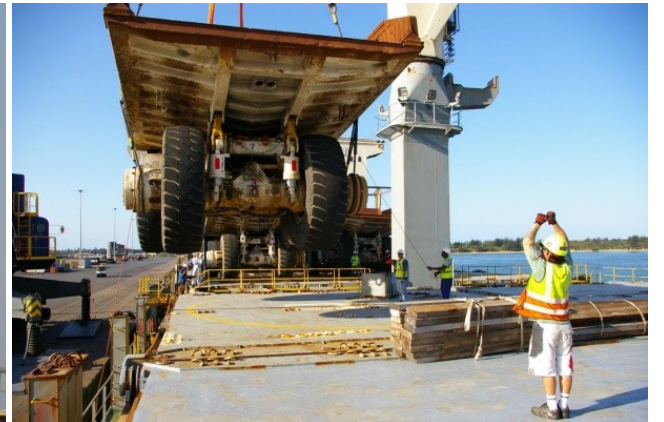


Afriguide hauls big CATs across the Atlantic



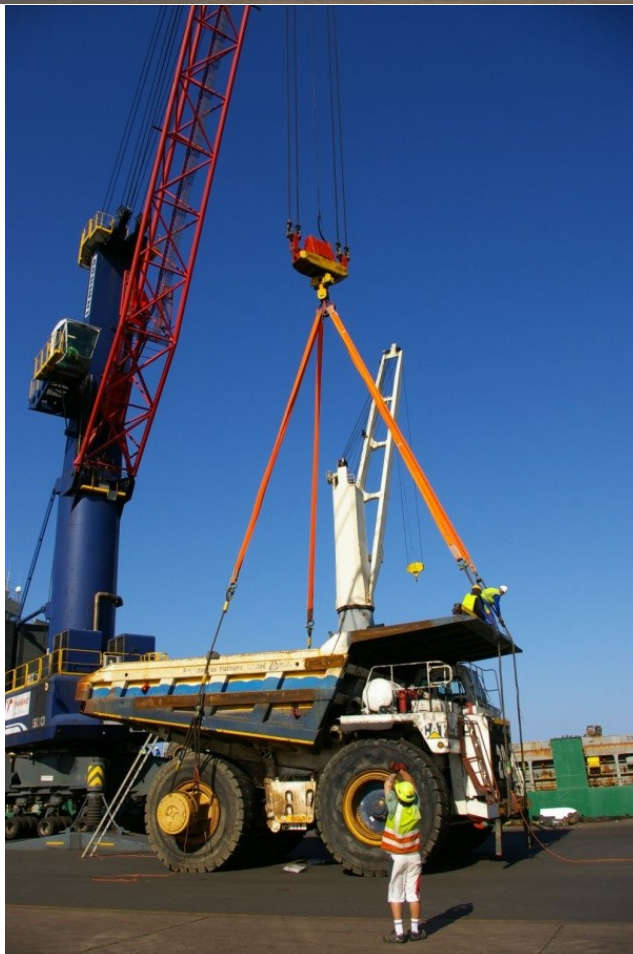
Durban, South Africa-based Afriguide Logistics, recently effected the shipment of 16 CAT785D dump trucks, including local transport and full vessel charter, from Richards Bay in South Africa to Baltimore, US.

What made this project significant is that most of the dump trucks were dead and had to be rigged onto lowbeds and cross hauled from a nearby yard and all lifts were carried out with the port's shore crane which made for quite a challenge to keep the crane fed and the ship productive. Each unit weighed an average of 106 tons with an offset center of gravity which complicated the lifts which were done without the aid of a spreader bar.

The total consignment weighed 1867 metric tons and measured 6087 cubic meters. The project was completed without incident or near misses at both Richards Bay and Baltimore.

GPLN member Afriguide Logistics is an African freight and project cargo specialist based in the continent's busiest port, Durban, South Africa.

Some of the services they are proficient in are: Project planning, turnkey logistics, route surveys, transit cargo, abnormal transport (super loads, out-of-gauge, specialist equipment), Customs and bond management, mass port evacuation of large volume cargo and the staging of it, lifting, rigging, jacking and sliding and other cargo handling and supervision. www.gpln.net



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A Word from Gary Dale...



Another year has gotten by us. Wow! And what a year it was. We had a record breaking meeting in Munich, our first ever cap competition, we broke new ground at new events such as SPE Offshore Europe and Oil & Gas Indonesia... It was a very big and very busy year.

And still there are a few more firsts we are planning... First of all, we will be featuring a new regular column in the newsletter by our colleague Gert Vos, the Netherlands based engineer who conducts our GPLN Heavy Lifting & Transport seminars around the world. The column will be known as Heavy Matters. Gert is a top notch professional when it comes to moving project cargo. He is a certified engineer with decades of experience on all sorts of loads. I am certain that you will find his take on heavy transport issues as interesting as we do here.

What have I been up to lately? Well, I have been quite busy organizing an new event at the Marina Bay Sands in Singapore on May 7th – 8th, 2012. It is a conference aimed mainly at the consumers of project logistics services and their service providers that will run concurrently with a small exhibition. Our event is dubbed PowerLogistics Asia 2012 and will be specifically focused to the project logistics service providers, mainly Asia based, as well

as for the consumers of these services, namely oil & gas companies, mining companies, heavy engineering firms and the like. This event will be a two day conference and will be appended by an exhibition of the various service providers.

To give you an idea of the topics, we will be arranging presentations within the below topics of interest:

Day One / Session One: The transformation and vision of Asian project logistics

Day One / Session Two: Building Sustainable Project Shipping Operations

Day Two / Session Three: The big boys in Asia – China and India make their marks

Day Two / Session Four: Asia's crystal ball – Volatility or growth for project logistics?

Several very interesting speakers ranging geographically from China to India have already signed on to present. I will be making more announcements on the speakers as the time comes. Details can be found at the website: <http://www.Power-Lift.net/PowerLogistics>

As you can see from the dates this event has been conveniently scheduled to fit in with our annual meeting, which you have all received announcements for. The GPLN meeting is on May 10th – 11th at the Marina Bay Sands Hotel. And sandwiched between PowerLogistics Asia 2012 and the GPLN annual meeting on May 9th, 2012, is the Heavy Lifting & Transport Seminar.

This gives the GPLN members and sponsors lots of options next year when it comes to working on extending your network, your knowledge and putting some more project cargo in your pipeline.

Oh, and if you want to sign up for any of the three functions (PowerLogistics Asia 2012, Heavy Lifting & Transport Seminar or the GPLN annual meeting) then contact our membership coordinator, Ms. Phichaya Opaburanakul (Miss Inn) or commercial director, Luzius Haffter. Both can be reached directly at: events@gpln.net. They are more than happy to help you with any or all of these events!

I have to say that we are really happy and looking forward to bringing next year's projects to fruition. May will definitely be a month for all of us to remember. The location is good and the people will be even better. Stick it on your calendar. You will be happy that you did!

Gary Dale Cearley,
Executive Director
Global Projects Logistic Network (GPLN)
www.gpln.net

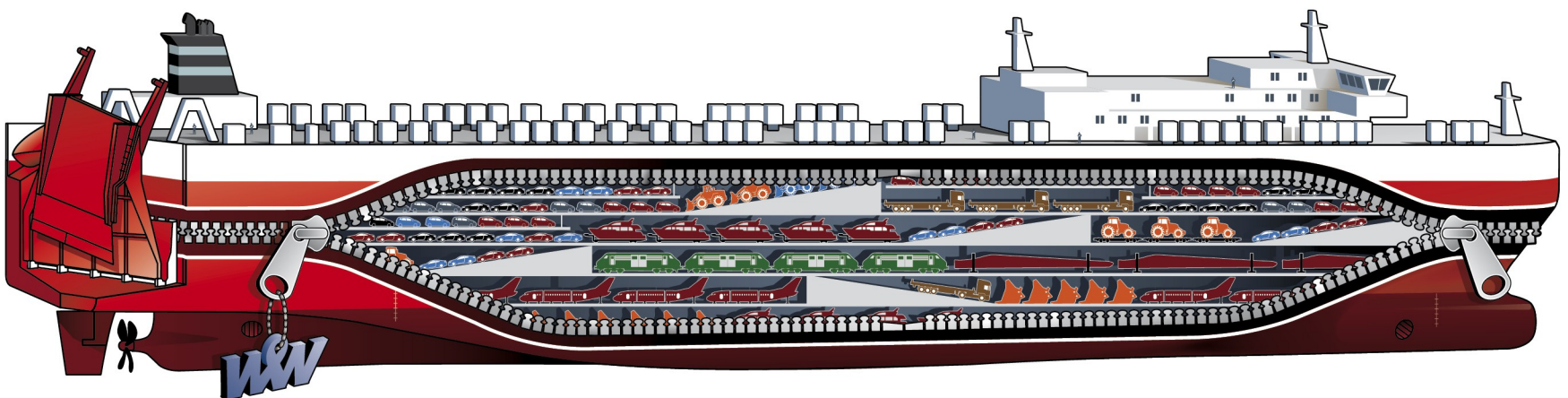
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The Global Project Logistics Newsletter is the official news of the Global Project Logistics Network (GPLN), the world's largest independent project logistics network serving the project cargo, chartering and heavylift industry.

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LOGISTICS

Tuscor Lloyds ships oil & gas gear to Mexico



At the request of a very important engineering company, Tuscor Lloyds was asked to ship heavy equipment for the oil and gas industry from Spain to Mexico.

The first stage involved a heat exchanger being shipped on board the Nordana's vessel "Skodsborg" from Tarragona Port up to Veracruz Port.

This piece dimensions were about 18.5 meters long x 5 meters wide x 4.5 meters high), and weighted approximately 125 tons. The job involved securing the piece in two steel cradles and fixing it to a platform trailer.

Then, through an abnormal load road transport made at midnight with a police escort, from the manufacturers to the port of departure in Tarragona where, using two heavy lift cranes, it was moved from its platform to the vessel.

It was then stowed with its cradles over wooden dunnage between stacks of containers.

Precautionary

Once loaded, the piece went through several checks and precautionary measures to prevent any damage to the cargo whilst shipping to its destination, where client was very pleased to see it arrive safe and sound.

The second stage involved the Tuscor Lloyds team travelling to Coatzacoalcas port in Veracruz, Mexico in order to receive the cargo and coordinate all unloading procedures along with the local stevedoring company, customs broker and

inland transporters.

This time, the main pieces were parts of a reactor platform, with the central part of nearly 73 meters long and 210 tons – and the upper part of 8 meters long and 21 tons. In addition to those, a bunch of additional parts all packed in 17 wooden boxes of different sizes were also shipped under the vessel's deck. The total shipment was about 281 tons and 1800 cubic meters when it departed from Aviles port in Spain.

Abnormal

The job started at the shipper's warehouse in Aviles and involved securing the large piece to two platform trailers.

Then through an abnormal load road transport with a police escort from the engineering company to the port of departure.

Once at the port, the piece was craned into position on the deck of the vessel and lashed with chains of 20 metric tons SWL and wire cables along with various clamps and stoppers welded to the deck. Along with the big piece, over the deck, was also loaded and secured the reactor upper part of nearly 8 meters long and 21 tons weight. All the other pieces were stowed between decks.

All two stages were completed successfully and therefore Tuscor Lloyds was chosen to continue providing logistic solutions for the next steps of this very same construction project in Mexico.

Third stage, the biggest made so far,



involved three different systems produced in Tarragona and Houston, including 14 modular pieces and 15 containers; a total of 2500 tons and nearly 16500 cubic meters. All cargo was loaded in two different vessels from carrier BBC (BBC Alabama and BBC Everest).

Loading

First vessel, BBC Alabama, departed from Tarragona last May, carrying two of the big modules; nearly 390 tons and 4500 cubic meters.

This same vessel, prior to its final arrival to Coatzacoalcas (Mexico), called at Houston Port in order to load an entire fuel and gas refrigeration system and some spare parts. After two loading days, all cargo of 96 tons was correctly stowed and secured for its final transit to the destination port.

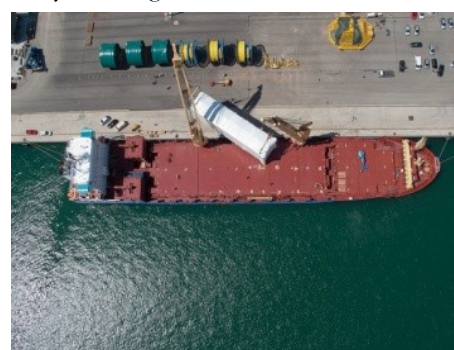
On the other hand, BBC Everest called Tarragona by the end of May and worked there for an entire week, loading a total of 10 modules and 12 containers. This vessel was completely full with this cargo so it went straight to destination port in México.

Challenge

Due to cargo dimensions, especially some modules with more than 9 meters height, inland transportation in Mexico was considered to be a big challenge. In

order to ease all this process it was necessary to look for the closest port possible to the eventual construction area, which happened to be an abandoned terminal in Pajaritos bay – Coatzacoalcas.

This terminal has been on strike for several years now, and all its operations are controlled by the workers' union in charge of the infrastructure's administration. With its authorization, Tuscor Lloyds was granted with the use of one



deck and a storage area.

Both vessels arrived at destination almost at the same time and unloading operations started right away with BBC Everest which was ready to depart after three working days. BBC Alabama, was unloaded in half this time.

Complete shipment was supervised locally by personnel from the Tuscor Lloyds Project Cargo department and duly certified by recognized maritime surveyors. www.gpln.net



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Boom times for Oceanbridge



Recently Oceanbridge Shipping Ltd in Auckland was contracted to ship two large yacht mast and boom packages to Europe.

One at 35 m length was bound for Turkey and the other, an even larger one at 55 m in length, was destined for The Netherlands.

Making use of the final kiwifruit reefer vessel service operated by Seatrade for the 2011 season both masts had to be trucked from Auckland to Tauranga, 250 km and a number of tricky corners, away from Auckland. This in itself required some planning as the road network is not what it is like in other areas of the world and the motorways / interstate type roads run out very soon outside of Auckland. With many years experience working with the specialist company Boat Haulage, the necessary plans and permits were put in place and the masts successfully delivered to the Port of Tauranga.

Both packages were then loaded next to each other along a row of 40-foot flat racks on top of

other containers and secured under the supervision of a qualified marine surveyor and Richard Thorpe, Projects and Marine Trade Manager from Oceanbridge.

“The lashing of this type of cargo is made all the more easier with forward planning and the many years experience we have in handling this type of cargo,” said Richard. “By working closely with the manufacturers from an early stage the necessary planning goes into the type of packaging presented so that when the time comes to load and lash the stevedores and myself and the surveyor are able to minimize the time spent in what is a potentially dangerous area on the vessel by having the lashing points already prepared for the lashings themselves.”

On arrival in Zeebrugge the 55 m was sent by road to The Netherlands while the 35 m package continued its journey via road to Antwerp to then be loaded on another vessel to Izmir and a final delivery by road to Antalya, Turkey.

www.gpln.net

Cory & Grieg link to South America



Cory Brothers, acting as agents for Grieg Star Shipping, are pleased to announce the recent introduction of a new monthly service from the US East Coast / Gulf to the West Coast of South America (WCSA).

The service commenced in July 2011 and is now fully operative. The introduction of a scheduled service in this trade-lane is therefore the result of the increased demand for transportation of equipment and material, as well as the lack of capacity on existing services. Most project / breakbulk cargo can be accepted

The service provides fast and sustainable

ocean transport solutions, particularly for shippers of static and rolling/tracked machinery.

Regular load ports are Fernandina Beach, Mobile and Houston (all USA); discharge ports are Guayaquil (Ecuador), Callao (Peru), Chimbote (Peru), San Antonio (Chile) and Coronel (Chile). and now even from Northern Europe.

Via a hub in Houston, Cory is now also providing through solutions from our Northern-European ports Rotterdam, Antwerp and Bremen as well as Helsingborg, Umeå, Sundsvall and Tilbury (in cooperation with our partners SCA Transforest).

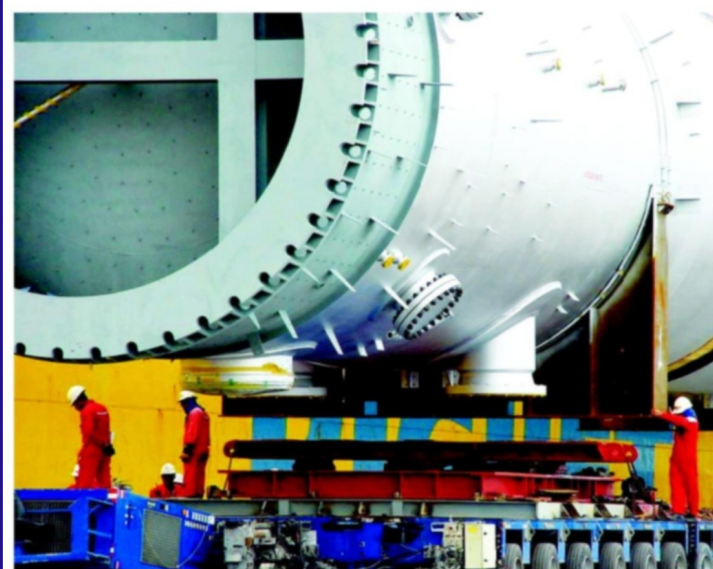
Grieg Star Shipping provides specialized sea-transportation and logistics services for a number of industries.

The company's project cargo department in Gothenburg is specialized on energy (power generators and turbines), wind power, rail cars, cranes, oil & gas equipment, cable reels, boats and other breakbulk cargo as well as a wide range of rolling stock; such as agriculture and construction equipment, mining equipment and other cargo for the automotive industry.

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MATTERS

By Gert Vos



Basic use of lifting equipment

Moving cargo is a serious job. Lifting it is even more complicated, although some people think that this part is rather easy: the crane / stevedoring company or carrier knows how to handle the cargo, so it's not our problem.

Many people think that lifting calculations are easy to make. Thus, a generator of 100 tons to be lifted with four slings, so $100 \div 4 = 25$ tons capacity per sling.

Unfortunately it's not that simple. Most people don't know that when you lift a piece with an asymmetric center of gravity, the capacity of the used slings is often too low.

If our generator of 100 tons has a symmetric center of gravity we should use 4 slings of each **48** tons. When it has an asymmetric center of gravity we should use 4 slings of each **100** tons. Assuming that we lift with "normal" lifting angles.

Why is there such of lot of extra safety margin in lifting equipment?

♦ Cargo might wobble when it is moved in several directions during lifting,

whereby the forces in slings differs during the movement;

♦ Different lengths in slings can cause severe differences in the forces that occur in the slings;

♦ Uncertainty of the position of the center of gravity. If the position differs only a few centimeters, the forces in some slings can increase more than you expect;

♦ Wearing out of the lifting equipment makes it necessary to have extra margin;

♦ Lifting with a "wrong" angle increases the forces in the slings:

All these matters mean that safety margins are necessary. So don't think that you can use the safety factor of the lifting equipment itself. Lifting equipment is tested and has its own safety factor. On the label of the lifting equipment the **Safe Working Load / Working Load Limit** should be specified.

In general:

- ♦ Steel slings/grommets: factor 4 to 5.
- ♦ Nylon slings: factor 7.
- ♦ Chains: factor 4.

A safety factor of 4 means, that the maximum acceptable force in the sling/chain is $\frac{1}{4}$ of the minimum breaking force of the sling.

But as we said already: don't use these factors in your calculation but use the general safety regulations for lifting equipment, and if than something is not correct, the safety factor of the certified lifting equipment will hopefully save you.

In the following drawings you will find an example of lifting a symmetric load with two slings. Here you will notice the increasing forces in the slings when the angle gets sharper.

In the last drawing we calculated the forces in the 4 slings from our 100 tons generator where we spoke about. Values are generated in our lifting calculations program **EasyLift ©**.

INPUT

| Value: | Distance from: | Until: | | |
|--------|----------------|-------------------|------|----|
| 1 | Point LA | Center of gravity | 1555 | mm |
| 2 | Point LB | Center of gravity | 945 | mm |
| 3 | Point LC | Center of gravity | 1555 | mm |
| 4 | Point LD | Center of gravity | 945 | mm |
| 5 | LA-LB | Center of gravity | 1440 | mm |
| 6 | LC-LD | Center of gravity | 2695 | mm |

OUTPUT

| | | |
|---------------|------|----|
| Sling length: | | |
| Sling 1 (S1): | 8000 | mm |
| Sling 2 (S2): | 7904 | mm |
| Sling 3 (S3): | 8318 | mm |
| Sling 4 (S4): | 8226 | mm |

| | | |
|-------------------|-------|-----|
| Calculated force: | | |
| Sling 1 (S1): | 25549 | kgs |
| Sling 2 (S2): | 41537 | kgs |
| Sling 3 (S3): | 14194 | kgs |
| Sling 4 (S4): | 23098 | kgs |

| | | |
|--------------------|-----|--|
| Calculated angles: | | |
| Sling 1 (S1): | 75° | |
| Sling 2 (S2): | 77° | |
| Sling 3 (S3): | 68° | |
| Sling 4 (S4): | 70° | |

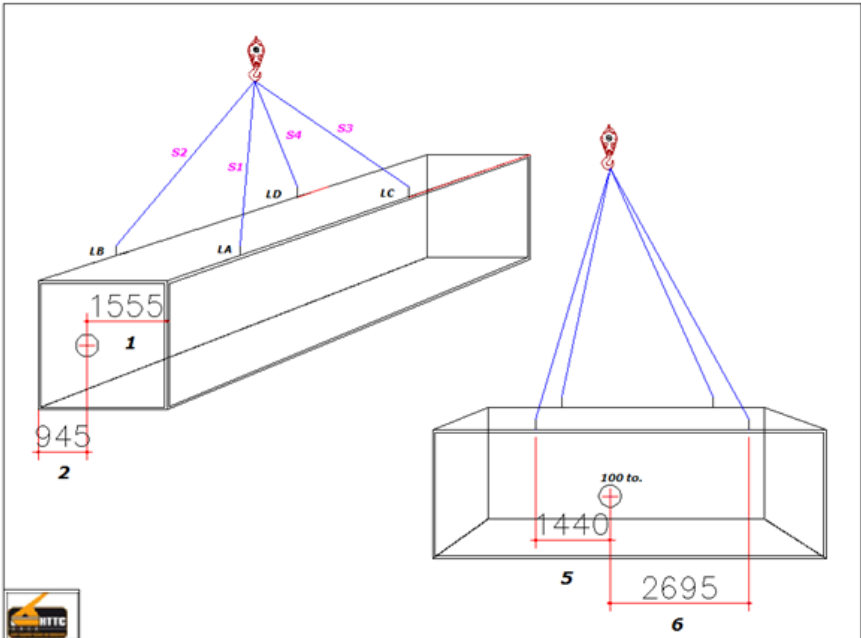
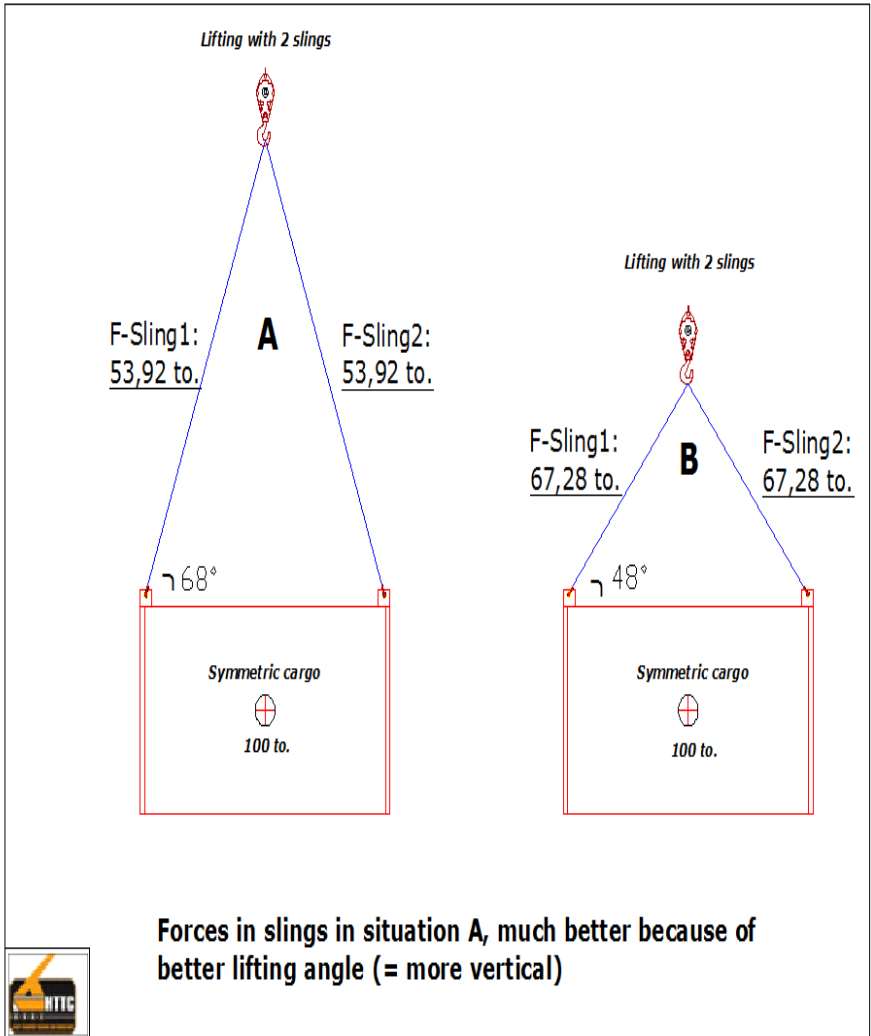
Values generated by EasyLift ©

Necessary capacity according to safety regulations:

| Symmetric Angle 45° - 90° | Angle 45° - 90° |
|---------------------------|-----------------|
| Sling 1 (S1): 47619 kgs | 66667 kgs |
| Sling 2 (S2): 47619 kgs | 66667 kgs |
| Sling 3 (S3): 47619 kgs | 66667 kgs |
| Sling 4 (S4): 47619 kgs | 66667 kgs |

| Asymmetric Angle 45° - 90° | Angle 45° - 90° |
|----------------------------|-----------------|
| Sling 1 (S1): 66667 kgs | 100000 kgs |
| Sling 2 (S2): 66667 kgs | 100000 kgs |
| Sling 3 (S3): 66667 kgs | 100000 kgs |
| Sling 4 (S4): 66667 kgs | 100000 kgs |

Values generated by EasyLift ©





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Upcoming GPLN Meetings & Events

5th Intermodal Asia 2012

9th - 10th February 2012

Intercontinental Melbourne The Rialto, Melbourne, Australia

Heavy Transport and Lifting Course

28th February 2012

Renaissance Shanghai Yangtze Hotel, Shanghai, China

1st Breakbulk China Transportation Conference & Exhibition

28th February - 1st March 1, 2012

Intex Shanghai, Shanghai, China

BHP 2012 (2nd Cargo Shop India)

29th - 31st March, 2012

Bombay Convention & Exhibition Centre, Mumbai, India

Heavy Transport and Lifting Course

31st March 2012

Bombay Convention & Exhibition Centre, Mumbai, India

17th Trans Russia International 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

Heavy Transport and Lifting Course

9th May 2012

Marina Bay Sands Hotel, Singapore

GPLN Global Meeting 2012

9th to 11th May 2012

Marina Bay Sands Hotel, Singapore

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

Transport LogistikChina

5th - 7th June 2012

Shanghai New International Expo Centre, Shanghai, China

Heavy Transport and Lifting Course

5th September 2012

Hilton Durban Hotel, Durban, South Africa

Intermodal Africa

6th - 7th September 2012

International Convention Center (ICC), Durban, South Africa

HUSUM WindEnergy

18th - 22nd September 2012

NordseeCongressCentre (NCC), Husum, Germany

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

AICL completes 3 projects on time



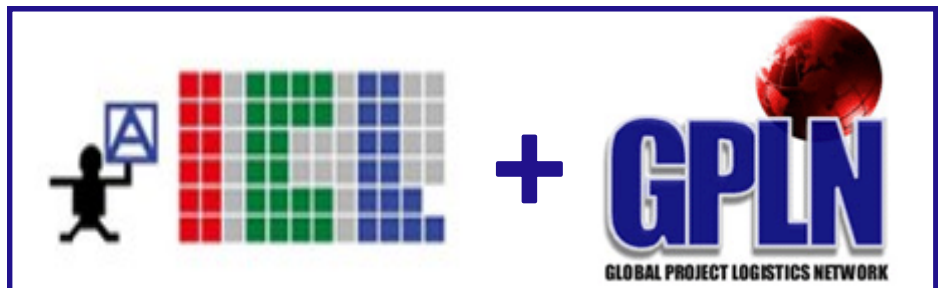
AICL Projects has completed three shipments from Kaohsiung, Taiwan to South America and South East Asia on BBC's vessels in July, 2011.

One shipment of power generators to Guatemala was shipped on BBC Celina, while the other shipments of machines to Laem Chabang and Singapore respectively were shipped on Beluga Singapore.

circumstances.

However, since there were more than 20 low-bed trailers on the road, AICL still could not avoid facing the problem of having flat tires for some trucks, given daytime temperature of 40° centigrade and heavy loads on the truck.

Fortunately, AICL's experienced staff had prepared alternatives and coordinated with all the relevant parties in advance.



The total volume of these three shipments of high-valued machines is around 1,000 tons and a volume of 1500 cubic meters, loaded in 29 wooden boxes. The heaviest piece in this move weighted 98 tons. Due to the hot weather and heavy thunderstorms in summer in Taiwan, AICL had to pay special attention to carefully control the whole procedure and conduct inland transportation overnight to avoid any delays caused by unforeseen

Finally, all the cargoes were loaded onto BBC's vessels on schedule to the clients' highest satisfaction.

AICL was established in 2000 and is headquartered in Taipei, Taiwan, with branch offices in Hong Kong, Shanghai, Beijing, Tianjin, and Qingdao, China. AICL has a good track record of working with GPLN partners all over the world to deliver cargo to destinations such as Kazakhstan in central Asia. www.gpln.net



5K Logistics delivers generators to New Mexico



Paul McGrath, President of GPLN member 5K Logistics, has announced the completion of a major delivery of five power generation systems to Lovington, New Mexico, USA.

These power generation systems were manufactured by Wärtsilä Corporation in Finland.

The shipment consisted of five generators measuring 13.35 x 3.3 x 4.25 me-

ters (44'x11'x14') and weighing 135 metric tons each generator.

Accessories

There were also 35 large break bulk pieces (radiators, pumps, exhaust piping, etc) and 45 x 40-foot containers of accessories accompanying the generators.

The shipment originated at the Port of Rauma Finland and offloaded in Houston Texas.

The five generators were transported by rail to a siding 3.5 miles from the jobsite. They were transferred to 12-axle Goldhofer trailers and delivered to the Lea County Electric Cooperative site in Lovington, New Mexico.

The accessory pieces and 16 containers were trucked directly to the jobsite from the Houston port, which is 560 miles northwest of Houston.

At the jobsite, the generators were

offloaded from the trailers using a jack and slide system to be set into place. This project was managed by 5K Logistics Vice President Gus Chalos through our Houston office.

5K Logistics is a Global Logistics Supplier for Wärtsilä. 5K Logistics provides worldwide project and logistics services with offices in Philadelphia, PA, Chambersburg PA, Bensalem, PA, and Houston, TX, USA.. www.gpln.net

Rickmers wins contract for Airbus transport

Rickmers-Linie, the Hamburg based operator of heavy lift and project liner services, has been selected by Spirit AeroSystems as its partner for the transportation of fuselage sections for Airbus.

GPLN member Rickmers will transport the items from Morehead City, North Carolina, to Montoir (Port of Nantes St. Nazaire) in Northern France.

The contract covers the transportation of fuselage sections and will run over a period of several years.

The fuselage sections are designed for the Airbus A350 XWB series. After a trial shipment was carried out successfully earlier this year, the contract was signed recently.

"We are looking forward to this cooperation with Spirit," said Gerhard Janssen, Director Marketing & Sales at Rickmers-Linie. "We are proud to become part of the supply chain for Spirit in its deliveries to Airbus.

"This contract shows once again that our liner concept for heavy lifts and project cargoes with regular schedules and reliable service is sought after by our customers."



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Wind power fits the bill for InterMax



The Wuchuan project plans to install and operate a total of 33 wind turbines with a capacity of 1,500 kW each; the total installed capacity will be 49.5 MW. Once fully operational, the proposed project activity is expected to deliver on average approximately 114,580 MWh of electricity per year to the North China Power Grid (NCPG)

Recently InterMax Logistics Solution (ITM) has delivered two wind power tower tubes from Hengshui, Hebei to Wuchuan County, Hohhot City, Inner Mongolia Autonomous Region in China.

There were two tubes delivered in this shipment. One of them was had a diameter of 4.8 meters with length 21.486 meters and weight 40.275 tons, the other one had a diameter of 4.8 meters with length 10.14m and weight 30.034 tons.

As they were oversized and overweight, ITM used its long experience to identify the vehicles needed and arranged the most convenient and commercial way of transport.

The trucks chosen this time were 17.5 meters long and 3 meters wide. As the longest diameter was 4 meters, the height of the whole truck was 4.8 meters which was suited to pass through a tunnel on the way which had a height limit of 5 meters.

A total solution from end to end including logistics planning for cargo packing, fixing, loading, transportation, tracking and unloading was introduced. The total transit time was five days from Hengshui to Bazhou, Beijing, Zhanjia-kou, Wulanchabu, Hohhot and then to Wuchuan, the final destination. The total distance was 916 kilometers.

GPLN member ITM emphasized on the safety of delivering cargoes and thus there was enough communication among ITM and its clients, fastening of cargoes was strictly supervised, oversized and overweight permits were applied in all areas involved. www.gpln.net



Wilhelmsen appoints Lord as director for Oceania region



Wallenius Wilhelmsen Logistics has appointed Mr. Robert Lord as Regional Director for Oceania, succeeding Mr. Greg Martin. Based in Sydney, Mr. Lord will officially take over as Regional Director on March 5, 2012, but will join WWL from December 5, 2011 and use this period to introduce himself internally and externally.

Mr. Lord has more than 20 years experience from several of WWL's most important customer segments, and will bring important insights to support the further development of WWL in Oceania.

"WWL strives to deliver solutions that give our customers a competitive advantage," said Mr. Arild Iversen, President & CEO of Wallenius Wilhelmsen Logistics.

"Mr. Lord's experience from the mining, wood and paper industries brings exactly the perspective and competence that we need to further develop our support to customers in Oceania."

Currently, Mr. Lord holds positions on the boards of Bathurst Resources Ltd as well as Norske Skog Industries Australia Ltd. He was Managing Director and CEO of publicly listed Gloucester Coal prior to the takeover by the Noble Group in 2009. Before that he was Executive Vice President Australasia for Norske Skog Industrier ASA. In this position Mr. Lord gained extensive experience in operations, shipping and logistics management.

Mr. Lord has an MBA from the University of Canterbury, Christchurch, New Zealand and a Bachelor of Science from the University of Waikato, Hamilton, New Zealand.

WWL has a long history in Oceania, developing its offering over the years in response to the growing customer demand for supply chain solutions for cars as well as rolling equipment, especially within the mining, energy and farming sectors. The company manages the entire supply chain, from overseas plants to dealers in Oceania, for major car and agricultural and construction equipment manufacturers. www.gpln.net




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Heavy Transport and Lifting Course



Improve your technical know-how

Minimize your risk

Get your staff accredited

Provide better quality

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

Why attending the GPLN Heavy Transport and Lifting Course?

The answer is quite simple.

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

Increase your company's technical know-how!

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

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

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

1. Heavy Lift

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

2. Exceptional Transport

- Study load capacity on various vehicle types including SPMT's and platform trailers

3. Load Securing

- Come to terms with lashing / securing / dunnaging

4. Lifting with Hydraulic Gantry and Strand Jacks

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

5. Check List for Project Forwarders

- Create your own checklist and thus eradicate mistakes

AGENDA

08:30 – 09:00 Registration

09:00 – 09:15 Chair's Opening Remarks

09:15 – 10:15 Heavy Lift

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

10:15 – 10:30 Coffee Break

10:30 – 11:30 Exceptional Transport

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

11:30 – 12:30 Load Securing

- Lashing / Securing / Dunnaging

12:30 – 13:15 Lunch

13:15 – 14:00 Lifting with Hydraulic Lifting Gantry and Strand Jacks

14:00 – 14:30 Checklist for Project Forwarders

14:30 – 15:00 Safety

15:00 – 15:15 Coffee Break

15:15 – 16:15 INCOTERMS 2010


16:15 – 16:30 Questions & Answers

16:30 – 16:45 Chair's Closing Remarks

16:45 – 17:00 Award of Certification

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GPLN Technical Course for Heavy Transport and Lifting



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 |
| 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

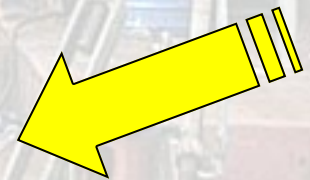
With more than 20 years experience in heavy transport and project forwarding, Gert Vos will present you how to handle heavy equipment with cranes, on vehicles, in ships and on barges with all its specific technical details. Gert Vos started his illustrious career as project manager in 1989 at Van Wezel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



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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!



Cory ships pilot boat to Mombasa



Logistics expert Cory Brothers has just completed a pilot boat manoeuvre from Pembrokeshire to Kenya for commercial boat builder Mustang Marine.

The boat was loaded directly from the water onto a OXL heavy-lift vessel with 300-ton lifting capacity. Cory Logistics project managed the full spectrum of services for the client including heavy-lift vessel agency, customs documentation, warranty surveying, insurance and managing technical issues.

Mike Bryant of Cory Logistics said: "We were delighted to successfully complete this project which was part of our expanding operations in Wales. We have a strong commitment to the Welsh market since opening our Cory office in Cardiff

earlier this year".

Nahoda II, is a 22.4-meter pilot boat weighing 65 tons which will be used by the Kenyan Port Authority in the Port of Mombasa. Designed for operation in most weather conditions, Nahoda II has been built to operate for up to 3,000 hours per year at speeds over 20 knots. She is equipped to carry 12 persons made up of pilots and crew.

Kevin Lewis, Managing Director of Mustang Marine commented: "This is the fourth pilot boat we have built for the export market – the other three are already operational in China -- and we have used Cory Logistics every time because they provide a high quality and cost effective service. www.gpln.net

Unishipping moves LPG tanks in Balkans



Unishipping International Ltd was awarded a contract for delivery of nine LPG tanks with a capacity 400 cubic meters for a new gas terminal in Mangalia Port on Romania's Black Sea coast. The unit dimensions were 34.3 meters long by 4.87 meters wide by 4.25 meters high, 93.8 tons

gross weight. All tanks were produced by a Bulgarian manufacturer in southern Bulgaria. The tanks were successfully delivered, despite the obstacles on the road (wires, rail crossing, mountain crossing etc) and the long distance of about 500 kilometers for such kind of transport.

www.gpln.net

PCYT sets new record



Project Cargo & Yacht Transport sets yet another record in the field of yacht transport. Adding to its previous distinction as the pioneer of yacht transport from and to Turkey and having handled the largest and heaviest yachts ever in Turkish history, it sent three mega yachts and one coast guard boat to the Middle East earlier this year. The yachts were loaded on a massive geared, heavy-lift, multi-purpose

dry cargo vessel. The operation became challenging when the afternoon wind started blowing and the onlookers became more curious about the fate of Operation. But with experience, state of the art technology and highly expert team at the disposal of Project Cargo & Yacht Transport, the operation did take place without a halt and the operation concluded without any problem or mishap.

www.gpln.net



Arnold Schwerlast supplies world's biggest waste management plant



Arnold Schwerlast GmbH & Co. KG has recently completed the haulage of parts for a waste management facility from Romania to Manchester in the UK.

The world's largest waste management facility of its kind is currently being built in Manchester in northern England. The facility is being touted to help battle climate change by reducing greenhouse gas emissions created by landfills.

With a waste disposal capacity of 653 tons per day it will be the largest facility of its kind built to date.

The complex transport and heavy cargo logistics from the production plant in Romania to the construction site in England comprised more than 2000 tons for the first construction stage alone.

Specialist transports by land (flat-bed trucks) and by sea (ocean-going vessel) were planned, supervised and carried out by the experts of Arnold Schwerlast GmbH & Co KG, using state-of-the-art technology.

Arnold Schwerlast has also developed new methods and packaging units for transporting the components for the new



energy sources tapped with this environmentally friendly technology.

GPLN member Arnold Schwerlast GmbH & Co. KG was founded in 1947 and has since developed into a leading heavy cargo logistics providers.

The company is based in Rimpar, near Würzburg, in the region of Bavaria, Germany. www.gpln.net



Gebrüder Weiss keeps the beer flowing



Recently Gebrüder Weiss moved some 3.800 cubic meters of used brewery equipment, including nine beer tanks measuring 18 meters long and 4.5 meters diameter from Erfurt in Germany via Bremen and Houston to Shiner, Texas, US.

Cranage in Erfurt was challenging as there was very restricted access and narrow space within the brewery, so the company had to lift over some buildings and at the exit gate it found that it had just 4 centimeters space left to pass. The job included full door-to-door move as well as crane work at both loading and destination points. www.gpln.net



Donbass transforms Bryansk plant



Donbasstransitservice recently took part in the project of transportation of heavy transformers from South Korea to the Bryansk Electric Power Factory, by providing full cargo forwarding service for the Ukraine transit part of this project,

namely: arranging for the specialized railway transport; transshipment of the cargo from ocean ship to specialized 240 tons carrying capacity railway transporters; transit formalities support. The transshipment took a full month and was completed recently. www.gpln.net

Blame it on Rio!



Greetings from Rio de Janeiro: GPLN team

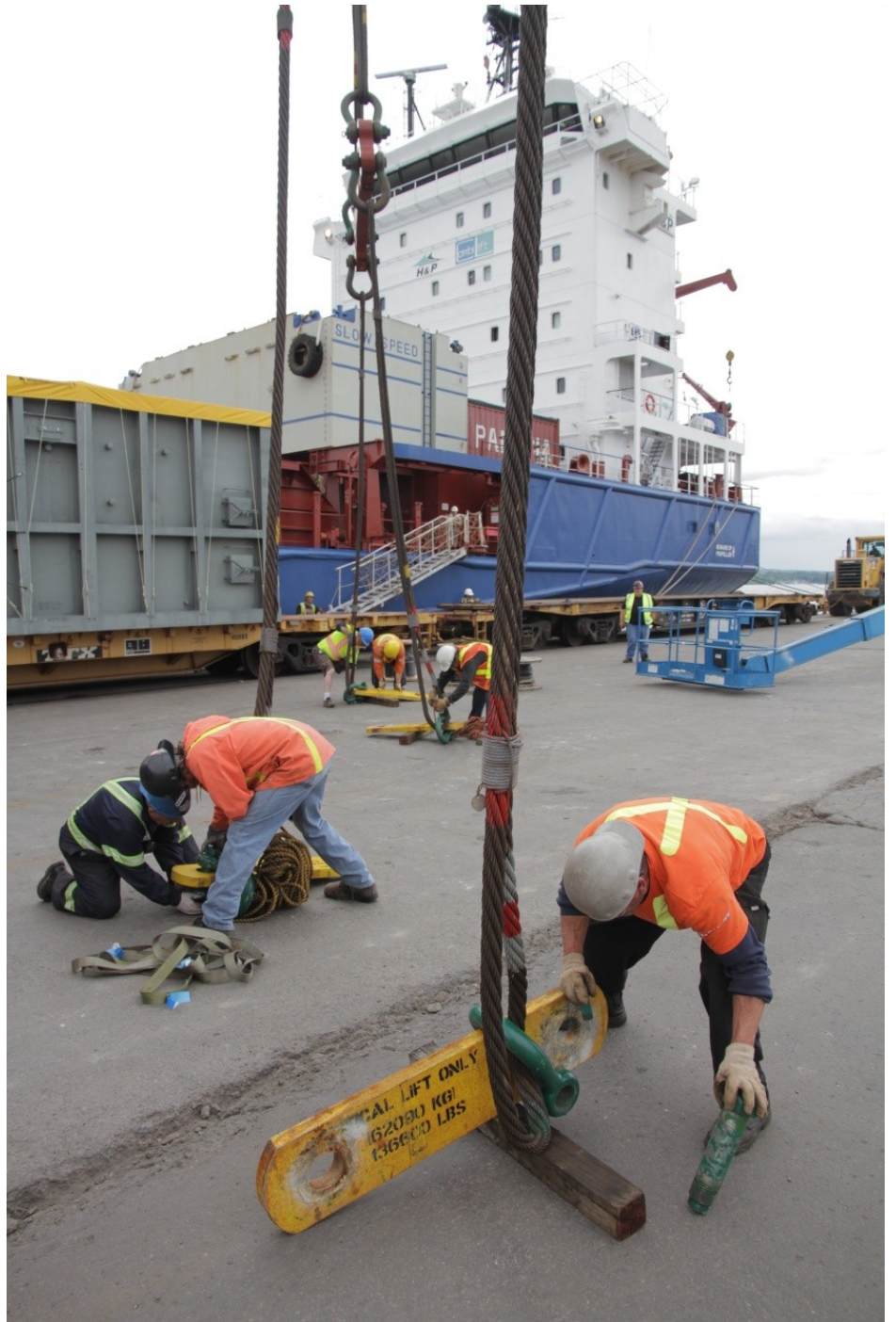
GPLN's head office in Thailand received a postcard from Rio de Janeiro which took quite some time to get to us, says Luzius Haffter, Commercial Director of GPLN."

Daewon gets the tubes to China



Daewon Logipia recently handled a chartering service from Gwangyang, Korea, to Mawan in Shenzhen, China. The items carried were steel tubes measuring 1.623 cubic meters, and weighing 1,102 metric tons.

SCACLI hauls heavy load to Alaska



Sea Cargo Air Cargo Logistics International (SCACLI) recently chartered the Combi Lift owned, Antigua flagged, M/V Panagia for six 220-ton pieces for delivery to Anchorage, Alaska.

This 7821 dry-weight ton Chinese-built vessel was well structured to carry the load as well. The M/V Panagia is equipped with two 250 metric ton cranes and a 500 metric ton combi crane and has a hold capacity of 11,000 cubic meters.

The vessel was especially strengthened for carriage of project cargo, though it is also has facilities for containers and dangerous cargo.

And at approximately 120 meters length and 20.2 m breadth the ship is definitely within the Panama Canal size restrictions.

The cargo traveled on the St. Lawrence River, up Hwy H2O, the 3,700-kilometer (2,400 mile) marine corridor between Canada and the United States and then down the United States' Eastern Seaboard and across the Caribbean to the Panama Canal.

After making the 164 km (102 mile) crossing of the canal the cargo made the

trip up the entire US and Canadian West Coast to the destination in Anchorage. The entire trip took a whopping 36 days and semi-navigated the entire North American continent.

"All of the cargo was delivered on schedule to the job site without any incident," added Laurent Montignon, SCACLI President. www.gpln.net



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Lomer Point brings power home



GPLN member Lomer Point Bridge, one of the leading forwarding companies in Kazakhstan, has just completed a project to install the country's first two wind power plants.

The project was carried out over a six-week period and was completed recently.

Lomer Point specializes in delivery and transportation of project cargoes, with a large proportion of its projects involving delivery of out-of-gauge cargo.

One recent project undertaken was the delivery of two wind power plants from China to Kazakhstan. For delivery of this cargo they needed 34 trucks with different shipping facilities and configurations.

Wind power plants consist of multiple

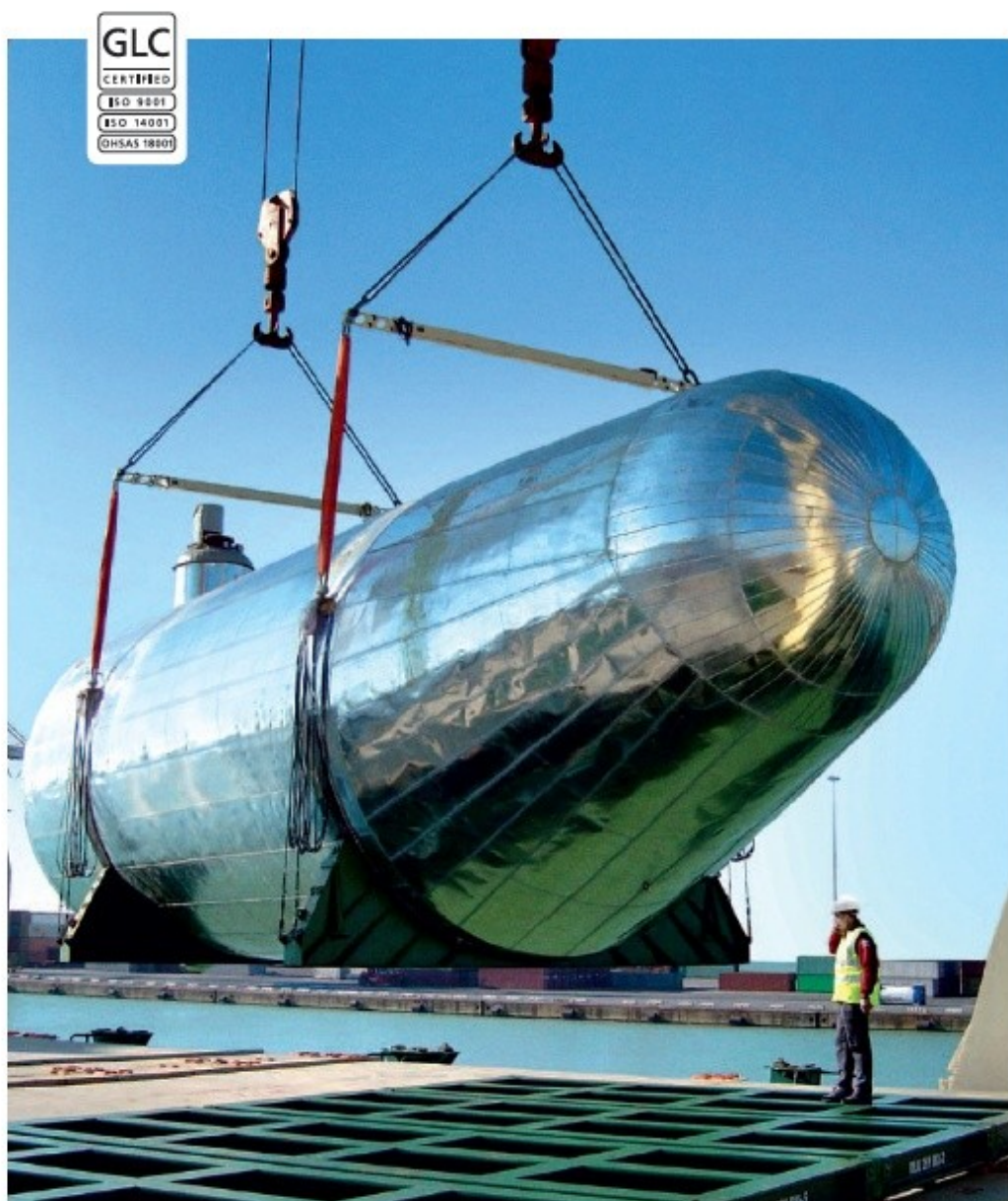
items such as pilot machine, socket, mast, transformer, spider, wheel, cabin of management control, cylinder base. The total amount of goods was 197.16 tons, much of which was out-of-gauge cargo.

Also for installation Lomer Point needed cranes with a lifting capacity over 100 tons. In Kazakhstan there are no such cranes. Therefore the cranes had to be imported from China under a temporary importation license. There were also three other such shipments required for dismantled accessories (plumb and weights) of the said cranes.

As these are the first wind power installations in Kazakhstan, Lomer Point Bridge is proud that it participated in this project. www.gpln.net



Lomer Point helps Kazakhstan get its start in the wind power business



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Totallogistic stacks up the crane on Morocco job



Totallogistic has successfully completed the shipment of a Liebherr Crane from Spain to Morocco.

The totalproject division was contracted to work with one of our customers and at the same time regular supplier in the international expansion of their businesses.

This specialized division was responsible for the integrated logistics of transport of a crane Liebherr LR 1400/2, with a lifting capacity of up to 400 tons weight from Spain to the port of Jorf Lasfar in Casablanca (Morocco).

The shipment of the crane was made from the port of Sagunto, just north of Valencia, and so a vessel was chartered for the purpose.

In total the division transported 710

tons gross weight with 1,870 cubic meters of cargo.

Of the 105 packages loaded in total the main cargo corresponding to the superstructure of the crane with a unit weight of 56 tons.

Loading and unloading operations were carried out with complete success complying with the deadlines and terms agreed upon with our client.

GPLN member Totallogistic has also launched a new shuttle service to the Azores Islands and Madeira .

This service is offered for full loads or clustered (FCL and LCL) with weekly departures on sea lines of top quality.

Goods can be collected from any point within Spain and Portugal for direct transfer and the goods will be delivered "door-to-door." www.gpln.net



Green Worldwide ships rendering facility



Green Worldwide Shipping has handled delivery of equipment and parts for a rendering facility in Delaware, US. The equipment was shipped from Europe to the US on flat racks, in open tops, and as breakbulk. The flat racks required transloading at the port prior to delivery. The largest unit, a drier, required a night move on a 19-axle perimeter trailer. www.gpln.net

CNC achieves ISO 9001:2008

CNC Freight Services Sdn Bhd is pleased to announce ISO 9001:2008 certification.

The Malaysia-based GPLN member is pleased to announce after a year-long process, CNC Freight Services Sdn Bhd has been awarded the ISO 9001:2008 certificate on Quality Management and Quality Assurance in November 2011 by Moody International.

"Going through the certification process has challenged us to improve our ap-

proach on our day-to-day office activities," said Khoo Heng Soon, project manager of the Port Klang-based company. "By continually reviewing and making improvements, we are confident that we can provide our customers with all the solutions they are looking for.

"As a company, we can feel proud that we have successfully implemented a management system within our company that keeps our customers at the centre of everything we do." www.gpln.net



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Acco relocates whole power plant to Guatemala



The latest project handled by Acco Foreign Shipping was the transfer of an 85 MW coal-fired electricity plant from King, North Carolina, US, to Escuintla, Guatemala, a small city 20 kilometers away from Puerto Quetzal, on the Pacific coast of the Central American country.

The movement of this plant was done within 10 months and demanded the use and loading of 502 FEUs from 40-foot high cubes to 40-foot flat racks, 45-foot flat beds, 48-foot flat beds, single drops, double drops, extendables -- all types of existing equipment in the international shipping industry were used but not only that, a German shipping line was contracted in order to have one of their vessel induced to Wilmington, North Carolina, to pick up 23 out-of-gauge (OOG) pieces out of 55 total that Acco needed to move as a part of the transfer.

The other 32 OOG pieces were shipped using Miami Port and discharged at Santo Tomas de Castilla on the Atlantic coast.

The 55 OOG pieces were picked-up at the site and transferred to the ports within 15 days and this demanded the use and hire of five different trucking companies.

The heaviest pieces moved were the two generators weighing 100 tons each for which 19-axle trucks were used. Condensers, turbines, steam drums, coal silos, baghouses, and receiving tanks were part of the same group.

The longest piece moved was 75 feet long, the widest 20 feet and the highest 15 feet. No accidents, no damaged equipment, no problems whatsoever either in the US or in Guatemala.

Deadlines were met as well as the budget. www.gpln.net

Almajdouie wins contract with Korean EPCs



Almajdouie Group has been awarded Yanbu Export Refinery Project (YERP) in the Western Region of the Kingdom of Saudi Arabia. This was awarded by two Korean EPCs, Daelim and SK Engineering & Construction, to handle local customs clearance and inland transportation of entire project shipments from global vendors for the project.

This contract is another success of Almajdouie Group for one of the largest projects in KSA consecutively after the Doosan Rabigh 2 power plant contract this year. The entire project will take three years to complete.

The total volume of these contracts is 600,000 cubic meters.

"Almajdouie Group is committed to providing excellent services to all our clients," said S.I. Mustafa, Vice President Logistics of Almajdouie, "With the capability to handle large project volumes and based on our successful track record we expect to secure more upcoming projects."

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Global Star packs 50-meter turbine blades off to India



Global Star Logistics (China) Co., Ltd. just finished shipping its first lot of wind turbines from a North China port to East Coast India port.

The turbine blades are approximately 50 meters long, which is recognized as creating a new record for the loading port.

The first shipment was safely loaded recently and Global Star expects that more jobs will come in following months.

Global Star Logistics is a fully licensed independent Chinese freight forwarding company with over 5 million RMB in registered capital, and

several offices in eastern China.

The GPLN member is located in Shanghai and offers a wide variety of services which include: Sea and air chartering, heavy or project cargo handling, precious goods handling, barge transportation services, multi-axle trailer transportation

and site installation services, logistic consultation services, warehousing and distribution services, deconsolidation services, customs clearance services, hydraulic and telescopic crawler crane handling and shipping agency services.

www.gpln.net

Dacotrans powers up Zarate



Dako Worldwide Transport GmbH has successfully executed the transport of a gas-fired power plant called Brigadier Lopez to the port of Zarate on the Rio de la Plata in Argentina.

The total volume shipped was approximately 10,000 freight tons.

The cargo originated from various countries including the US, Germany, other European countries, Vietnam and China.

The main heavy lifts to be shipped were:

- ◆ 1 generator with a unit weight of 317 tons
- ◆ 1 gas turbine with a unit weight of 310 tons

The heavy lifts were shipped by geared heavy lift carriers.

The generator was loaded in the port of Norfolk and the turbine in Rot-



terdam, using two cranes — each of 250 tons — and a spread bar for weight distribution.

Both cargoes safely reached the port of Zarate in Buenos Aires province after which the reception of the cargo from the vessel, the delivery in the port and loading onto heavy lift trailers for the transportation to the Brigadier Lopez power plant were all successfully arranged. www.gpln.net

Conti-trans brings fuselage from US



Conti-trans recently transported an aircraft fuselage by river boat from Zeebrugge, Belgium, to its final destination in Trencin, Slovakia. This was no small job as the fuselage had dimensions of 22.6 m long, 4.24 m wide and 4.35 m in height.

Transshipment took place in the port

of Bratislava. The cargo was transferred from the river boat to a low loader the on carriage to Trencin was undertaken as well as the unloading at site with two mobile cranes.

Conti-trans arranged the handling within Slovakia with GPLN partner C.O.S. Logistic. www.gpln.net

Guzman appointed by TFC as representative in Vietnam

The Freight Co Ltd, Bangkok is pleased to announce the employment of Alvaro Martinez Guzman in the position of Chief Representative for The Freight Co., Ltd. in Vietnam.

Spanish-born Martinez' background is in international relations followed by a masters degree in marketing and sales.

He spent the last 10 years working for multinational companies in the shipping and freight forwarding industry.

His speciality is project forwarding including project management, chartering, heavy transports by road and sea working for EPC contractors in several countries in Asia, the Middle East and South America.

Besides looking after Vietnam he will be also working hand in hand with the management in Bangkok to further de-



velop the project business in Cambodia, Laos and Myanmar. www.gpln.net

Flinter reshuffles Antwerp staff

Recent times have been hectic at Flinter Shipping in Antwerp due to some important staff changes.

The company has announced that Peter Larose has just joined as the future managing director.

He will take over gradually the tasks of Michel Janssens and later on of Ludo Oostvogels. Peter has worked for Nova Hessenatie and Stevedoring from 2000 till now and has been the last three years the CEO of NHS. Before that he worked for different forwarding and shipping agencies. Peter is 48 years old and is married and has two daughters of 17 and 20 years old.

Also recently, Paul Meeuws started to take care of the commercial development of the forwarding activities.

He is 56 years old and is very experienced in steel and project business. He has worked for companies like Schenker,



Larose: will take over as managing director

Rohlig and Infortra. Paul is married and has one son aged 31.

Linde Craeye lately took over the tasks of Erik Ruwisch who has now left the company. She worked for Boeckmans in the liner department and has several years experience in the breakbulk business, especially to North Africa and Med destinations. Linde is 32 years old and has two children of 2 and 4 years old.

We wish all the newcomers lot of success and are confident that these changes will further contribute to the development and future of Flinter Shipping NV. www.gpln.net

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Dinnage joins CSS



Kenneth A. Dinnage has been recruited and is now responsible for the CSS Groups' Business Development aspirations in the MENA and Sub-continent region and the furthering of contacts with potential key CSS Clients. He is extremely familiar with the culture, people, and business practices of the United Arab Emirates and the surrounding areas, having lived in the region for over 35 years.

Before joining the CSS Group, Dinnage held a key Regional Manager Consultancy – Region Americas for Barwil Unitor Ship Service (now known as Wilhelmsen Ship Service), a leading maritime services provider, where he was responsible for the integration of the company's portfolio, as well as strategic planning and sales management.

Dinnage is an Alumni Member of the INSEAD Business School, Fontainebleau, France and holds an Honors Degree in Business Administration from Ashford University. He is married and has four children and speaks Urdu, Arabic, and French. www.gpln.net

Fast-paced clinker expansion in Sarawak



Trans Interntional Logistik Sdn. Bhd. (TIL) recently partially completed the movements of general and out-of-gauge cargoes from Asia and Europe to Sarawak, Malaysia, for a clinker plant expansion with a total volume of about 6,000 freight tons.

The heaviest piece moved was the mill table body with a total weight of 62 tons having dimensions of length 4.15m by width 4.15m and height 2.2m.

Shipments were mostly containerized with often requiring open top and flat rack containers and three lots of break bulk shipments. The project required extremely quick shipping and deliveries due to the tight project time line of this fast-tracked plant expansion.

The Malaysia-based GPLN member is proud to say that all deliveries were executed well within the required time frame with no untoward incidents.

www.gpln.net

More than a simulation for Rolitrans



Rolitrans Jakarta recently secured the delivery and installation of a Boeing 737-800 and a Airbus 330 flight simulator to the training facilities of Indonesian national carrier Garuda Indonesia.

The contracted scope was beyond mere delivery to job-site; it was supplemented by unpacking and installation of these extremely costly multi-million US dollar high-tech devices.

Under the supervision of the watchful Canadian manufacturer's commissioning tea, Rolitrans project crew began what would be "one of the fastest and professional installation execution we have recently seen", according to Bob Ohlmann of the Canadian counterpart.

With packing removed the delicate flight simulators were placed on Rolitrans

heavy-duty castor trolleys and manually pushed with ease into the training facility.

Precisely positioned to the installation spot the components where lifted by a boom crane inside the confined building, placed on specialty jacks, raised to installation height, hydraulic legs installed beneath and computers connected.

"That's almost like plug & play on my game console," Rolitrans project manager Frank Bax commented after he was allowed to take the seat on the "flight deck".

"The installation of each flight simulator was accomplished in a record two days and besides making traveling within Indonesia and beyond safer, underlines our company slogan: 'transport solutions with commitment'," commented Mr Bax.

www.gpln.net

BDG: 28 years and counting

This year marks the 28th year in business for GPLN member BDG International.

The company, based in the state of Illinois, US, operates in several areas, including International Freight Forwarding, NVOCC, Custom House Broker, Domestic (LTL, FTL, Airfreight).

The company is also skilled in providing advice regarding US export regulations and recently held a seminar covering shipper's export declaration-Automated Export System (AES), Control International Traffic Arms Regulations Documents of Foreign Customs Clearance Commercial export documents and the Bureau of Industry and Security.

www.gpln.net

viding advice regarding US export regulations and recently held a seminar covering shipper's export declaration-Automated Export System (AES), Control International Traffic Arms Regulations Documents of Foreign Customs Clearance Commercial export documents and the Bureau of Industry and Security.

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|------------------|-----------|---------------------------------|
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| Slovenia | Koper | NT Logistika d.o.o. |
| Spain | Barcelona | Tuscor Lloyds Spain |
| UAE | Dubai | Sharaf Logistics LLC |
| USA | Decatur | Green Worldwide Shipping, LLC |
| USA | Doral | Acco Foreign Shipping, Inc. |