

## R&L vessels challenge the north-west



**R**&L Canada has handled a “Green Project” for the modernization of an existing pulp & paper mill in western Canada.

In the last week of August, the geared vessel *Hilde-K* under charter to BBC Germany arrived up river in the port of Vancouver, WA, to discharge evaporator tanks measuring 7.5 meters in diameter and 20 meters in length. The tanks were discharged to waiting river barges for their tow up to the river port of Wilma for roll-off discharge to land.

The Port of Wilma is the largest and busiest of the on-water port sites available through the Colombia river in the northwestern United States. Located directly across the Snake River (being a tributary of the Colombia river) from historic Lewiston, ID, and Clarkston, WA, the Port of Wilma is the fastest growing on-water port site.

From Wilma, the loads will travel via a specialized Schnabel trailer through Idaho and Montana up into Canada for delivery to final destination Grande Prairie.

Preparation of the move has taken over 2 years

and was a joint venture between R&L Canada, Calgary and Nickel Bros of Vancouver, BC. Various routes were looked at, including in particular Houston, whereby due to the combination of extreme diameter of 7.5 meters and the high weight involved, the routing over Houston would have been too time consuming and expensive, therefore the shorter distance route going via the northwest port of Vancouver, WA, was chosen.

The permission process was extremely time consuming and involved setting up a public web-site for allowing ongoing interaction with the general public concerning road usage. The administrative effort and detailed engineering provided by Nickel Bros. to work through the permitting process was key to the success of the project.

The project will be ongoing through to November 2011, with another BBC Germany vessel expected to arrive in Washington around mid-September. [www.gpln.net](http://www.gpln.net)

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## A Word from Gary Dale...



**U**pdate: We are still busy!

Of late we have been working on the annual conference which will be announced very soon. (Think Singapore in May...) Until you have done one of these conferences you won't realize just how much there is to do with them. This will only speed up as the date draws nearer. But as everyone who has attended at least our last three meetings know that these are just getting better and better. So look out for this announcement and make sure to register early for this event. This is going to be the biggest and best event that we have done so far. I promise!

Speaking of this conference, we will also be holding our Heavy Transport and Lifting Course just prior to this conference so if you have not yet had a chance to take this course and would

like to then plan for an extra day and register for that as well. If you have any questions you can contact Luzius Haffter at [l.haffter@gpln.net](mailto:l.haffter@gpln.net).

The GPLN Road Show is fully in gear this fall. Patrick Dick and Luzius Haffter just completed our first ever showing at SPE Offshore Europe 2011 in Aberdeen, Scotland, which was preceded by our Heavy Transport and Lifting Course and next week I am off to Casablanca, Morocco, to represent GPLN at the 9th Intermodal Africa Conference & Exhibition. At the same time Patrick and Luzius are headed to Indonesia for Oil & Gas Indonesia 2011 (coupled with another Heavy Transport and Lifting Course, our 4th this year). And in October we will be represented at the FIATA World Congress and Breakbulk Americas.

One thing I would like to bring up in this issue of the newsletter is that we are looking at adding more outside content to the newsletter. You will notice an editorial from our Heavy Transport and Handling trainer, Gert J. Vos. I have also been seeking out specialists who involve themselves in projects who would have something to say to the group as well. And we will be doing in-

terviews in the future. What I would like to hear directly from you is what ideas you might have. What kind of content would you like to see in our newsletter? I would love to hear. My address is [g.d.cearley@gpln.net](mailto:g.d.cearley@gpln.net).

Anyway, I trust I will see many of you at the upcoming events finishing out this year. I look forward to your comments!

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

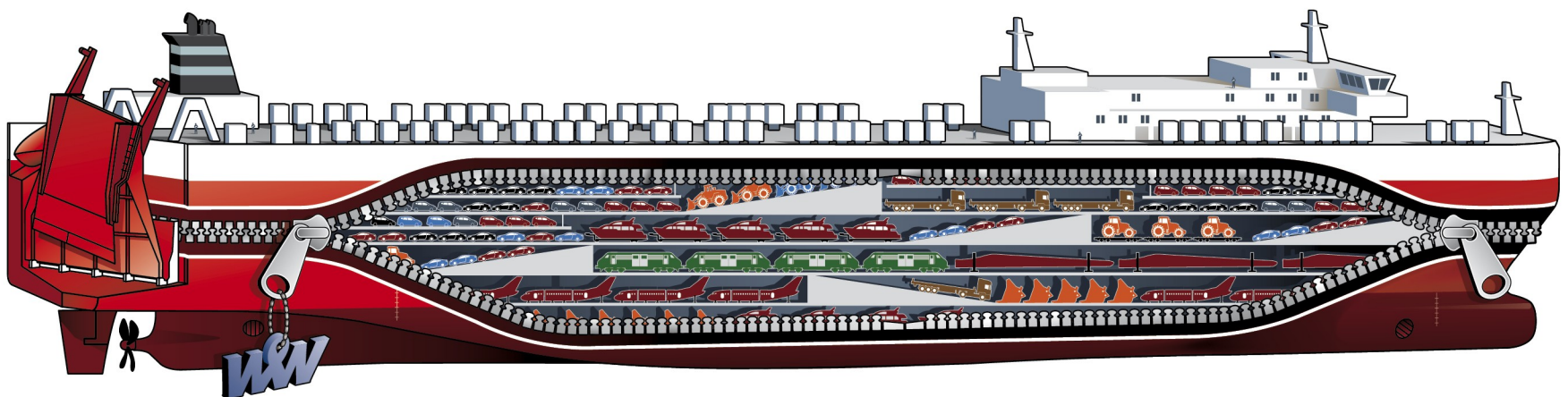
**GLOBAL PROJECT LOGISTICS NEWSLETTER**  
Publisher: Gary Dale Cearley  
Design: Gauss Publishing

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Advertising: [advertising@gpln.net](mailto:advertising@gpln.net)  
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The Global Project Logistics Newsletter is the official news of the Global Project Logistics Network (GPLN), the world's largest independent project logistics network serving the project cargo, chartering and heavylift industry.

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## Double header for TFC on import/export trail



In July 2011 The Freight Co Ltd Thailand was confronted with the situation of handling two projects at the same time. One of the projects was an import project of heavy presses for the automotive industry in Thailand. The second project on the other hand was an export project for the oil industry in Saudi Arabia.

One of the biggest challenges was that both projects because they were running concurrent required personal supervision over several days. The import project required supervision of the discharging of the heavy lifts in Laem Chabang port up to the point where the heavy presses were delivered to along side the foundations in the factory. As this was a 24-hour a day job The Freight assigned two of their managers to cover this. Meanwhile, while the ship was discharging the heavy presses at Laem Chabang port, loading of the export project at one out of three supplier's premises started, which was then covered by another expert from The Freight's project management team.

Over the next few days, the heavy presses were discharged from the vessel and consequently delivered to the automotive plant while at the same time loading at several factories for the export project took place. Some of the import cargo was temporarily stored in a yard as the heavy presses had to be delivered according to sequences. They were delivered inside the automotive production hall next to the foundations from where an installation team took over and placed each heavy press onto its foundations.

While these deliveries were ongoing, trucking of

part of the export cargo to Map Ta Phut port had begun.

Every other day a convoy with heavy lifts was sent to the port. Out of the total of 19 heavy lifts, 15 were placed on beams while the last four were finally delivered directly alongside ship.

Each convoy was accompanied by a support team made up out of police escort in cars and on motorcycles, five support trucks and teams cutting or temporarily disconnecting communication and power lines. Another team was in charge for temporarily removing or lifting a number of signboards and light poles. On average around 35 people were involved in each convoy to the port.

While the import project came to a completion

loading of the export cargoes onto the ship started and took another five days always covered by The Freight's management. During the entire operation The Freight sent up to the minute reports to their customers overseas. The entire operation covering these two projects took about three weeks and kept a team of 6 staff in- and outdoors permanently busy.

Key data of the projects were:

► Export Refinery Project Saudi Arabia: 6,400 cbm - 19 Heavy Lifts from 80 - 125 tons. Longest item 20 meters; highest item 5.70 meters.

Scope: Pick up cargo from 3 different factories. Coordinating delivery to the port to be combined as one single shipment. The cargo used up the tank top hold and the tween deck of a 9,100 dwt vessel. The cargo was trucked over a period of 11 days. Due to the cargo height of 5.70 meter the cargo could only be trucked to and shipped from Map Ta Phut port.. Vessel loading took five days and was supervised around the clock by The Freight Co's project management team.

► Import of Presses for the automotive industry:

1,660 cbm. 10 Heavy Lifts from 37 - 101 tons

Scope: Receive cargo from incoming vessel under hook, customs clearance, deliver to factory closely.

Delivery of totally 114 units following an extremely tight schedule. Heavy lifts had to be driven inside a factory building and positioned next to the foundations from where they were lifted into position with mobile cranes. [www.gpln.net](http://www.gpln.net)



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## Waiver steps on the gas for power scheme



**T**he Camisea Project comprises the exploitation of gas reserves, the construction and operation of two pipelines, one for natural gas (NG) and one for natural gas liquids (NGL) and the distribution network for natural gas in Lima and Callao.

In conjunction with a Spanish partner, the second expansion of the mention gas project was awarded to GPLN member Waiver Logistics Peru, after long and hard work, where the company was involved in the logistics since the beginning.

Camisea Project is consisted on various containerized shipments and break-bulk cargo. Including oversized pieces with over

90 tons and with dimensions over 40 mts length, 4.50 meters width and 4.30 meters height.

For logistics matters, due to the complexity of Peruvian roads, Waiver decided to have two of the main ports in Peru as arrival ports; Callao Port, for all containerized shipment, and San Martin Port for all break-bulk cargo, making the handling of oversized pieces less risky.

This project has been a great start for Waiver as a new member of the Global Project Logistics Network, and the company said it is looking forward to be one of the best partners for projects in Latin America.

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

## Clarification

In our previous issue of our newsletter (Issue 22) we ran two stories that were actually the same story. Please note that the stories *No room to spare for Al Masar Al-Iraqi* (page 1) and *Fleet Line handles door to door job* (page 4) were, in fact, regarding the same business.

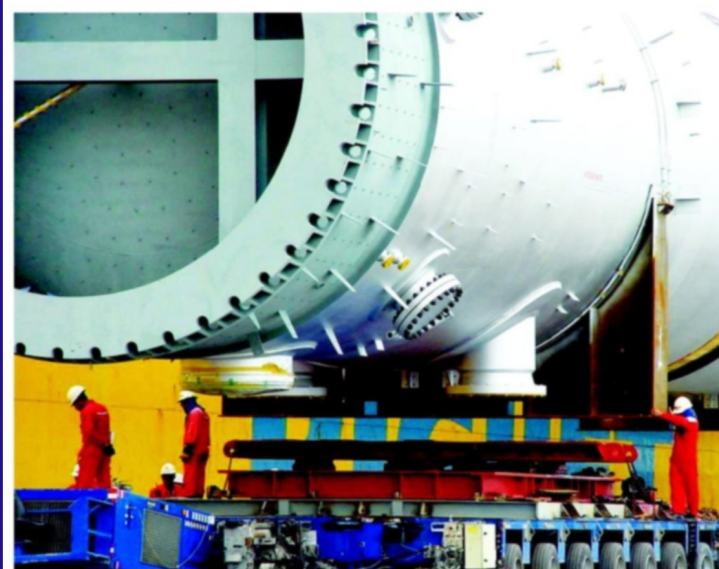
This movement was booked by Fleet Line Shipping Services and Al Masar Al-Iraqi was acting as subcontractor. We apologize for any misunderstanding that may have arisen from this.

♦Editorial note: In order to help us in the future to avoid such misunderstandings, we would like to request that whenever any story is sent in for us to run in the newsletter, if you have worked with any GPLN member or GPLN sponsor, please mention this in your write-up. This way we will be able to clearly see that the stories are the same. Also, this is valuable in promoting cooperation between members.

Thank you for your understanding in this matter!

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## Upcoming GPLN Meetings & Events

**FIATA World Congress 2011**  
16th - 21st October, 2011  
JW Marriott Hotel, Cairo, Egypt

**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)

**5th Intermodal Asia 2012**  
9th - 10th February 2012  
Intercontinental Melbourne The Rialto,  
Melbourne, Australia

**GPLN Heavy Transport and Lifting Course**  
28th February 2012  
Renaissance Shanghai Yangtze Hotel, Shanghai, China

**Breakbulk China 2012**  
28th February - 1st March 1, 2012  
Intex Shanghai, Shanghai, China

**Cargo Shop / BHP 2012**  
29th - 31st March, 2012  
Bombay Convention & Exhibition Centre  
Mumbai, India

**GPLN Heavy Transport and Lifting Course**  
31st March 2012  
Bombay Convention & Exhibition Centre  
Mumbai, India

**17th Trans Russia Int'l Exhibition & Conference**  
24th - 27th April 2012  
Expocentre, Moscow, Russia

**7th Southern Asia Ports, Logistics & Shipping**  
26th - 27th April 2012  
Cinnamon Grand Colombo Hotel  
Colombo, Sri Lanka

**GPLN Heavy Transport and Lifting**  
9th May 2012  
Marina Bay Sands Hotel, Singapore

**GPLN Global Meeting 2012**  
9th to 11th May 2012  
Marina Bay Sands Hotel, Singapore

**GPLN Heavy Transport and Lifting Course**  
22nd May 2012  
Radisson Blu Astrid Hotel, Antwerp, Belgium

**7th Breakbulk Europe Conference & Exhibition**  
22nd - 24th May 2012  
Antwerp Expo

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

## Trust is good, control is better



by Gert Vos

Since GPLN started organizing their Technical Course in Singapore, I received a lot of questions about the "project forwarders' checklist".

In the course where we have been talking about several subjects like heavy lift and transport, lifting with strand jacks etc., we also had the topic of the "project forwarders' checklist".

This list gives a large number of details where project forwarders have to think about when they deal with small or big logistic projects. Many forwarders are busy with organizing the complete logistic chain.

And of course this is the main point of the work, but how often do we check our suppliers/subcontractors on reliability concerning technical skills, appropriate equipment and the necessary knowledge in general of foremen, riggers and project management?

### Sufficient capacity?

What is the capacity of the lifting crane and it's rigging material? Is the capacity sufficient? Where is the position of the center of gravity? Is the cargo lashed and secured in a proper way? What is the stability of the trailer with its cargo?

Many, many questions. But let us be honest: how often do you check this? In 90% of the cases we

assume that our crane, truck, stevedoring company and shipping line and all other involved suppliers have enough experience to execute the job as it should be done.

Fortunately many projects don't have insurmountable problems. But be aware of the fact that many projects are saved by a few smart people that have a great talent for improvisation.

When you are lucky your supplier has some of those people who knows what they are talking about. Besides these rare people there is a second saviour: overcapacity of f.e. slinging/lashing mate-

rial, spreader beams and / or steel supports etc.

When for example the center of gravity of a 100-ton turbine is one meter out of the middle, the lifting equipment can easily be overloaded. Because of the fact that steel slings, grommets, chains, nylon slings etc. have a lot of extra strength there will not occur a visible problem. But we should not use the safety factor of lifting equipment in our lifting calculations.

We think that we prepared our job well, but in the meantime we are saved by three bells:

1. a small number of skilled and motivated personnel;
2. above average strength of lifting / transport material and equipment;
3. and last but not least a lot of luck.

Some accidents are a matter of bad luck, such as sudden bad weather or natural disasters. But you can minimize accidents or bad project results by preparing your job well.

That means of course that your own people should know what they are talking about, but equally important is the choice of the right suppliers and keeping the lines short to them.

Of course you should trust companies that are hired by you. But check their lifting and transport plans.

Let them show you the necessary certificates, permits, insurance policy, stability calculations of the transport vehicles with the

cargo, lashing and securing plans, and all other important matters that concerns the project.

Only if they can show you this specific information, they can try to convince you that they prepared the job in a proper way.

You should not be paranoid, but it is also worth remembering the motto: "Trust is good, control is better".

*Gert Vos is a certified engineer with over two decades heavy lift experience. He is the trainer in GPLN's Heavy Lifting and Transport Seminars. [www.gpln.net](http://www.gpln.net)*

♦  
"Equally important is the choice of  
the right suppliers and keeping the  
lines short to them."  
♦





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## Rickmers forms flag project cargo partnership



**G**PLN member Rickmers-Linie (America), Inc. and Maersk Line, Limited have announced a partnership to provide breakbulk and project cargo shipping using two newly-built multi-purpose ships to be operated under the U.S. flag.

The partnership brings together the complementary capabilities of the two companies to offer customers a new option for moving large and heavy cargoes worldwide.

Customers seeking heavy-lift multipurpose vessels under the U.S. flag will benefit from this partnership. The new 19,000 deadweight ton vessels, named Maersk Illinois and Maersk Texas, each have a combined maximum lift of 480 metric tons and are twice the size of U.S. flag multipurpose vessels currently in operation. The service will operate as Maersk-Rickmers U.S. Flag Project Carrier, Maersk-Rickmers for short.

### Advantage

"The Maersk-Rickmers service is designed for shippers needing U.S. flag service and seeking the advantageous economics of large multi-purpose vessels," said Dave Harriss, director of Ship Management and Chartering at Maersk Line, Limited. "As part of our market analysis, we heard from shippers who said they want greater flexibility from their carriers and the ability to support all their cargo requirements. We listened, and the Maersk-Rickmers service is designed with our customers in mind."

"The Maersk-Rickmers partnership will have a positive effect on U.S. trade by providing cargo owners the customer-oriented service that both companies are known for," said Sean Carney, President and CEO of Rickmers-Linie (America). "This adds a new dimension to the portfolio of services Rickmers-Linie provides to customers in the project and breakbulk cargo markets."

With more than 175 years to its name, Rickmers-Linie provides a global network of liner services for the transportation of power generation machinery, wind power equipment, railway locomotives, yachts and similar cargoes. Rickmers-Linie is internationally recognized as a leader in ocean transportation of break-bulk, heavy-lift and project cargoes. Its technical expertise in stowage planning reduces shippers' risks and makes loading and unloading safe, smooth and efficient. Rickmers-Linie (America) is based in Houston, Texas and the headquarters of Rickmers-Linie is in Hamburg, Germany.

Maersk Line, Limited (MLL) is an American company headquartered in Norfolk, VA that provides U.S. flag transportation, ship management and maritime technical services to government and commercial customers. As a business within the A.P. Moller - Maersk Group, MLL uniquely combines unparalleled experience, maritime expertise and global reach.

Since 1983, MLL has managed and operated nearly 100 vessels of varying types and sizes, including multipurpose and roll-on/roll-off vessels. With the largest U.S. flag fleet in commercial service, MLL brings ship operations and management expertise to the partnership.

"The introduction of these vessels further signals Maersk Line, Limited's long-term commitment to the U.S. flag," said John F. Reinhart, President and CEO of Maersk Line, Limited. "The partnership with Rickmers forms a strong team that will deliver outstanding service to shippers worldwide."

The ships are currently under the Marshall Islands flag and are preparing for their maiden voyages. In November, the vessels are scheduled to complete the process to bring them under the U.S. flag. As the shipowner, MLL is responsible for the reflagging, a process it has completed almost 40 times since 2005. [www.gpln.net](http://www.gpln.net)

## Altius carries out heavy lift to Brazil



**A**ltius Projects Division, GPLN member based in Spain, has carried out the shipment of a number of rubber-tired gantry cranes (RTG) from Spain to Brazil.

The specifications were as follows: the shipment was sent from Valencia Navegantes to Itajai in Brasil, on the vessel *Palembang*.

The cargo consisted of five RTGs which were 25 meters high, 23.47 meters long, 12.27 meters wide, and each weighing 184 metric tons, making a total of 36.800 freight units.

The project was carried out as a full charter, direct trip, all-deck cargo, with port operations performed both ends by MSC terminal.

The loading was finished on the 19<sup>th</sup> of August, and the lashing and welding by the afternoon of the 23<sup>rd</sup>. [www.gpln.net](http://www.gpln.net)



## Fleet Line serves the CIS



Dubai based Fleet Line Shipping Services LLC has been doing project shipments to CIS countries for many oil and gas customers since last seven years. Recently they have carried many over sized cargo for Dragoon Oil Co for their Cheliken projects in Turkmenistan. [www.gpln.net](http://www.gpln.net)



## Westlink thinks outside the box to move prefab buildings

**S**easoned professionals need to think outside the box when specific cargos require a unique solution.

That was definitely the case for GPLN member Westlink when the TDK Joint Venture needed to import hundreds of pre-fabricated accommodation modules into Henderson, Western Australia.

To load, over the course of 10 separate voyages, 2,300 pre-fabricated accommodation modules at the Thai ports of Sri Racha and Laem Cha Bang on a specially chartered vessel with a uniquely Westlink-designed stacking system, and offload at Henderson, just south of Fremantle in Western Australia.

### Accommodation

Westlink Logistics has been contracted by The-iss, Decmil, Kents (TDK JV) for the shipping of all the accommodation modules, associated furnishings, steel structures and break bulk trusses and beams for Chevron's Gorgon project on Barrow Island in Western Australia's North West.

The main challenge faced by Westlink was the sheer volume of the cargo each voyage - 230 accommodation modules, 50 containers and other components.

### Conundrum

The modules are not stackable and do not have any lashing or fixing points, so conventional vessels would only be able to carry up to 140 of these units on each run - a potentially expensive conundrum for all the parties concerned.

Westlink's solution was to source a dedicated container type vessel with its own cranes, and for the team to design and purchase an innovative racking system to fit within the vessel and create the necessary additional floors and levels. Westlink believes that this is a world first for the shipment of fragile and easily damaged accommodation modules.

### Quarantine

All cargos entering Australian waters are subject to stringent quarantine regulations and inspection, and in the case of Gorgon, the quarantine focus at the Henderson facility is even more rigorous.

On each voyage, Westlink appoints its own quarantine surveyor who is present while the vessel is cleaned down prior to loading and also during each sea voyage. In addition, Westlink has four dedicated port captains working a 24 hour operation during loading and unloading together with a contract project manager.



With an initial contract for seven voyages, Westlink has been contracted for a further three in the coming months. The vessel is dedicated to the TDK joint venture contract and is solely operated and controlled by the Westlink team.

Overall, the TDK joint venture contract in-

volves over 160,000 freight tons of cargo - a massive undertaking for one of the most significant projects in the history of WA resources.

Regardless of the cargo or degree of difficulty, Westlink specializes in 'bringing certainty to project logistics'. [www.gpln.net](http://www.gpln.net)



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Why attending the GPLN Heavy Transport and Lifting Course?

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

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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



Some Satisfied Past Attendees

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
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# Heavy Transport and Lifting Course



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**Improve your technical know-how ▼ Minimize your risk**  
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## 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.



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Shanghai	28th February 2012
Mumbai	31st March 2012
Singapore	9th May 2012
Antwerp	22nd May 2012
Durban	5th September 2012
Houston	9th October 2012

## 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!*





## Titan completes platform lifts



**T**itan Project Services has completed the final lift of three lifts to install the 310 metric tons machinery platform on the coal unloader *Miramar* which will be working off Goa, India.

The lift was performed in Perkasa Melata Shipyard in Batam (subsidiary of Louis Dreyfus Armateurs). The 400 metric tons crane *Asian Helping Hand III* was mobilized from Singapore on 28 July and lifting operations done on 29 July 2011.

There was a forced two hours delays due to strong gusty winds of 20 knots. Once it was stable to about 10 knots, Titan commenced the lifting at 1100 hrs and the first bolts were fitted by 1300 hrs.

Titan's clients has pending orders for two more coal unloaders and have expressed their desire to team up with Titan again. So far, Titan has done 10 lifting operations for them in the past.

Titan also delivered a four set Rail Grinding Vehicle for MS Jebsen & Jessen Technology Ser-

vices for SMRT Trains Ltd in July 2011 with the heaviest weighing 52 tons.

The RGV arrived on Eukor ro-ro vessel, where Titan then transferred the units them onto trailers in the Singapore Port. That same evening the units were moved under police escort to the client's pe-pot and unloaded through the early hours of the morning.

Titan had to remove the tarpaulins and fitted the towing attachment and bar prior unloading.

Apart from this , Titan has signed a contract to transport 14 by 52 metric tons locomotives for the Singapore Downtown Line Project with delivery spread over two years.

Titan also has a contract for 10 wagons plus option for another 10 wagons for the same project.

Titan is actively chasing a lot of the Singapore metro business and has maintained a good track record working on the Singapore Metro project.

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

## 5K Logistics ties up with Transcontinental for rail car contract



**5**K Logistics of Philadelphia, PA, USA., has successfully arranged the transport of 62 specialized passenger rail cars from Spain to Milwaukee, Wisconsin.

The passenger rail cars were manufactured by Talgo of Spain and delivered to Talgo America in Milwaukee to be finished. They will be used for new high speed rail lines being constructed linking Milwaukee with other cities.

5K Logistics and a Spanish partner based I Madrid were selected to manage the transportation of the passenger rail cars from the port of Santander Spain to Milwaukee via the port of Baltimore USA. The rail cars were transported on Mafis by Wallenius Wilhelmsen and then on specialized step deck trailers in Baltimore for the 800-mile (1,280-kilometer) trip to Milwaukee.

Paul McGrath, President of 5K Logistics, said each rail car was 45 feet long, 10 feet wide, 11 feet. tall and weighed 17,544 lbs.

5K Logistics provides domestic and international freight transportation logistics thru trucking, ocean, air, rail and rigging services via their offices near Philadelphia, Baltimore and Houston, USA. 5K Logistics specializes in project freight requiring difficult and complex shipments anywhere in North America and the world. [www.gpln.net](http://www.gpln.net)



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## GPLN duo team up on intercontinental job

**L**ong term GPLN USA member Rock-It Cargo and new member Laninco of Costa Rica have recently successfully completed a joint move for Rock-It Cargo's client APR Energy LLC, of generators and transformers from Costa Rica to Senegal.

The movements as part of the Senegalese government's power generation requirements first involved moving 28 generators from Costa Rica where the equipment was on loan to the Costa Rican Electricity Authority, via Miami to Senegal by Sea, and then movement of two emergency replacement transformers by air.

Rock-It and Laninco cooperated and coordinated perfectly to ensure a smooth operation on the penultimate Besana Martinair freighter out of Costa Rica for the season.

"As a first cooperation between Laninco and another GPLN Member, we are extremely happy with the level of dedication and professionalism of Rock-It Cargo," said Laninco President Adam Crabbe.

"The quality of members was a prime motivation for our application to GPLN in the first place, and we trust also that Rock-It Cargo feels that they may fully rely on us for whatever requirement."

Latin American company Laninco S.A. offers complete individual logistic solutions for each of its customer's individual needs.

Its solutions always focus on the client, taking



into consideration local and international circumstances, and drawing on our broad and deep logistics experience.

Laninco S.A. offers a full range of services from small urgent hand carrier accompanied packages, to LCL and FCL air, sea and land shipments including air and sea charter capacities, and has a fully dedicated and experienced project and heavy lift department.

Laninco S.A. is an Anglo-Costa Rican company

founded in 2003 by Adam Crabbe and Cynthia Molina, with the express purpose of giving serious and professional services to customers focused on doing business worldwide to and from Latin America.

Laninco S.A. continues to grow and expand its logistic capacities and capabilities, and is dedicated to being a strategic partner for their clients, so that they may focus on the own business with confidence and trust. [www.gpln.net](http://www.gpln.net)



## CSS handles the pressure

**C**SS Group's sales team at Jebel Ali was recently contracted to move four pressure vessels. These were transported from the client's yard to Jebel Ali port and were then loaded onto the breakbulk vessel on a direct delivery basis for discharge at Kandla Port. The cargo included: a slug catcher of 164.8 tons (31 meters long by 6 meters wide by 7 meters high); a production separator of the same dimensions weighing

157.61 tons and a degasser weighing 14 tons (10.1 meters long by 3.32 meters wide by 3.42 meters high).

The operation extended over three days. The movement included the use of special transport equipment such as a hydraulic trailer and dolly trailer to transport these units to Jebel Ali port. The whole critical operation was supported and coordinated by the CSS staff on-site to ensure smooth operation. [www.gpln.net](http://www.gpln.net)

### Briefs

#### Cory reinstates Libya service

Cory Brothers Shipping Agency Ltd as Agents for Sloman Neptun are pleased to confirm that following months of conflict the Sloman Neptun LIBYA service is to be reinstated.

The service will re-commence with the first sailing at the end of week 36 on the *Sloman Trader* and *MPP Triumph* from Spain to Tripoli with cargo volume of more than 600 TEU.

The above sailings will consequently lead to the first firm sailing from the North Continent and UK to Libya, *Sloman Provider* from Bremen Sep 25, Antwerp Sep 28 and Harwich Sep 29 and is expected to include ports of call Tripoli, Misurata and Benghazi.

#### Martin Bencher sponsor WWF

The Martin Bencher Group has become a corporate sponsor of WWF (World Wide Fund for Nature) Denmark by supporting the purpose and activities of WWF.

WWF Denmark activities are directed towards a mission of securing nature as a source of livelihood for people and animals.

The projects have a special focus on preserving natural diversity through biologically richest natural habitats on earth: forests, freshwater ecosystems, oceans and coasts; ensuring that we exploit natural resources in a sustainable manner and combat pollution and excessive consumption of resources and

energy.

"We are very delighted with the support from Martin Bencher Group.

"The corporate sponsorship helps financing WWF's efforts to stop the degradation of the planet's natural environment and to build a future in which humans live in harmony with nature," said Morten Larsen, Corporate Relations Manager at WWF Denmark.

Furthermore, Martin Bencher has been involved in distributing and supporting environmentally conscious behavior and activities by having implemented environmental policy throughout the Martin Bencher Group. [www.gpln.net](http://www.gpln.net)



## Rickmers extends board



**R**ickmers-Linie, part of Hamburg's Rickmers Group, has extended its executive board. Rüdiger Gerhardt has been appointed Managing Director and Ulrich Ulrichs becomes Deputy Managing Director.

Mr. Gerhardt (*left*) has been working for Rickmers since 1978. Previous to his new position, he was Director for Human Resources, Administration and Finance. His new role will also include leading the Logistics Services business division at Rickmers Group.

Mr. Ulrichs (*right*) has been in charge of Line Management since 2005 and has been Director of this division since 2008.

Both gentlemen will furthermore remain responsible for their previous business areas.

Alongside Rüdiger Gerhardt and Ulrich Ulrichs, Jan Boje Steffens, Managing Partner and CEO of Rickmers Group, remains President & CEO of Rickmers-Linie. [www.gpln.net](http://www.gpln.net)

## Wilhelmsen offers chance to meet the experts

**A**ttendance at marine purchasing and supply event gives customers a chance to "Meet the Experts."

Wilhelmsen Ships Service (WSS) will attend and exhibit at this month's International Marine Purchasing Association (IMPA) event in London, UK. IMPA, one of the industry's fastest-growing events for marine purchasers which will be held in Kensington, central London, from 14 - 16 September.

Over the past few years, the IMPA event has expanded considerably and this year incorporates an exhibition across three halls and an industry conference. It is set to be attended by a number of major players within the marine products industry from over 30 countries and has been designed to facilitate valuable networking for marine professionals.

### Executives

Led by its UK-based team, Wilhelmsen Ships Service will attend the event, where visitors will be given the chance to "meet the experts" and talk directly to senior executives from the global organization including Andrew Sheriff, Business Director, Regulatory Products and Services, covering a range of

services and products in lifesaving, fire fighting, safety and refrigerants and to Graham Hunter, Business Director Marine Chemicals.

Andy Millar, General Manager UK said; "Over the past few months WSS has seen a number of exciting changes, particularly with the recent integration of the Nal fleet marine chemicals business which will enable us to offer the market an even stronger chemicals solution, supported by the worldwide reputation of Wilhelmsen Ships Service."

### Changes

"There are a number of changes taking place within the maritime industry now, and over the next few years and it's important that we listen to our customers to find out what's important to them - be that regulation, technology or environmental responsibility. Events such as IMPA allow us to talk to our customers face to face and also enable us to tell people about the initiatives that we're working on.

WSS will hold a daily "Meet the Experts" forum throughout IMPA, enabling visitors to take the opportunity to find out in more detail about the entire WSS offering and talk to WSS team of industry special-



# 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](http://www.rickmers-linie.com)



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## Huijsman takes charge of sales at Gebrüder Weiss

**C**haim H. Huijsman has assumed responsibility for Corporate Sales at Gebrüder Weiss from 1 July 2011.

In his position, Mr Huijsman (43) is in charge of Corporate Sales for the Austrian transport and logistics provider. The Dutch citizen will primarily focus on developing key account management and optimizing sales processes. His office is located at the company's headquarters in Lauterach (Vorarlberg).

"With Mr Huijsman, we have found a Head of Corporate Sales who excellently matches the very demanding assignment due to his personality, competence and experience," said Wolfgang Niessner, Gebrüder Weiss CEO.

Mr Huijsman has sound knowledge of the international logistics sector. During his 13-year logistics industry career, he held executive posts and his last position was Director Logistics Procurement & Provider Management for Europe, Middle East and Africa.

Just before coming to Gebrüder Weiss, Chaim H. Huijsman was a member of corporate management with M&M Militzer & Münch International Holding AG in St. Gallen, Switzerland. Here, he was responsible for land transport, business development, key account and quality management.

Mr Huijsman said: "I am looking forward to the challenge that awaits me in my new position as Head of Corporate Sales at Gebrüder Weiss. Here I'll be able to apply my international experience."

The Group, with headquarters in Lauterach



(Vorarlberg, Austria), has around 4,500 employees at 156 locations worldwide.

The global network consists of branches, operating facilities and locations in Austria, Germany, Switzerland, Italy, Hungary, the Czech Republic, Slovakia, Slovenia, Croatia, Bosnia-Herzegovina, Serbia, Romania, Bulgaria, Macedonia, Montenegro, the Ukraine, the United Arab Emirates, India, China, Hong Kong, Singapore, Taiwan, Thailand, Japan, the USA and Canada. [www.gpln.net](http://www.gpln.net)

## Ruslan works hard to be 'lord of the ring'



**A** piece of mining machinery recently set a particularly interesting challenge for GPLN sponsor Ruslan.

The customer had been tasked with forwarding a bearing ring from Dusseldorf, Germany to Port Hedland, Australia. However, with a diameter of 6.74 meters, shipping options were few, with even the extensive 6.4 meter width of the An-124-100 seeming too restrictive.

"When we first saw the details of this shipment, the immediate reaction was that it wouldn't fit," said Paul Furlonger, Ruslan International Sales Director.

Dmytro Kurko, Load Planning Engineer, was set the task. He promptly designed a frame which secured the ring at a precise angle of 20.1 degrees from the horizontal, allowing the ring to be loaded into the An-124-100 with just 48-61mm clearance.

Volga Dnepr Airlines operated an An-124-100 into Dusseldorf to load the bearing ring in a three-hour process, after which the aircraft departed on schedule for Port Hedland. [www.gpln.net](http://www.gpln.net)

## Dangerous Chemical Handling, Transport & Storage, as well as Land Transport from UAE to GCC, North Africa, Near East & CIS



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## ESC opposes 'green' tax; welcomes deal

The European Shippers' Council, representing the freight interests of shippers across Europe, has welcomed the global agreement reached in IMO on a technical measure to limit CO2 emissions from international maritime transport - the adoption of the Energy Efficiency Design Index. It is the first globally binding measure to improve energy efficiency of new ships and limit CO2 emissions from international maritime transport. ESC believes that this is a major step taken by the IMO.

ESC agrees with the shipping industry that regional measures on GHG emissions in shipping should be avoided but at the same time ESC is contributing constructively to the discussions of the European Climate Change Programme (ECCP) of DG Climate.

ESC acknowledges the importance of climate change for society and recognizes the responsibility users of transport services have in helping to reduce Green House Gas (GHG) Emissions of their supply chains. But ESC argues for GHG reduction measures which are incentive-based, rather than punitive; rewarding the reduction of GHG emissions of each vessel, rather than punishing those that do not.

ESC is opposed to a uniform levy or tax on fuel purchases or which allows for costs or charges to merely be passed on to the customers through surcharges without offering a clear incentive to increase the efficiency of a ship or regardless of the vessel's efficiency.

Mandatory 'slow steaming' or establishing an upper speed limit of vessels as suggested by some NGO's in the EU is equally not supported by the ESC.

Such a strategy would reduce the service performance, require additional ships to maintain the schedule and frequency of delivery, add to the costs of supply chains, and potentially increase the emissions of GHGs.

Secretary General of ESC, Nicolette van der Jagt said, "There needs to be clear recognition of the fact that whatever scheme is introduced it should not raise the costs of efficient services, or curb economic growth.

"It must also provide an incentive to ship owners and operators to invest in ships and technology that reduce emissions. If you simply introduce a levy that punishes all carriers for emissions, they will just pass it on to customers. Where is the incentive in that?"

ESC believes shippers will increasingly be drawn to those ships which attract lower costs for the supply chain from lower emissions, provided the service does not diminish. "But can we wait for all nations to be ready with an instrument? We don't think so.

Ultimately a global scheme is better than one regionally devised; but it may be unrealistic to expect it to be adopted in one go. First movers in a scheme that rewards best practice rather than punishes existing practice, however, should gain market advantage." [www.gpln.net](http://www.gpln.net)

## Spedag East Africa to amalgamate with Interfreight

*Merger creates one of the largest logistics suppliers in East Africa.*

At the beginning of September, the Swiss based M+R Spedag Group will become one of the leading logistics and project forwarding companies in East Africa after the amalgamation of Spedag East Africa and the well-known Interfreight East Africa.

With the combined forces of these two former competitors, there will be a concentration of logistics and project transport competency in the growing market of Africa.

"The worldwide customers of both companies will get added value through the combined strength of the two market leaders," said Daniel Richner, majority shareholder in the new company group.

"The amalgamation is a further important step in the business strategy of the M+R Spedag Group towards concentrating on expansion in East Asia, India and Africa.

"The volume of transport from Europe, as well as from eastern and southern Asia towards Africa has risen rapidly in the past ten years, and will continue to do so in exceptional scales." Richner elaborated.

Spedag East Africa is one of the market leaders for project logistics in the East African region. The co-founder, Joseph Lenherr, has headed this division since 1999 with great success, and will in future be responsible for Spedag Interfreight as its Managing Director at the Head Office in Muttensz (Basel.).

Interfreight East Africa was founded in 1998 by Heinz Mueller, and is one of the largest suppliers in the sector of warehousing and distribution, as well as a significant logistics partner of the export trade. Interfreight furthermore has a name as a specialist

in the oil and gas industry, and will optimally support this sector in the expansion in Uganda and South Sudan. Heinz Mueller will sign as Resident Managing Director of Spedag Interfreight in Mombasa, Kenya.

An important core competency is the logistics of relief aid goods in the region. The group has in recent years helped with the transport and distribution of mosquito nets required to get the upper hand of malaria.

"When you have lived in Africa for decades and made this continent your home, such relief aid transports are a good way to show your thanks", said Thomas Stroh, Regional Director in Uganda.

The equivalent of nearly 100,000 meals donated by the contributions of all the company's employees for the refugees from Somalia are further witness to their great identification with this

all-to-often underestimated continent.

Spedag Interfreight employs 700 staff in Switzerland, Kenya, Uganda, Tanzania, Rwanda, Burundi, DR Congo and South Sudan. Moreover, Spedag has had its own offices in South Africa for the past 50 years.

The group has its own terminals in Mombasa, Kampala, Dar es Salaam and Johannesburg, runs 32'000 m<sup>2</sup> storage area and 60'000 m<sup>2</sup> trucking/container yards.

A fleet of 350 dedicated trucks is on the road every day for customers in Africa.

The M+R Spedag Group is a family-owned international logistics company, founded in 1952 and based in Switzerland. The group employs around 2000 staff in more than 70 branch offices over 5 continents. [www.gpln.net](http://www.gpln.net)






## Ulstein design nominated for maritime innovation award



Ulstein's "Sea of Solutions" 5000 heavy lift vessel design has been nominated for the prestigious Dutch HME Maritime Innovation Award.

The SOC 5000 is a self propelled heavy lift crane vessel, measuring 180.9m by 46.4m with a lifting capacity of 5,000 metric tons. Two customized versions of this vessel have been developed and are currently under construction, one for Subsea7 SA and one Heerema Marine Contractors. Also up for the award is IHC Merwede for its Spud Guard system, and NewThex Ned BV for its NEXT door closing system that provides fully remote lockable doors or 'pirate proof doors'.

The prize is presented annually to the most innovative maritime supplier of the Netherlands and will be presented at the Maritime Awards Gala that will take place on Nov. 3 in Rotterdam.

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

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## Cory has a ball — and raises money as well



Over £3000 was raised for the new East Anglia's Children's Hospices project in Ipswich

Cory Brothers Limited and Cory Logistics celebrated the on coming of summer with a spectacular charity ball held in June at Trinity Park, Ipswich to raise funds for the new East Anglia's Children's Hospices project in Ipswich.

Both employees and partners attended the formal social occasion, a small selection of photographs taken on the evening are available for general viewing at [www.cory.co.uk](http://www.cory.co.uk)

The brightly coloured theme of South America was echoed throughout the venue and started early with samba dancers and music continued into the night from a very talented local group *The Talent*.

Cory's samba-based theme continued the company's links with global culture, which have previously seen African dancers and exhibition of sculptures at the Royal Academy by the renowned sculptor Anish Kapoor.

A huge thank you to all the local port community, suppliers and customers whom supported and contributed gifts for a fantastic grand draw which included anything from cuddly toys to a party cruise and driving experiences, with over £3000 being raised on the evening. [www.gpln.net](http://www.gpln.net)

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## Wilhelmsen firms up position in Russia with new legal entity

Wilhelmsen Ships Service (WSS) has consolidated its legal status in Russia which will enable the global ships services provider to supply all clients in the country, including internal ports and waterways.



Wilhelmsen Ships Service has had offices in all main ports in Russia for the last 15 years, but until now has only been able to service foreign vessels calling at Russian ports. By establishing a legal entity within the Russian Federation, WSS is now able to supply marine products inside the country from warehouses in Vladivostok and St Petersburg.

WSS has opened a new warehouse close to the trade port at St. Petersburg which is easily accessible for road transport. This enables WSS to service the main ports in the European part of the country, including Northern Russia (Murmansk and Arkhangelsk) and Southern Russia (Azov, Black and Caspian Sea).

During the initial phase, WSS will concentrate on supplying Unitor marine chemicals, later expanding to include all products in the WSS range, depending on local market requirements. [www.gpln.net](http://www.gpln.net)



## Waiver holds annual meeting in Peru



**R**io de Janeiro-based GPLN member Waiver Logistics had a warm welcome for its staff on a chilly night in Lima, Peru, for its annual general meeting. Founded in 1988 in Brazil, the company now has offices located in Brazil, Argentina, Chile, Colombia, Mexico and Peru. [www.gpln.net](http://www.gpln.net)

## TFC ships catamaran across Southeast Asia

The Freight Co., Ltd. (TFC) was recently contracted to move a 17-meter long, 7.4-meter wide catamaran from its wharf in southern Vietnam to meet the mother vessel in Singapore.

For this purpose The Freight Co. chartered a pontoon barge to pick up the catamaran from the shipyard near Ho Chi Minh City. The first challenge was to time the barge to pick up the catamaran with a very narrow window only due to two ongoing loadouts at the shipyard. Also as the barge could only enter and leave during high tide it only made matters more complicated.

Coordinating this operation Mr. Truong Quoc Duong, The Freight Co's chartering manager had his hands full getting this done but with precise pre-planning and coordination with the various parties involved he managed to hold the schedule.

The 10-ton catamaran was lifted with a 250-ton crane from the yard to the barge where it was lashed and secured for the trip to Singapore.



The next issue was to meet the mother vessel in Singapore before it was scheduled to depart for Australia.

Once again the precise planning helped to get

the barge in time to meet the mother vessel where the catamaran was once again safely loaded on board and sent on its way to the Australian port of Brisbane. [www.gpln.net](http://www.gpln.net)

New GPLN Members		
Country	City	Company
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Brazil	São Paulo	Waiver Logistics
Brazil	Vitória	Waiver Logistics
India	Mumbai	Unique Global Logistics Pvt. Ltd.
Turkey	Istanbul	Network Global Logistics