lifting Course

Improve your technical know-how

Get your staff accredited

Minimize your risk

Provide better quality

The Global Project Logistics Network (GPLN) is hosting a number of Heavy Transport and Lifting Courses across the globe. Please look for the next upcoming course near you at www.gpln.net/

Jakarta, Indonesia

Tuesday 20th September 2011

Sheraton Media Hotel & Towers

Press Editors Room or Media Ball Room

Regular Course Fees	All Course Fees in USD
1st Delegate	1,450.00
2nd Delegate	1,350.00
3rd Delegate and more	1,280.00

GPLN Member Course Fees	All Course Fees in USD
1st Delegate	1,300.00
2nd Delegate	1,200.00
3rd Delegate and more	1,130.00

Early bird booking discount:
USD 150.00 per person for the first delegate
USD 90.00 per person for the second delegate
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1st Delegate	1,550.00
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Almajdouie handles upgrade equipment for Qurayyah power plant

Modules and HP stream drum made their move successfully to the Qurayyah power plant job site. Almajdouie Heavylift Transport & Engineering (MHL) transported six module units each weighing 151 tons with dimension of 25 meters long x 4 meters wide x 4 meters high and an HP stream drum dimension 14.18 meters long x 2.40 meters wide x 3.084 meters high with total weight of 73.21 tons.

MHL, a leading heavylift company in the region, are overall responsible to manage the onshore logistics services for Qurayyah Power plant in the eastern region. The job is awarded to MHL by a Korean partner to carry out all heavy and oversized cargo from Dammam/Jubail sea ports to jobsite. MHL has worked with this Korean partner before also on several projects.

Demand

In general, considering the increasing demand Saudi Electric Company (SEC) are expanding by converting their existing simple cycle Qurayyah Power Plant in the eastern province, into a combined cycle power plant. The expansion of plant consists of the addition of five steam turbines and 15 heat recovery steam generators (HRSG).

MHL believes that its productive experience and specialization in the field makes it confident to accomplish any task to successful completion providing economical and innovative solutions.

For safe and reliable delivery of high value cargoes, it needs commitment and excellence of experts; MHL carries all that appreciation and recognition for a well-done job, which makes complex things easy for the company's crew.

The entire operation from offloading at Dammam Sea port till deliver at jobsite took three days. Humayun Mirza, General Manager MHL congratulated the team and encouraged employees to get prepared for challenging year 2011 as we anticipate to handle massive cargo deliveries to numerous projects in the region. www.gpln.net



Globalink handles Astana airport job

Kazakhstan-based GPLN member Globalink Logistics, renowned for its experience in the CIS was recently approached to handle a massive project from France to Kazakhstan.

The cargo was needed for the renovation and upgrade of the airport in the Kazakh capital city of Astana.

The timeframe to complete delivery was extremely short as the airport had its own deadlines to meet. Needless to say, delays of any sort would have been disastrous.

Push-back

The cargo primarily consisted of extremely heavy de-icers and airplane push-back vehicles as well as oversized cargo such as boarding ramps and stairs. Given the urgency involved, some of the cargo required immediate airfreight whereas some could

take the needed time to reach via land. With the requirements clearly outlined, Globalink's airfreight and projects divisions went into action.

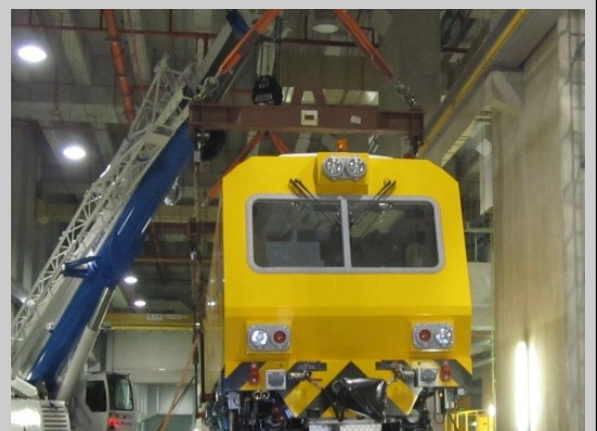
Globalink's Airfreight team, with years of experience and having developed services for addressing such situations, faced no problems and wasted no time in chartering an AN-124 to carry the urgently needed cargo.

With arrangements made to bring the cargo to Amsterdam, the waiting freighter departed swiftly for Astana, Kazakhstan.

Similarly, for the remaining cargo, the project and road division organized needed low bed trailers, road permits and equipment for loading and unloading. Globalink's Customs Division completed the entire process by rapidly taking care of clearance matters.

Globalink has offices across theregion, from Ukraine to Afghanistan. www.gpln.net

Titan helps MRT



Titan Project Services recently unloaded a Multi Function Vehicle in the basement of a Singapore MRT depot. The vehicle weighed 56 m/tons. The height limit was restricted to 11 m and had a narrow width too. Titan used 2 x 100 Liebherr truck cranes to unload.

Egypt trip with catamaran no problem for Martin Bencher



Martin Bencher has been involved in unique transportation of yachts. Recently they undertook an interesting move from Denmark to Alexandria, Egypt. First, the catamaran was trucked

from Denmark to Hamburg, Germany and shipped on RO/RO vessel to Alexandria, Egypt. Picture courtesy of Christian Holm Jensen at the Martin Bencher head office. www.gpln.net

SNS continues its association with music business

SNS International Transport has sponsored another big event in Istanbul, “Turkophony All Stars”. World music stars will be performing together with “Buzouki Orhan” on January 14th and 15th at Maya World Music Club. Turkey's worldwide famous buzouki virtuoso Orhan Osman will lead the show with Dave Weckl, Kai Eckhardt, Eric Levy and Stavros Pazarentsis. These stars performed last year in Turkey with SNS sponsorship as well.

SNS began its sponsorship of Orhan Osman in two projects taking place in Istanbul in 2009 and 2010. He performed with Indian percussionist and composer Trilok Gurtu in late 2009 and with German bassist and composer Eckhardt in early 2010 at Istanbul's Jolly Joker Balans night. www.gpln.net



New EU customs regulations threaten significant penalties

The EU has announced new penalties are to be imposed on importers and exporters who make mistakes in their Single Administrative Document declarations, according to Phonsey Croke, CEO of Croke Consulting.

Croke noted that:

- ♦ the introduction of these penalties may have significant adverse financial implications for those responsible for the submission of Customs declarations.

- ♦ the penalties will be imposed where errors are uncovered in SADs and other declarations, where declarations are late or where they are not submitted at all.

- ♦ the penalties are aimed at persons or entities lodging declarations.

- ♦ importers and exporters and indeed their representatives have the potential to become liable to the penalties.

In order to explain the implications of the new EU stance, Croke organized a question-and-answer session with a group of companies operating in Ireland.

1. *What is meant by a Customs declaration i.e. this is an import/export SAD or a ENC or ICS submission?*

In the context of administrative penalties, a declaration means any declaration, return or statement required to be made under the customs code (also includes electronic declarations) so it includes SADs and other declarations.

2. *As it is a SAD then any errors in declarations were always subject to administrative penalties, therefore there is nothing new?*

No, these administrative penalties are new in relation to Customs in Ireland. A system of administrative penalties already existed in relation to taxes in Ireland but not customs regulation H50/ 2008 does oblige member states to introduce penalties. Penalties have to be introduced by member states and not the EU.

3. *How can paper be taken out of this industry when C&E have up to 7 years to audit our files?*

The Tradefacilitate services (www.tradefacilitate.com) stores documentation for up to 7 years on its cloud based service.

4. *What is the situation for house removals and say personal effects being exported? Do we require special declarations and what paperwork is required by shipper exporting from Ireland? Is a band*

written piece of paper accepted as a description for goods.

As far as I am aware an export declaration needs to be completer (SAD) showing a nominal value. This matter should be clarified with Irish Customs.

5. *You mentioned some company by the name of Clecat regarding the Direct Representative — can you confirm that name please?*

CLECAT represents the interests of 20 national organisations of European freight related service providers. The document that was discussed regarding the Direct Representative can be found at here.

6. *If a freight forwarder is acting as a "direct representative" and has the appropriate signed documentation on file surely any fine arising from an error in the customs*

contact Irish Customs before making that decision. There is always the potential that the import clearance agent leaves themselves open to the possibility of a penalty although this is a grey area. Contact with Irish Customs is the best approach.

8. *What does MASP stand for?*

MASP stands for Multi Annual Strategic Plan. It is the EU timetable for the introduction of the e-customs programme.

9. *I have found it difficult to obtain information on this topic. Can you recommend a website to consult or a book that is available to buy?*

See www.paperfretrade.eu and <http://www.crokeconsulting.com/>

10. *When are these penalties in force from?*

January 1st 2011

11. *Will this new legislation also cover information required by the Irish Department of Agriculture such as Health Cert's?*

No it only relates to customs, it covers breaches of rules which are contained in the customs code. Department of Agriculture have their own legislation.

12. *If incorrect information is supplied by the trader to the person providing the declaration, who is liable to the penalty?*

This is really a matter for clarification with Irish customs. However, it would appear somewhat unfair that in this situation the agent liable.

13. *What do you mean by a late declaration?*

Customs warehouse keeper failing to make monthly return on time

14. *For product that we have binding tariffs on how will this be logged on the new system, will it be a data base for commodity codes?*

Commodity code is optional for input to the ENS so it depends on trader preference.

www.gpln.net

Information supplied by courtesy of Celtic Forwarding Limited



declaration would go back to the importer rather than the declarant?

This is a matter which really should be clarified with local customs. The Finance Act (section 54) places the responsibility on the person who fails. To comply with a duty, obligation, requirement or condition imposed by the Customs code.

7. *If say one tariff is given in the ENS at origin however import clearance agent feels a different one should be used and he runs with this. What are the consequences of the discrepancy between the ENS message and the final import clearance declaration?*

To be safe, the import clearance agent should



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advertising@gpln.net

We will send a media kit right out to you!

Titan handles transport for undersea trenching equipment

Titan Project Services (S) Pte Ltd was appointed the logistics and procurement partner for the mobilization of the Hainan Subsea Trenching Project for Nexans Norway AS.

About 800 cubic metres of subsea equipment was shipped to Titan Project Services in Singapore who then moved it to an open area for maintenance by the client's engineers.

Nexan Norway's capjet trencher is the world leader in undersea trenching.

Refurbishing

"We had unpack all their equipment and gave support in procuring spare and refurbishing a lot of their equipments," said Karamjeet Singh, managing director of Titan Project Services. "The total time period that was taken was two weeks, working right through the Chinese New Year holiday.

"We also supervised in modifying the DP2 vessel POSH Venture to accommodate the layout of equipment on board for their operation. The port side bulwark and guardrail were removed as their launch and recovery system had to overhang by 50 cm. also installed a survey pole outside the portside of vessel."

"It was an well rewarding and enriching experi-



ence and we stood up to the challenge and made it within the target time frame," added Singh, "This is one of our unique services which we tailor to the client's requirements."

On the local Singapore front, Titan Project Services recently completed a difficult job when it re-underloaded a Multi Function Vehicle in the basement of a Singapore MRT depot.. www.gpln.net

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CNC's Patrick Lee conquers Mt Kinabalu for charity



The last two kilometers of the climb to the summit of Mt Kinabalu (top) are over bald granite.

Lee's team battle their way over difficult terrain on the way up the slopes (bottom)

Patrick Lee of CNC Freight Services recently took part in the District 3300 Rotary Mount Kinabalu Polio Challenge Climb.

Mount Kinabalu, located in the East Malaysian state of Sabah, is the highest mountain in South-East Asia, a vast jagged granite massif rising to 4,101 meters. (13,455ft).

This charity climb had the proceeds going to the Funds for Eradication of Polio in the World, an ongoing program by Rotary International. There were a total of 57 people in Patrick's group and one of his close friends accompany him on this trip. Patrick is not a Rotarian himself but he has a old childhood friend who is active in one of the local Rotary Clubs.

"We were up in Mount Kinabalu for two nights," said Patrick Lee, "All in all the expedition took us three days and three nights starting from Kota Kinabalu. It took me approximately a total of 10 hours to reach the peak with stopover one night at a rest house half-way. From the Forest Park headquarters at Timpohon village, we took about six hours to trek up to Laban Rata which is a half-way rest house.

"On the next morning, it took me approximately 4 hours to reach Low's peak from Laban Rata." www.gpln.net



A plateau of granite above the clouds on the way to the 14,000-foot summit (top)

Lee celebrates making it to the summit (bottom)



No problem, Houston

We aimed for the stars when we carried the Japanese Experiment Logistics Module – Pressurised Section (ELM-PS) 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



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Briefs

M-Star opens Georgia office...

M-Star Freight Services B.V., a long-established Rotterdam-based Forwarder has recently consolidated its position in Georgia with the opening of a strategic M-Star office in the capital city, Tbilisi. The office will support its growing global network and will coordinate its sharp increase in shipments moving from all points in the world into this ever-expanding and vibrant region.

M-Star Freight have regular scheduled consolidation services to all points East and welcome any and all enquiries from other members of GPLN, who may wish to take advantage of their network.

...signs transport deal in Baku

In early 2011 M-Star inaugurated a long-term project to transport waste from many European countries - including Spain, Portugal, France, Slovakia and Poland - to Baku.

All European waste consolidation takes place in a specialized facility in Hamburg with the cargo then being shipped break-bulk to Baku and delivered to site for processing into energy.

M-Star also manage direct movements from

China. This is an ongoing and prestigious project for the City of Baku and the Azerbaijan Government.

Cory opens Ghana line

Cory Brothers Shipping Agency as Liner Agents for RMR Shipping B.V. are pleased to announce the addition of a direct call to Tema, Ghana with effect from February 2011.

The call, on a monthly basis, is designed to compliment RMR's existing Ro-Ro services to Lagos, Nigeria and Monrovia, Liberia. Three Ro-Ro vessels are deployed on the service providing European sailings from Cartagena, Dublin, Harwich, Eemshaven and Antwerp.

On behalf of Cory Brothers, Line Manager Mike Soper said: "We identified the need to provide a much needed alternative for clients to Ghana. We feel the new call provides an efficient and cost effective solution which we hope shippers will enjoy using."

"As it's a direct service we avoid frustrating transshipments and lengthy voyages which sometimes make shipping difficult".

Fast transit times from Europe (Dublin 18 days – Harwich 16 days) will certainly meet the needs of

this trade route.

Bellville handles Uzbek project

GPLN member in Hungary, Bellville Rodair International, recently was part of an effort to complete delivery of a total of 923 tons of project cargo (turbines, compressors and parts) to Uzbekistan. The cargo originated from China and Italy and the project was spread over six months.

The larger pieces (4.7m wide, 4.6m height / 83 tons) had to be moved overland from Turkmenistan to Uzbekistan and this involved detailed planning and excellent local knowledge in these countries to ensure a smooth delivery.

Heavy Load goes direct to CIS

Although overland routes through Iran are currently closed, GPLN member Heavy Load Freight Services is able to offer a direct trucking service from the UAE to countries in the Commonwealth of Independent States (CIS) and North Africa using flat-rack trailers. CIS countries covered include Azerbaijan, Georgia, Kazakhstan, and Uzbekistan.

Dubai-based Heavy Load says its trailers can accept units of up to: 21 meters long, 3.8 meters high, and weighing up to 74 tons. www.gpln.net

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Ball rolling in GPLN hat photo comp

So far we have received about 90 photos for consideration for the GPLN ball cap competition which has been extended through to March 18th, 2011. The contest is for the best photo from members' moves.

The winner will have their photo on our highly popular baseball caps! Thus far we have received photos from every continent and in various modes of transportation: ocean, overland and air charter. There have been some very interesting moves for sure.



We will announce the winner at our GPLN meeting in Munich and unveil the new hat publicly for all members to see. The winner's photo will be on our baseball cap for the entire year which will be distributed in every major project cargo region of the world during this time. As such it is easy to see that the winner get loads of free publicity for a year.

Most of our readers have seen our baseball caps before and many of them have at least one as they are quite popular. These caps are often disbursed at various exhibitions and at our own conferences. So be the envy of GPLN and get your best move on our 2011 GPLN ball cap! GPLN members can enter as many times as they would like so we are encouraging all active members to have another look at their moves and send in their photos. www.gpln.net

New faces strengthen GPLN team



We would like to introduce you to two new faces at GPLN: Ms. Phitchaya Opaburanakul (Miss Inn, *above, right*) joined the first week in March as our new Membership Coordinator.

She replaces Maneepan Wanchuree, who became known to many of our members over the past few years. Miss Inn comes from a background in the tourism industry.

She will help you with any questions you might have about your membership, GPLN directory en-

tries, meeting registrations as well as applying for membership.

Ms. Phensom Buranaprasertsuk (Miss Milk, *above, left*) joined our team during the last week of February and is working in our accounting department.

Prior to working in GPLN she was partner in her own firm. Miss Milk will be the person who you contact if you have any questions about accounting and general financial matters.

We are very happy to have both ladies on board!
www.gpln.net

'Towering' success for Globalink load

Globalink Logistics rose to the occasion yet again when it was called upon to transport a pair of debutanizer towers needed for an ongoing oil project in Kazakhstan.

Arrangements were swiftly made for positioning the needed low bed trailers for the two towers. At 14 tons each, these were not the heaviest pieces Globalink had handled, but with a length of 26 meters, it was certainly interesting.

Additionally, accompanying the towers were various oversized pieces which were accommodated using trucks from their own fleet. .

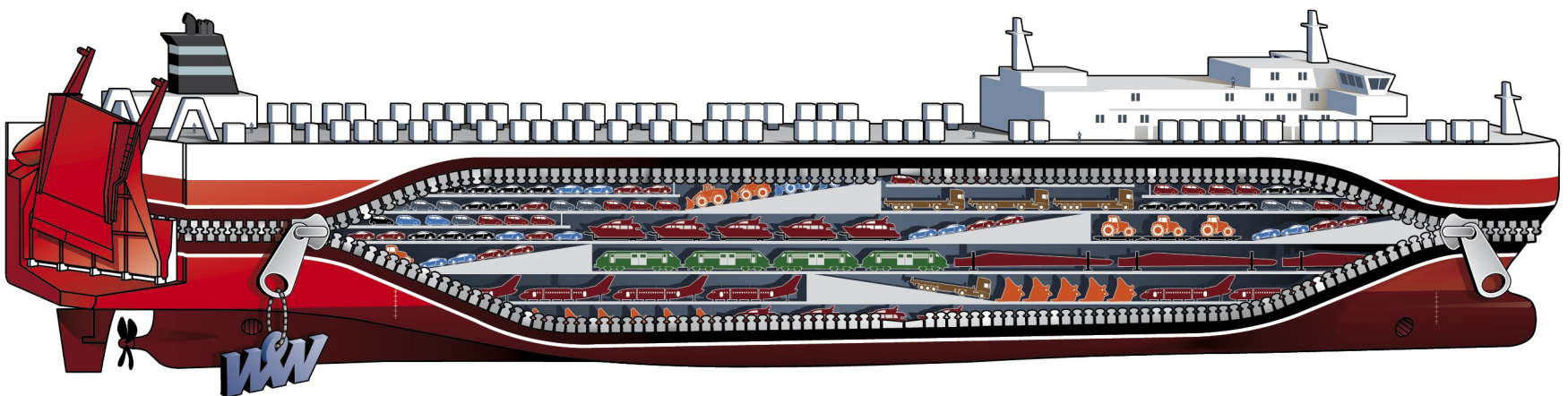
Road studies were prepared well in advance and with all needed road permits in place, the cargo set out for its destination.

With an escort in place, the journey was slow but steady and in cooperation with local authorities, regular traffic was stopped or in some cases diverted so that the convoy could proceed.

Upon arrival at destination, staff from Globalink's Shymkent Office completed customs formalities and took care of the delivery and unloading at site. With the towers delivered as scheduled and promised, our efforts resulted in a towering success.

Globalink is a multi-modal transportation specialist delivering cost-effective solutions throughout the CIS, Middle East, Europe and Asia.
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Moving a train or an entire factory across the globe is the sort of thing we do every day. Our global delivery network features expert solutions and ultra-flexible ro-ro ships, adaptable to all transportation challenges. We transport everything from power generators to jumbo paper reels. And we enable you to track and trace your cargo at all times.

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GPLN flies the flag at Breakbulk Asia



For the third year in a row GPLN has participated in Breakbulk Asia. It was great to catch up with old friends, meet new prospects and by and large see what is going on in the industry. Breakbulk Asia is the largest and most important gathering in Asia for companies



involved in the shipping of heavy-lift, project cargo and traditional breakbulk cargoes. This event will be in China next year and will from now on, as we understand it, alternate years between China and Singapore. And you can be certain that GPLN will be there! www.gpln.net

Flinter signs as Belgian agent for Sarjak

Flinter Shipping NV has recently been appointed agents in Belgium of Sarjak Container Lines.

Sarjak Container Lines is one of the world's key players in the niche market of ODC and heavy-lift cargo shipping.

As Non Vessel Operating Container Carrier (NVOCC) and multimodal transport operator Sarjak Container Lines are having special contracts with many leading world ocean and feeder lines and as such the company is able to offer to it's clients, full service.

Sarjak Container Lines is the owner of a fleet of more then 1300 units of special equipment like

20/40-foot open-top containers, 20/40-foot flat-racks and Super Flat Racks, as well as special MAFI trailers, for RORO solutions.

Sarjak Container Lines operate in projects, heavy-lift and oversized cargoes practically in all parts of the world including practically all main countries and ports in Asia, Middle Asia, Middle East, Gulf countries, Africa, Australia etc, and the this year commenced services in Europe, Russia/ CIS and Baltic countries.

Another GPLN member, Ocidenave, is the agent for Sarjak in Portugal. These agencies enable Sarjak to offer a completer door-to-door package to its customers. www.gpln.net

Jesús Velasco joins Altius



Altius SA Projects Division, a GPLN member and one of the leading project cargo service providers in Spain has recently added Mr. Jesús Velasco in their Bilbao operation.

Jesús Velasco is well known in the Spanish projects market and has great experience in this field. He is the new director of Alitus Projects' Bilbao operation and also carries the title of projects manager. Prior to joining the Altius team Jesús was employed in senior management for Suardiaz Projects. www.gpln.net

New GPLN Members		
Country	City	Company
Australia	Perth	Freightplus (Australia) Pty Ltd
Australia	Sydney	Freightplus (Australia) Pty Ltd
Austria	Vienna	Gebrueder Weiss GmbH
Georgia	Tbilisi	M-Star Freight Services Caucasus
Germany	Bremen	Freightplus (Europe) Pty Ltd
Iraq	Basrah	Al-Masar Al-Iraqi LLC
Iraq	Erbil	Kita Logistics Ltd
Japan	Osaka	Freightplus (Japan) KG
Malta	Marsa	Ocean Marine Services Ltd.
Réunion	Le Port, Cedex	TPI – La Réunion
USA	Atlanta	Freightplus (USA) Inc
USA	Baltimore	Thunderbolt Global Logistics, Ltd
USA	Miami	Maritime Logistics Group