

Titan mobilizes trenching system for China project



Singapore-based GPLN member, Titan Project Services (S) Pte Ltd, which was appointed the logistics and procurement partner for mobilization for the Hainan Subsea Trenching Project, recently undertook the mobilization of the Nexans Capjet Trenching System, which was launched from Singapore to Hainan Island in the South China Sea.

Earlier in the year 800 cubic meters of subsea equipment was shipped to and consolidated in Singapore for storage.

Once the cargo had arrived in Singapore, Titan had to spend two weeks — including working through the Chinese New Year holiday — to unpack all the equipment, give support in procuring spare parts as well as refurbishing a lot of the equipment.

Titan undertook procurement of equipment for the DP2 vessel Posh Venture, even refurbishing equipment on board. All services were well under-

taken in order that the Posh Venture had the smoothest mobilization possible for its trenching job in Hainan.

The Nexans Capjet trenching system has been developed to provide an efficient solution for protection of submarine cables, umbilicals and pipelines based on the water jetting principle. Nexans Capjet has buried 8,000km since it was first introduced in 1986.

The trenching units have a purpose built Launch And Recovery System (LARS) for safe and efficient operation from the vessel. Nexans has three identical Capjet Systems complete with handling system, and all can be equipped with the developed tools.

The systems have not only been used for the Hainan project but also for many similar European projects such as Ormen Lange, NorNed, Snøhvit, Tyrihans, Åsgaard, Troll, Valhall and Statfjord C.

www.gpln.net



The Nexans Capjet has buried 8,000km of submarine cables, umbilicals and pipelines since it was first introduced in 1986.

Inside This Issue

Wilhelmsen launches huge RoRo carrier	3
Martin Bencher opens up in Marseille	4
World Logistics shuttles heavy equipment	5
CERL shapes well for dryer shipment	11
Waiver Logistics opens Rio office	11
E-customs law in effect	12
Tight fit for The Freight Co.	13
Globalink takes dumpers to Kazakhstan	15
It's a long way to the top	16



LOGISTICS INTERNATIONAL, INC.

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

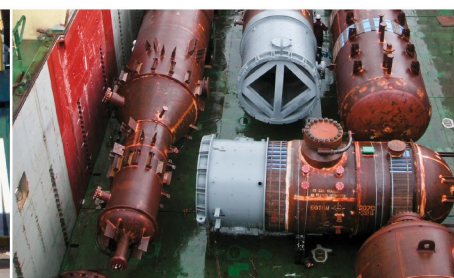
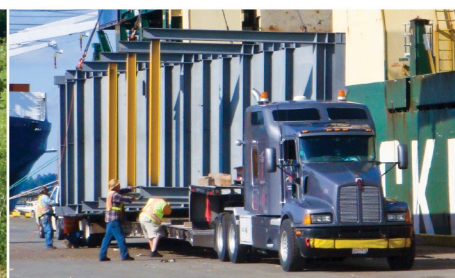
Email: Bill Durkin durkin@logisticsintl.com
www.logisticsintl.com



ROHDE & LIESENFELD CANADA INC.



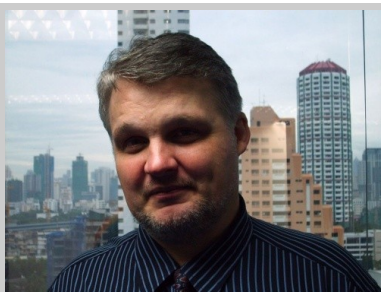
Experience and Reliability – Rail / Truck / Barge / Air



Send inquiries to projects@rolicanada.com

1600 Sun Life Plaza, 144-4th Ave SW, Calgary, AB T2P 3N4 | 403-514-6907 | www.rolicanada.com

A Word from Gary Dale...



If it is spring time that means it is time for Transport Logistic and Transport Europe, and not to mention our own GPLN global conference!

This year we will have record numbers at our meeting in Munich. We expect upwards of 120 attendees, which compared with our meeting last year in Rio de Janeiro, Brazil, this would be an increase of 33.33%. Not bad for one year's growth. We will also be expecting four corporate sponsors, which will include our latest sponsor, Ruslan International.

Munich will mark the third time we have had our meeting in Europe (the other times being Dublin and Prague) and is proving to be a popular spot. This meeting goes well with our attendance at Transport Logistic, the world's largest logistics event, which is held every two years in

Munich. It is also sandwiched nicely with the Breakbulk Europe so that members have the opportunity to participate in all three events with us.

Our global meetings are very important for members because we have the decision makers from our member companies from all over the world in one place to meet face-to-face with our other GPLN member and corporate sponsors.

This is where all the business gets done in our meetings. Our members and sponsors go home with great leads and business in the pipeline.

Besides having a booth at Transport Logistic we are also supporting Breakbulk Europe again this year with our traditional booth. Breakbulk Europe is the largest event of its type in Europe and is a great way to find out what is going on in the industry as well as to market your own services industry wide.

Two other things that I will mention here but are covered in other parts of the newsletter as well...

We have the four finalists in our GPLN ball cap competition. The winner will be chosen at our general meeting in Munich. It will be a fun com-

petition and I am sure the outcome will be interesting!

We will be running our training seminar for project handling for the first time in Europe. This was a very successful event when we undertook the task in Singapore and we expect to make some grand in roads into Europe with this latest course.

Best regards,

Gary Dale Cearley,

Executive Director

Global Projects Logistic Network (GPLN)

www.gpln.net

GLOBAL PROJECT LOGISTICS NEWSLETTER

Publisher: Gary Dale Cearley

Design: Gauss Publishing

Contacts:

Advertising: advertising@gpln.net

Press Releases: editor@gpln.net

Letters to the editor: editor@gpln.net

Subscriptions: subscriptions@gpln.net

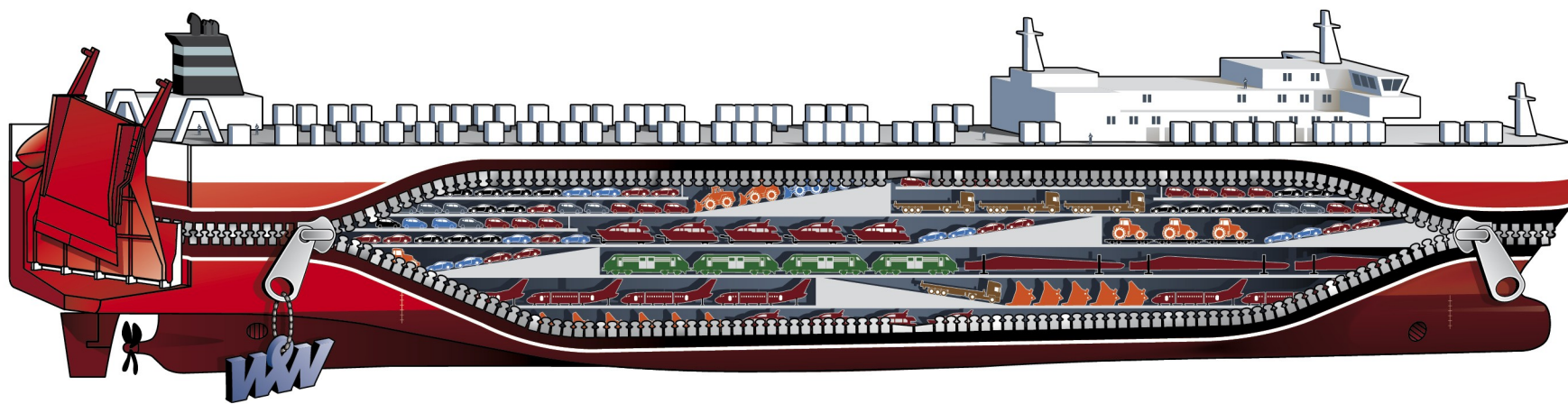
Web: <http://www.gpln.net/>

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

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

always the perfect fit



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.

Whether long, tall or heavy, your cargo will be a perfect fit with WWL.

Find your local Wallenius Wilhelmsen Logistics contact at: www.2wglobal.com

W&W
WALLENIUS WILHELMSEN
LOGISTICS

Wilhelmsen launches world's biggest RoRo carrier



The Wilhelmsen group has launched its 150th anniversary vessel, MV Tønsberg, into operation. The Mark V class is the most sophisticated vessel ever built in the roll-on roll-off segment.

"We expect that Mark V will strengthen our position as the global market leader within deep sea roll-on roll-off transport", said Jan Eyvin Wang, president and CEO of Wilhelmsen ASA, representing the owner of the vessel.

"The Mark V class is the most sophisticated ro-ro vessels ever built with major innovative design criteria such as high ramp capacity, deck strength and height, low fuel consumption, good transportation economy and safe cargo handling. Together with Mitsubishi Heavy Industries, we have constructed a class of environmentally friendly vessels with several unique features".

Pioneering

The Mark V vessel is the largest of its kind, with a length of 265 meters offering a cargo volume of 138,000 cubic meters over six fixed and three hoistable decks. The pioneering roll-on/roll-off vessel is built at Mitsubishi Heavy Industries in Nagasaki, Japan. Four Mark V vessels will be delivered to Wilhelmsen ASA and its partner Wallenius Lines. The second vessel will be delivered in August and two in 2012.

Wilhelmsen technical department developed the design in close cooperation with the shipyard and has been responsible for follow-up of the construction work at the yard.

struction work at the yard.

Larger cargo

Wilhelmsen ASA experienced a strong rebound in its shipping operations last year, with a 25% increase in transported volumes in 2010 compared with 2009.

"The market demands new and more effective tonnage, and we foresee the Mark V class as a dynamic driver in its segment", explained Jan Eyvin Wang.

The entire cargo hold of the MV Tønsberg is arranged for customers' high and heavy cargo such as excavators, bulldozers, wheel loaders and harvesters.

With a width of 12 meters and safe working load of 505 tons, the vessel's stern ramp offers customers the possibility to ship larger units than ever before. The clear height of the main deck, 7.1 metres, is also unprecedented for this kind of vessel.

Weather deck

Cargo can even be loaded on the weather deck, which has a ramp from the deck below. Three decks can be hoisted by electric winches to provide maximum flexibility and utilization.

MV Tønsberg will commence service in the Wallenius Wilhelmsen Logistics' round-the-world trade.

"M/V Tønsberg will make Wallenius Wilhelmsen Logistics unique position in the market for transport of high and heavy cargo even stronger,"

explains Wang.

"The M/V Tønsberg is a welcome addition to our fleet, allowing us to carry larger cargo, and more of it, with reduced environmental impacts," said Arild Iversen, president and CEO of Wallenius Wilhelmsen Logistics.

"M/V Tønsberg and our entire 2011 new building program mean better service, more options and more capacity for our customers. Such investments are how we maintain our promise to deliver innovative and sustainable global shipping and logistics solutions for manufacturers of cars, trucks, heavy equipment and specialized cargo."

Designed for sustainability

The Mark V will use 15 to 20% less fuel per transported unit than its predecessors, thanks to optimized hull form and a number of energy saving features such as the streamlined rudder design and duck tail. In the engine room an advanced turbo generator produces electricity from the waste, exhaust heat. In total, these initiatives help to cut emissions significantly.

A Unitor water ballast water treatment system avoids harmful transfer of microorganisms to the sea. Further, all fuel oil tanks are protected to minimise the risk of leakage in case of grounding or collision.

MV Tønsberg is the fourth vessel with this name in the Wilhelmsen fleet. It is named after the coastal town in Norway where Wilhelmsen was founded in 1861. MV Tønsberg is the Wilhelmsen group's 150th anniversary vessel. Manning and technical management will be performed by Wilhelmsen Ship Management Norway.

MV Tønsberg will fly the Maltese flag, and be owned by Wilhelmsen Lines Shipowning Malta, which is owned by Wilhelmsen ASA. www.gpln.net



WWH signs agreement with Qube

Wilh. Wilhelmsen Holding ASA (WWH) has signed an agreement to sell its Kaplan Investments in exchange for shares in Qube Logistics Holding Limited (Qube).

The Qube group operates in three divisions covering automotive, bulk and general stevedoring, landside logistics and strategic development assets through brands that are well recognised and respected in the markets in which they operate.

These businesses provide a broad range

The cooperation with Qube started in 2007 when the Wilhelmsen group took an ownership stake in three joint-ventures being part of the then called Kaplan consortium, K-POAGS, K-NSS and K-AAT, with KW Auto included later.

“We are very pleased with the financial performance of these activities, which have continued to both deliver positive return and develop new profitable business,” said Nils P Dyvik, group CFO at WWH.

“The conversion of our ownership inter-



of logistics services throughout Australia, focused on the movement of imported and exported products. The Qube group is listed on the Australian Stock Exchange. Upon completion, WWH will hold an estimated 88 million shares in Qube, of which 75% will be subject to a three year trading restriction.

“Since our vessel Tiger first called an Australian port in 1895, this region has been a cornerstone in our global operation,” says Thomas Wilhelmsen, group CEO at WWH.

In addition to its Kaplan investments, the group has activities through partly owned Wallenius Wilhelmsen Logistics one of the largest car and ro-ro operators from Europe and Americas to Australia, and wholly owned Wilhelmsen Ship Services, with 20 offices servicing close to 90 ports a leading maritime services provider in Australia.

“Our future shareholding in Qube will supplement our strong foothold in Australia and broaden our logistics engagement from car, high and heavy and bulk cargoes to also include containers,” says Wilhelmsen.

ests into shares in Qube confirms our confidence in the Qube management. We see this as a very promising investment moving forward.”

Since listing on the Australian Stock Exchange as KFM Diversified Infrastructure and Logistics Fund in 2007, Qube has more than doubled in size and progressed from being an investment fund towards becoming a focused operating logistics business.

Last week Qube Logistics announced the approval of a placement of 91 million new units/shares to Carlyle Infrastructure Partners. The share has recently traded in the A\$1.50-1.70 range, indicating an A\$1 billion market value following the completion of the transaction.

Collectively in the year ending December 2010, the operating businesses in which Qube has invested are forecast to generate revenue of over A\$660 million and generate EBITDA of around A\$105 million per year. The total group of companies employs approximately 3000 people. www.gpln.net

Martin Bencher opens up in Marseille

The Martin Bencher Group, a professional shipping and forwarding service provider announced that it has opened a new office in Marseille, France from April 1.

The office will be located in Marseille and will be a joint venture between Martin Bencher Denmark and Mr. Floris Schorsch.

Before joining Martin Bencher Group, Mr. Floris Schorsch has been in charge of CMA-CGM Project division at CMA-CGM head office in Marseille. He has many years of experience and practical insights into project cargo.

“The opening of the French office is an answer to the market requirements. France is the world’s fifth largest economy and many industrial shippers are among the world leaders in their respective markets,” said Schorsch. “The Martin Bencher Group is already dealing with French customers in

many countries, but up to now not in France directly. This will change with opening an office in Marseille from April 1.”

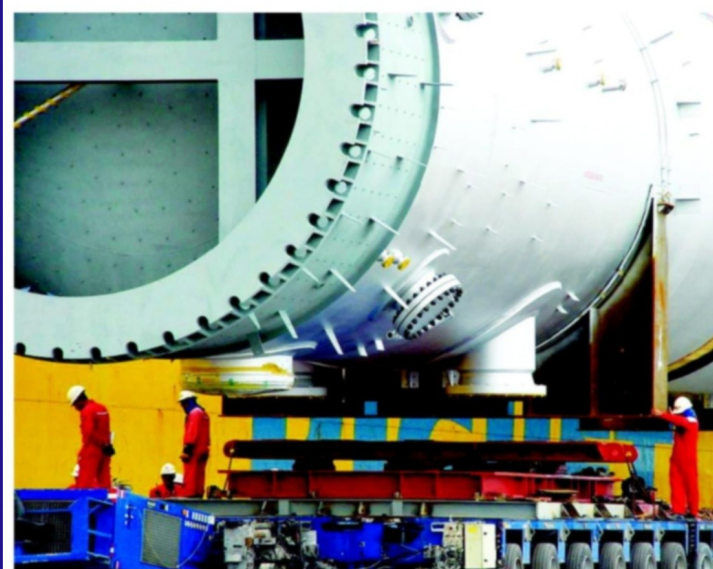
“The French office is a joint venture benefitting from the extensive network, expert knowledge and the numerous references of Martin Bencher Group. Mr. Floris Schorsch has a 13-year background in shipping, including over three years as Manager of the Project Cargo department in CMA CGM. This combination of knowledge and experience will give Martin Bencher Group in Marseille an excellent opening into the local market,” said Peter Thorsoe Jensen, CEO and CFO of Martin Bencher Group.

www.gpln.net

♦ Contact information for the new office as below: Martin Bencher France S.A.S. Tel : +33.4.4274.3619 E-mail: Floris.Schorsch@martin-bencher.com

FREIGHT

A reliable name with a fresh approach



YOUR ASIAN PROJECT SPECIALIST.
We move any size and weight in the Air,
on the Water or over Land.
Rigging, lifting and placement services.

The Freight Co., Ltd.

Phone : +66 2 714 2414

Fax : +66 2 714 2424

e-mail : project@the-freight.com

www.the-freight.com

Service plus!

Upcoming GPLN Meetings & Events

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)

MIOGE 2011

21st - 24th June, 2011

Expocentr, Moscow, Russia

GPLN Heavy Transport and Lifting Course

5th September, 2011

Cophorne Hotel, Aberdeen

SPE Offshore Europe 2011

6th - 8th September, 2011

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

FIATA World Congress 2011

20th - 23rd September, 2011

JW Marriott Hotel

Cairo, Egypt

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 Kemyoran

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)

7th Trans Middle East 2011

26th - 27th October, 2011

Fairmont Bab Al Bahr

Abu Dhabi, United Arab Emirates (Booth No: 28)

World Logistics shuttles heavy equipment between US and South Korea



World Logistics Consulting Inc. has recently handled two jobs involving equipment going to and from South Korea.

In the first job, Krupp 3rd shipment merchandise arrived from South Korea in a safe and secured condition to Seattle Port. From Seattle Port, the cargo was readied to be loaded on the truck to get to the destination.

All cargoes were going to Kearl Lake Oil Sand job site. The actual size for this item is 22.23 meters long by 6.7 meters wide by 3.53 meters high (H) with total weight of 101,000 kilograms. World Logistics successfully performed this cargo project without any inaccuracy.

The company very experienced in the handling of such machinery and is also able to provide very competitive rates on them. As it has experience with these types of machinery, the company regards itself as very competent in the handling of them and has studied various ways to minimize costs and time for these.

World Logistics studies and implements equipment configurations that maximize performance within the local state provincial and federal transportation laws. This results in saving time and

money for customers and has helped the company to become the single source transportation provider for a variety of industry sectors because of this.

The second project was the transfer of Samsung windmill tower blades from Little Rock, Arkansas, to Busan, South Korea via Houston Port.

This involved the inland trucking and ocean export of long and delicate windmill blades. Total of six blades were picked up from LM blade company in Little Rock, then headed to Busan Port, South Korea via Houston Port in the secured condition. Each blade was 44.2 meters long by 2.7 meters wide by 2.7 meters high and weighed 12,156 kilograms, making the total weight of the consignment 72,936 kilograms.

World Logistics coordinates regularly everyday to satisfy clients to update where are the cargoes are and what can be done to safely get the cargoes to the job site, the company aim being to solve the problems for clients rather than giving the problems to our client. It can handle any types and any sizes of break bulk shipments and is ready for any challenge that has been or will be put up, and can manage customers' freight logistics and move over-dimensional freight as if there were no geographical boundaries. www.gpln.net



SNS INTERNATIONAL TRANSPORT LTD




TURKEY




PROJECT CARGO EXPERT



www.sns-international.com
sns@sns-international.com



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

302

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!

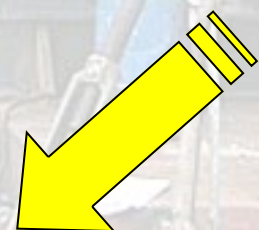
4 new locations
4 high level courses!

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

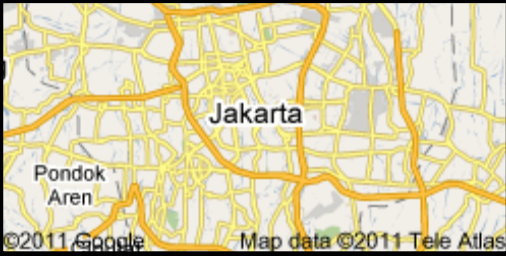


Heavy Transport and Lifting Course



Improve your technical know-how ▼ 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/



Jakarta, Indonesia - Tuesday 20th September 2011
Sheraton Media Hotel & Towers
Press Editors Room or Media Ball Room



Regular Course Fees

1st Delegate

2nd Delegate

3rd Delegate and more

GPLN Member Course Fees

1st Delegate

2nd Delegate

3rd Delegate and more

All Course Fees in USD

1,450.00

1,350.00

1,280.00

All Course Fees in USD

1,300.00

1,200.00

1,130.00

Early bird booking discount:

USD 150.00 per person for the first delegate

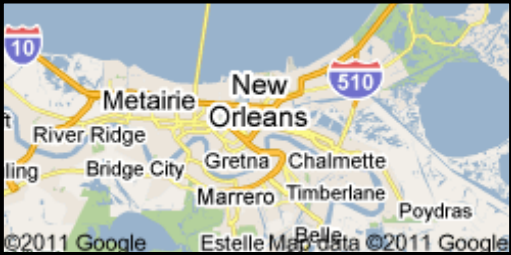
USD 90.00 per person for the second delegate

USD 50.00 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 Jakarta now at
www.gpln.net/seminar/jakarta

New Orleans, U.S.A. - Tuesday 25th October 2011
New Orleans Marriott at the Convention Center
2nd Floor, Julia Meeting Room



Regular Course Fees

1st Delegate

2nd Delegate

3rd Delegate and more

GPLN Member Course Fees

1st Delegate

2nd Delegate

3rd Delegate and more

All Course Fees in USD

1,550.00

1,450.00

1,380.00

All Course Fees in USD

1,400.00

1,300.00

1,230.00



Early bird booking discount:

USD 150.00 per person for the first delegate

USD 90.00 per person for the second delegate

USD 50.00 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 New Orleans now at
www.gpln.net/seminar/neworleans

CERL shapes well for dryer shipment



Conception Etude Realisation Logistique SARL (C.E.R.L.), a GPLN in France, recently undertook a nice packing job. The shipment concerned was a dryer that was shipped from France to Bangkok.

The dimensions of the said shipment are 8.70

by 3.50 by 3.70 meters with a weight of 25,000 kilograms.

The packaging was intricate as the wooden shell was made to conform to the shape of the actual piece.

Also a wooden cradle was constructed to rest

the piece on for its journey from Europe to Asia.

Based in the center of France in the city of Lyon, C.E.R.L. has become well known not just for project shipments but also for this type of specialty packing and crating for the onward shipment of industrial goods. www.gpln.net

Waiver Logistics opens Rio office

Waiver Logistics (WL) has opened its new office in Rio de Janeiro. This new WL office is a company's response to the growth demand for specialized freight forwarder, inland transportation, customs clearance, software tools to access all Brazilian special regimes regulations such as Repetro, Customs bonded and others, and also full consulting on all



special regimes for oil and gas, heavy construction, mining and industrial projects

Our new division Industrial Projects division will be located here along with our regional director Mr. Jorge Moreno.

Moreno has an extensive experience on the execution of large power projects. During his career Moreno has performed various roles working at large companies such as General Electric and Aggreko for almost 11 years.

Moreno graduated in Mechanical Engineering with a master's degree in Science Materials and also with an MBA.

He will be based at the new office at Barra da Tijuca in Rio de Janeiro and will report directly to

Luiz Braga, the CEO of Waiver Logistics.

In this role, Moreno will be responsible for all sales activities in the Latin America region.

Currently Waiver Logistics has offices located in Brazil (Rio de Janeiro, Sao Paulo, Vitoria and Porto Alegre), Argentina, Chile, Colombia, México and Peru. The company count with dedicated Industrial Projects team in all offices.

Waiver Logistics is specialized in logistics in Latin America whenever time is critical to the customer.

Company expertise was acquired in over 20 years providing state of art services to the Entertainment, Sports and Industrial Projects Divisions. www.gpln.net



Heavy Load Freight Services

The Specialty Forwarder

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 cm maximum payload 75 Tons

E-customs law in effect — grace period over: Celtic

The New EU E-Customs (European Union Electronic Customs Project) law is now in place on cross border, international trade and intra-EU excisable trade pan EU since January 1st 2011, Celtic Forwarding Ltd. has reported.

The grace period is now over. There is now in Ireland supporting financial penalties under the Finance Act 2011 effective immediately to support the EU law on paper-free customs.

Celtic Forwarding has been commercially working on cross border paper free trade since the Revenue offered same on exports since July 1st 2009 and on imports.

The local customs authority has a definitive position here in that Ireland Inc.'s economic operators have been advised this was coming since 2006.

The operator has been able to access via Customs capabilities here on paper-free customs Exports since July 2009 and paper-free customs Imports since June 2010.

Parameters

Celtic Forwarding, an Irish-owned AEO (Authorised Economic Operator) certified company are committed to EU E-Customs and the AEO policies.

Within the parameters of the EU law it is clear cross-border traders based in Ireland need to establish their own position.

Their obligations with EU via the local customs authority expertise available across EMCS (Excise

ing local procedures.

Celtic has prepared a pack as a reference for the Irish Economic operator although customers should recognize that it is a guideline and should not be referenced as a *de facto* reference.

Penalties

Celtic strongly advises every freight forwarder to contact Revenue Customs specialist in ICS and ECS and AEO immediately to establish their own Economic operator obligations under EU law and to establish exactly what penalties they could be liable under for non-compliance in the new Irish finance Act.

In the EU E-Customs world now, Celtic Forwarding are an economic operator in the service sector with AEO status. Celtic can assist customers to avail of the savings this EU pro trade legislation brings Irish cross border and International traders.

Celtic can also advise customers on their obligations as an EU economic operator in an informal way but the onus for final clarification on a cross border trading economic operator rests solely with the customers themselves and the local Customs specialist divisions who are ready to service Ireland's cross border economic operators in advice and service. www.gpln.net



Movement Control System), ECS (Export Control System) and the ICS (Import Control System) and to thoroughly understand the importance of the AEO to the cross-border Irish trader.

With immediate effect and in support of the clear local Finance Act and the termination of the grace period, Celtic Forwarding can only complete cross-border trades for its Irish clients in line with the clearly defined EU mandates and the support-

Lionheart Project Logistics, Inc.



Your Partner for
International
Project Logistics

Houston
Ph: +1 (832) 934 0008
Fax: +1 (832) 934 0005
houston@lionheartprojects.com

Shanghai
Ph: +86 (21) 5015 2181
Fax: +86 (21) 5015 2197
shanghai@lionheartprojects.com

We are ready when you are!



Tight squeeze as The Freight Co. travels in Thailand



The Freight Co. has completed a domestic transport of an electric heater furnace from factory to Sri Racha Harbour on the east of the Gulf of Thailand. The heater unit was 8.65 meters long by 7.95 meters wide by 5.45 meters high and weighed 67 tons.

During the journey to Sri Racha Harbour, there were several critical issues which needed to be overcome. These included a minimal air clearance — no more than 5.5 centimeters — between the actual road surface and the transport frame/heater. Even more tight was the air clearance/air draft between the top of the boiler and lowest obstacle, a bridge, where the clearance was just 4 centimeters. Finally, the port gate width at Sri Racha was only 8 meters while the cargo had a total width of 7.95 meters. www.gpln.net



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



RICKMERS-LINIE
The best way to move your cargo

Good year for Gebrüder Weiss

The transport and logistics company Gebrüder Weiss closed the 2010 financial year with a provisional 17.8% increase in turnover compared to the previous year.

Thanks to positive market evolution, Gebrüder Weiss was able to significantly increase its net sales from the previous figure of EUR 830 million to around EUR 978 million. With a stable equity ratio of over 55%, Gebrüder Weiss is on course with its strategy of sustainable development.

"The overall economic recovery following the crisis has doubtless fostered this welcome trend. Starting in March 2010 our order levels rebounded

significantly," said CEO Wolfgang Niessner. "However, the good bottom line is also a result of consistently pursuing our corporate strategies," according to Niessner.

Jeena expects good year

According to Cyrus Katgara, a partner in India based GPLN member Jeena & Company, their company is prepared for good, solid growth this year.

"On a global scale our industry has been under tremendous pressure for the past few years in bringing down operating costs, in the light of the global economic meltdown," aid Katgara, "For the

past few years companies' focus was primarily on bringing down the inventory levels and reducing capital costs. Now, as most economies are experiencing an upward trend in terms of growth, logistics function will be instrumental in improving the quality of services, improving customer service, getting products or services to the market faster."

The company presents an interesting mix of old and new talents in serving the industry. The mantra is not merely to create new growth drivers but to do old things in new ways; combo of an experienced pool combining the experience and youthful exuberance.

"In this scenario, for the year 2011-2012 Jeena would look at a growth rate of 30% over last year," continued Katgara.

TWO LEADERS. JOINT FLEET. TWICE THE EXPERIENCE.



RUSLAN International

Tel: +44 1279 682 100

E-mail: sales@ruslanint.com

www.ruslanint.com

Slavenburg & Huyser plugs gap



Slavenburg & Huyser has completed an order to arrange complete transportation and packaging of all 6.685 meters diameter and 4.4 meters high mono pile plugs. The cargo was transported from mainland China to the northern parts of the United Kingdom. The mono pile plugs are used for the wind energy program in the North Sea. At strict instructions from customer, cargo was delivered within the maximum 32hours acceptable delay window, after a complete transport period of only 33 days.

Rickmers ship on maiden trip

On her maiden voyage, the new vessel Rickmers Yokohama will perform a westbound sailing from China to Europe. The vessel was built in Xinchun, China, and has just recently gone into service. Once the vessel reaches Europe it is planned to run a Europe – India route. The engine has an output of 8730 kilowatts, a maximum speed of 16 knots and a deadweight of 17.000 tons. More information can be forthcoming by speaking directly with a local Rickmers representative or by visiting their corporate website.. www.gpln.net



AEO Authorised Economic Operator Certified

Celtic

FORWARDING LIMITED

Your Irish Partner in the Supply Chain

www.celticfwd.ie

T: 00 353-(0)1-865-6000

F: 00 353-(0)-1-874-6745

E: info@celticfwd.ie

Dublin

Limerick

Drogheda

Waterford

Globalink takes dumpers to Kazakhstan



With all the ongoing projects in the CIS, there is always a demand for heavy equipment and with Globalink on the ground it is no surprise that when the company gets called in to help. Such was the case when Globalink received a request to handle transportation of Hitachi Dump Trucks from USA to Kazakhstan. All arrangements were completed immediately upon shipment's arrival at Paldiski Port, Estonia. While the cargo was at sea, needed equipments (cranes, low bed trailers, etc) were in place and with minimal time consumption transloading

from vessel onto low bed trailers was completed. Upon arrival at rail terminal, needed platforms were awaiting their cargo and having obtained all CIS permits (Globalink has agreements with all CIS Railway Authorities thus enabling it to obtain railway codes directly and at a more competitive rate) the cargo proceeded onto Kazakhstan. Working in coordination with our Projects Team, the Customs Brokerage Division cleared the shipment while our Road Transport Division completed the final phase. A superior job done by all Globalink Divisions. www.gpln.net

Rickmers mines China

The shipping company Rickmers-Linie is transporting between the UK and China over 180 mining, steel arches, each of which weighs approximately 27 tons each, on board the ship *Rickmers Jakarta*, in its line-Round The-World Pearl String Service.

The parts manufactured by the company Joy Mining Machinery in Worcester (UK), were loaded aboard the ship of 30,000 dwt, by the operator PD Ports, the port of Teesport.

The steel arches will be used in pairs to create a structure that supports the weight of the roof of a coal mine in China, facilitating the extraction of large amounts of this mineral, a spokesman from Rickmers-Linie stressed.

The representative of the German shipping company in the United Kingdom, David Greaves, said that the company chose to Teesport as a cargo port in the UK for being "most appropriate" for the management of this special cargo.

"We needed a large port with a draft and without locks, a skilled and available and a good level of storage under cover, so PD Ports was the obvious choice," said Greaves.

The 182 steel arches were stored indoors during the weeks prior to its stowage in the warehouse at Tees Dock. Finally, the cargo, which together totaled 5,000 tons in weight, was charged after two days of work on board the vessel.

The German shipping company focuses on the transport of heavy and special projects. www.gpln.net

SNS keeps busy with projects in Middle East, CIS



SNS's Project Team loaded a 46-ton transformer for Saudi Electricity Company, Main Distribution Network Operation from Areva Factory at Gebze in north-western Turkey. The transformer main body and accessories were then loaded to the vessel at Derince Port, Turkey and will be discharged at Dammam, Saudi Arabia.

In addition to this news. SNS was also nominated as the full logistics service provider for a turn-key construction of mining and processing plant project based on Garlyk Potassium Well in Lebap Velayat, Turkmenistan. www.gpln.net



Advertise in the Global Projects Logistics newsletter

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

If you are interested to know about advertising, just contact us at:

advertising@gpln.net

We will send a media kit right out to you!

GPLN training seminar moves on to Antwerp

On the back of our success of our technical training course in Singapore, GPLN will be offering our course in Antwerp as well. This course will be taught by Gert J. Vos, who has more than 20 years experience in heavy transport and project forwarding.

Vos will train the participants how to handle heavy equipment with cranes, on vehicles, in ships and on barges with all its specific technical details.

This course is designed to be beneficial for anyone who is directly involved in the handling of project cargo, whether they be project forwarders, project

charterers, heavy truckers, crane and other lifting equipment operators or even on the clients' side. It is a one-day event that is full of good, practical information.

All interested parties can register, as this is open to GPLN members and non-members alike.

The course will be held on Tuesday 17 May at the Radisson Blu Astrid Hotel (1st floor, Orlov Meeting Rooms).

Information can be found on our website: <http://www.gpln.net/seminar/antwerp.html>.
www.gpln.net



Four finalists chosen for GPLN ball cap competition

The GPLN ball cap competition has almost come to an end. We received more than 100 photos from more than forty participants and have whittled the field down to four finalist photos. This was a very difficult process because the photos were highly varied.



There were photos from every continent. There were photos of movements by ocean, air and overland. There were photos of special handling. There were even photos of moves performed underground!

Caps have been produced in the four different styles and will be unveiled at our GPLN meeting in Munich where the members will decide the ultimate winner. It has been a lot of fun so far in seeing the different styles and I know we are all interested to see who will be the king of the GPLN crown for 2011. www.gpln.net

It's a long way to the top ... for charity



The Alpe d'Huez forms one of the toughest climbs each year in the Tour de France with 21 hairpin turns in 13.7 kilometers

Flinter Challenge supports Alpe d'Huez, a cycling event in which individuals or teams try to conquer the famous French mountain Alpe d'Huez. A Flinter team of eight cyclists will join more than 4500 competitors on June 9th. Last year this event raised more than 12 million euros to fight cancer.

Professional cyclists try to climb this lung-busting route in under one hour — a Flinter team



doing a virtual climb on stationary bikes has already posted an impressive 1h 11minute time.

Surf to www.flinterchallenge.nl for more information on the team, the good cause and the possibilities to sponsor the team and the event . www.gpln.net

New GPLN Members		
Country	City	Company
Azerbaijan	Baku	Lider International Logistics
China	Shanghai	Direct Logistics
Egypt	Alexandria	Marine & Engineering Services Company
Germany	Cologne	Conti-trans Speditionsgesellschaft mbH
Philippines	Manila	Container Bridge Philippines Inc.
Poland	Opole	Bedmet Logistic Damian Bednarz Sp.k.
South Africa	Durban	Afriguide Logistics