



Global Project Logistics NEWSLETTER

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

March-April 2012

Issue No. 26

PowerLogistics Asia 2012 Conference & Exhibition set to launch

The very first PowerLogistics Asia 2012 Conference & Exhibition will take place in Singapore at the luxurious five star Marina Bay Sands Singapore Expo & Conference Center on May 7th – 8th.

The first PowerLogistics Asia 2012 is set to launch the one annual project logistics trade event in the Asia that brings together the providers of project logistics services and products with the consumers of said services.

This noteworthy event grew out of the vacuum of Singapore being a major international hub for project logistics yet no longer having any conference or exhibition that specifically addresses this market directly. PowerLogistics Asia 2012 is designed to fill this need.

SPONSOR

Jurong Port Offshore Marine Centre has generously agreed to be the local host for the event which boasts both an executive level conference and a two day

exhibition of many of the Asia region's best known international project logistics companies.

FORWARDERS

As mentioned, these companies will range from project forwarders, vessel owners, charterers, other service providers to the project logistics industry as well as consumers of the project services.

PowerLogistics Asia creates the ideal marketing platform for project logistics professional to find out what is going on in their industry, to promote their products and services to a dedicated target audience of a solid number

of senior executive project logistics conference delegates from Asia and around the world.

The concurrent two days conference will feature nearly twenty world-class senior executive level speaker (topic)s highlighting the latest issues effecting the development of project logistics throughout the Asia Pacific region as well as latest developments in chartering, shipping and



lifting and handling for the oil and gas, energy, heavy engineering and mining industries. And of course there will be ample opportunity to network with all participants, which at the end of the day would be the most important aspect of the event. Booking for attending the conference is still available. Entrance to the exhibition is free of charge and all project logistics professionals are encouraged to come and visit the exhibitors.

PowerLogistics Asia 2012 is taking place at the famed Marina Bay Sands Expo & Convention Center. If you would like more details please contact: felix.schrick@power-lift.net / +66 (2) 714 2256 (during Bangkok, Thailand, office hours 0900–1800 hours, Monday through Friday).

Or see the web page at <http://www.power-lift.net/conferences.html>.
www.gpln.net

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A Word from Gary Dale...



Time is closing in on our annual general meeting which is held in the Marina Bay Sands in Singapore. We are looking forward to seeing all of our old friends from around the world and meeting the new friends that we have made from our new membership. We are back in Asia after a few years' hiatus. Singapore is a one of the most important hubs for the project logistics business so the location will be interesting for many of our members to potentially meet clients there as well. And don't forget, starting our precedent in Munich last year, we will be continuing our GPLN cap competition in Singapore. We have already whittled down the final four photos with the winner being determined by our meeting attendees. If you remember Asia Imperial Cargo Logistics took the prize last year with Scott Hsieh and company getting a free participant to this year's meeting. Who will win this year? You need to come to our meeting and vote on this and find out!

As I mentioned, Singapore is primo in Asia when it comes to the project logistics business. This is why we have also developed our PowerLogistics Asia 2012 conference and exhibition, which is also happening during this same week at the same Marina Bay Sands location just a few days before our GPLN AGM. Sev-

eral of our members have already signed up to take part in this event joining many other industry leaders like Jumbo Shipping, Kestrel Maritime, BBC Chartering, Goldhofer, Jurong Port, etc. If you are still considering it, I would definitely like to urge you to sign up for this. PowerLogistics Asia 2012 will put you in contact with many of the region's more powerful players in the industry and will inform you on the state of project logistics in Asia. It will be one of the most interesting events of the year in our industry, for certain.

For more information on PowerLogistics Asia 2012, please see: <http://power-lift.net/conferences.html>. Or for more information you can contact us directly at events@gpln.net.

I also don't want to leave out Heavy Transport & Lifting Course will also be conveniently sandwiched in between these two events. Many GPLN members have already taken this course. If you are one of those who are looking for the right time, well, I'd venture to say that this should be it. You will be right there in Singapore with our AGM and PowerLogistics Asia 2012 so the timing couldn't have been made more conveniently.

You might also take note that there are nice GPLN discounts for the above events as well as even greater discounts for booking more than one event. So what are you waiting for?

While we are talking about events, another announcement that might be of interest to our members who work in the oil & gas field. The Offshore Supply Base Summit, organized by Informa, will be taking place also in Singapore on June 21st - 22nd this year. They have requested an official endorsement from GPLN, which after having met with the organizer and discussed this program, we have decided to give. As a

result, any GPLN member who would like to attend The Offshore Supply Base Summit, if identifying themselves as a GPLN member, will receive 15% off their registration. You can find out more about this event at: <http://www.offshoresupplybase.com>

So you can see that our hands are full these days. But what's next for us? After a few weeks breather from our heavy load we will go on our annual trip to Antwerp for the Breakbulk Conference & Exhibition. We will also have booth space for any of you members who are looking to share in this. Just let us know.

But for now it's Singapore, here we come! I look forward to seeing you all there!

Gary Dale Cearley

Executive Director

Global Projects Logistic Network (GPLN)

www.gpln.net

GLOBAL PROJECT LOGISTICS NEWSLETTER

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Logiventures handles Sri Lanka wind power project

Logiventures Pvt Ltd, a subsidiary of Hayleys Advantis Ltd which is the transportation and logistics arm of Hayleys PLC, a premier blue chip company in Sri Lanka handled a 12 tower and components of a 10MW wind power project.

The delivery to the site from the port of Colombo was awarded to Logiventures, and its team of experts, with various capabilities got involved on this challenging project.

The planning was done prior to the operation as to how the project will be handled.

The project was completed within a period of 30 days as planned. The units were transported from Colombo port to the destination which is approximately 150 kilometers from the port using 90ft flat bed, 48-foot and 35-foot heavy duty low-bed trailers.

Stringent safety standards were maintained during the project.

Cargo surveyors were appointed to ensure that the cargo was well lashed onto the trailers to ensure that it could be transported safely.

The cargo was transported in convoys during the night under police escort for safety reasons. Each step was closely monitored and the project was completed.

Job scope also included arranging necessary lashing gear, loading and unloading of equipment. www.gpln.net

New face at TFC



The Freight Co Ltd, Bangkok is pleased to announce the employment of Guido van Broekhoven in the position of General Manager effective 2nd May 2012. Dutch born van Broekhoven's education revolved very much about international transport and logistics. To further his education he added several specialist courses including IATA and IMDG IMO Courses as well as Airfreight Security. He followed this up with an MBA in Marketing and Sales. 35 year old Van Broekhoven spent a fair amount of his time working abroad specializing in the oil and gas industry.

While doing so he had assignments in Spain, Scotland, Angola and Egypt just to name a few. Owing to his overseas assignments, van Broekhoven speaks Dutch, English, Spanish, German, Portuguese and French. Van Broekhoven will be in charge for the Thailand operations of The Freight Co, with special focus on expanding the project logistics, targeting oil, gas and energy business. www.gpln.net



Tuscor Lloyds builds bridges in Mexico

After Tuscor Lloyds' role in the construction of the Baluarte Bridge in Mexico, the company was delighted therefore to see the bridge inaugurated by Mexican President Felipe Calderon last January. With officials from the Guinness World of Records on hand to present the award for the world's highest bridge, the formal ceremony took place on the bridge itself on January 5th this year. Tuscor Lloyds Spain was a key logistics supplier to the project. The company moved the huge

cranes used during the construction of the structure.

The cranes, some of the world's tallest, were supplied by a specialist firm in Spain.

Tuscor Lloyds moved them across the Atlantic in pieces and then they were moved into position by truck, ready for assembly by the construction company.

During the opening ceremony, the President spoke proudly of the engineering feat, highlighting the importance of linking the central part of the country with the west coast. The bridge has become symbolic of

Mexico's continuing provincial development and its opening is part of the celebrations to mark 200 years of the country's independence from colonial Spain.

The practical and economic implications, however, were more important. In particular, the journey time from Mazatlan to Durango was reduced by six hours.

This makes the road journey across Mexico's heavily populated central regions commercially viable, linking the Atlantic and Pacific coasts by road for the first time.

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Postcard from ...



Multimodal move for Direct Logistics



Direct Logistics Project Division, GPLN member based in India, handled multimodal movements of 280 metric tons of ODC cargo from Charleston, South Carolina to GSPC power plant site in western Indian state of Gujarat.

The shipment was of a gas turbine measuring 5 meters in diameter and 11 meters in length moved from Charleston port on the geared vessel *MV Rikmers Jakarta* up to Mundra.

Direct Logistics received the cargo at origin from rail car and arranged temporary safe storage till loading on geared vessel in Charleston port. The turbine was discharged directly on the dump barge which was brought alongside the vessel for the further roll-off operation to final destination.

INFRASTRUCTURE

The land infrastructure from Mundra port to Pipavav power plant was not safe to carry a single 280-ton piece but the site is located between Pi-

pavav and Jafrabad port and just 18 nautical miles away from Mundra so water movement was ideal.

The preparation of the move took more than two months.

The permission process from the various government authorities was extremely time-consuming.

One of the biggest challenges was to construct a temporary jetty at the seashore near to the power plant site.

The jetty was designed and constructed for a safe sitting roll-off operation from barge by using multi-axle.

Also a bypass road was constructed from jetty to site for the land movement and delivery of the consignment to the project site.

This movement was a complete multimodal ODC shipment for Direct Logistics India which involved sea transport as well as land movement with the support of geared vessel, barge & multi-axles. www.gpln.net

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HEAVY MATTERS

By Gert Vos



3. Lashing & securing of cargo

In general lashing and securing of cargo seems to be difficult for shipper and driver.

But when you make some small calculations you will find out that it's not as complicated as you think.

The most important issue is that you always use certified non-slip rubber between cargo and the floor, the bed of the trailer and/or the container.

Of course nothing is wrong in using wood to achieve more friction, but the friction coefficient of wood is less than that non-slip rubber. The friction coefficient is expressed in μ .

FRICTION

There are plenty of friction coefficients, but in practice we will use only a few:

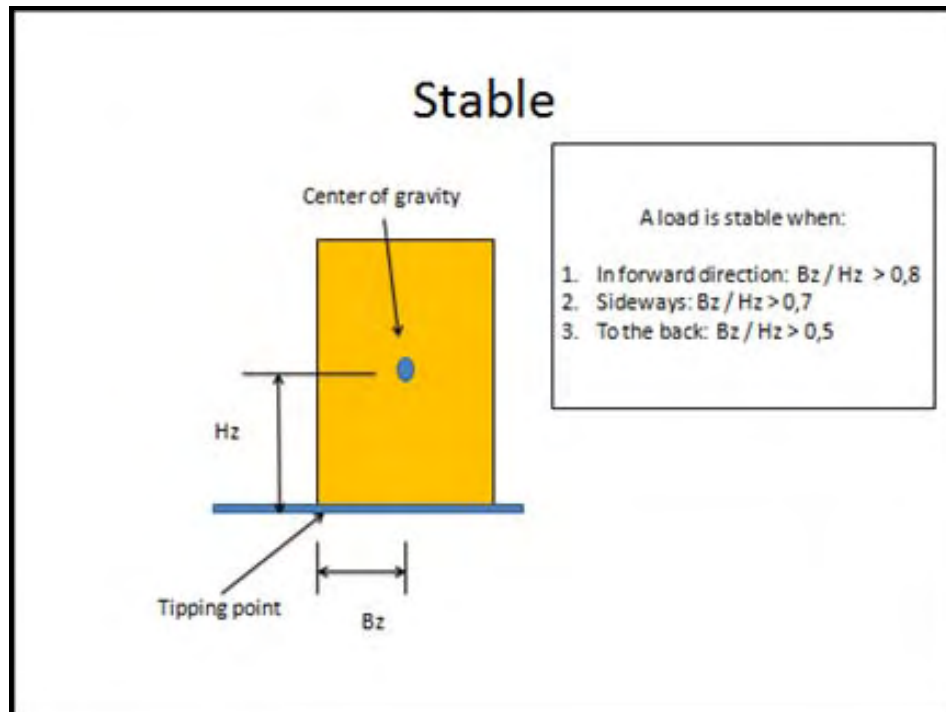
- ◆ Steel on steel: about 0.2 μ .
- ◆ Steel on soft wood: about 0.3 μ .
- ◆ Non-slip rubber: 0.6 μ .

In the drawing below you see the forces that occur in traffic. 0.8 Fg means that you need to secure 80% of the cargo weight in forward direction.

For sideways/backward movements you have to secure 50% of the cargo weight.

Only if the cargo is not stable (high centre of gravity) you need to increase the sideways securing up to 0.7.

We have seen that non-slip rubber has a coefficient of 0.6. So if the cargo is



stable, (see drawing), the non-slip rubber will already be enough for sideways and backward movement. The only thing you have to take care of is securing the cargo in the forward direction. Don't forget to use some lashing on top of the cargo to prevent the cargo moving upward.

EXAMPLE

A 20-ton steel case is loaded on a trailer. We need to secure the cargo:

1. In forward direction: $0.8 * 20 \text{ tons} = 16 \text{ tons}$

When we replace the wood for non-slip rubber we will have much better figures:

In forward direction we need to secure $(0.8 - 0.6) = 0.2 * 20 \text{ tons} = 4 \text{ tons}$

In sideways/backward direction $(0.5 - 0.6) \Rightarrow$ not necessary because of good friction coefficient of the rubber.

STRAPS

If we use normal ratchet straps with a LC (Lashing Capacity) of 2500 daN in a straight line (double is 5000 daN). Then we need only four ratchet straps: two for the headsling, and two to prevent upward shaking.

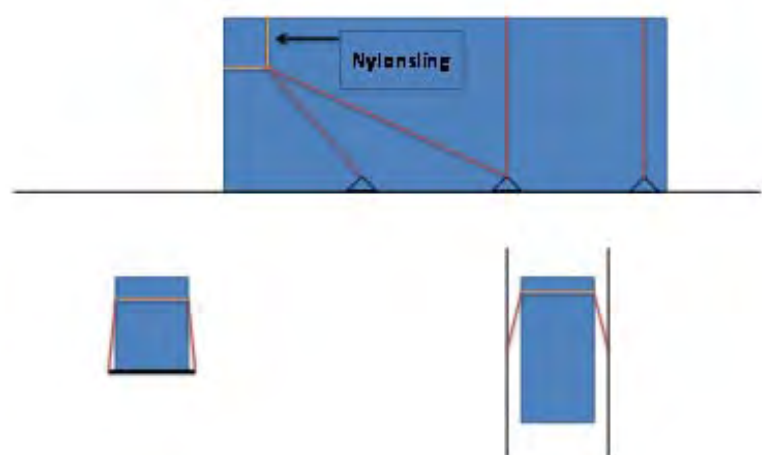
Why only two ?

First: because we use non-slip rubber.

Second: because we have lashed the cargo directly (direct lashing).

If we had chosen the way of pushing the cargo down with ratchet straps than

Lashing example Case of 20 tonnes.



2. In sideways/backward direction: $0.5 * 20 \text{ tons} = 10 \text{ tons}$

To increase friction we use wood between the cargo and the trailer floor: friction coefficient: $\mu = 0.3$.

We have a direct lashing situation with the use of a nylon endless sling, used as a headsling.

In forward direction we need to secure $(0.8 - 0.3) = 0.5 * 20 \text{ tons} = 10 \text{ tons}$

In sideways/backward direction $(0.5 - 0.3) = 0.2 * 20 \text{ tons} = 4 \text{ tons}$

we needed at least 11 pieces.

In general:

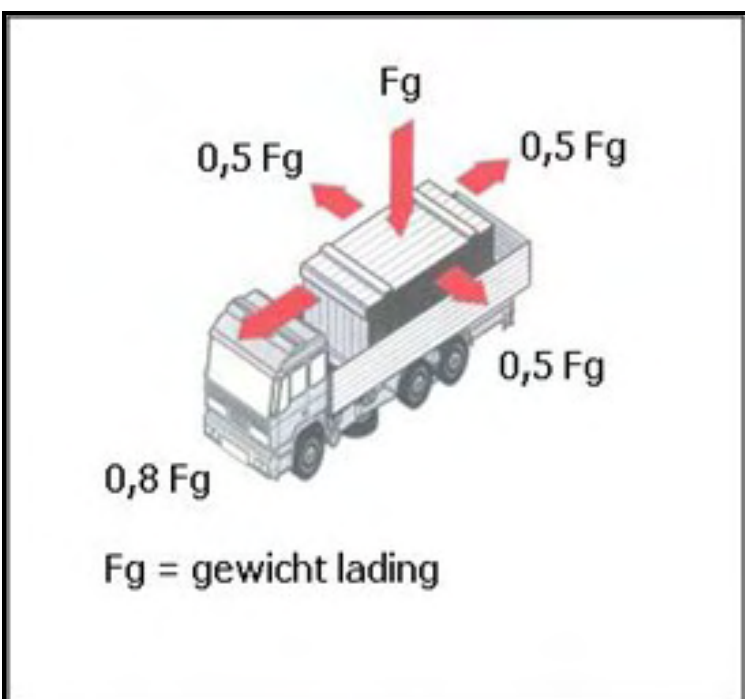
◆ First try to lock in the cargo (between stanchions) or on the bulkhead of the trailer.

◆ Always use non-slip rubber.

◆ Direct lashing is the best way of lashing, because you use the full capacity of the lashing equipment.

Good luck!

Gert Vos



Upcoming GPLN Meetings & Events

Heavy Transport and Lifting Course Singapore

9th May 2012

Marina Bay Sands Expo and Convention Center, Singapore

GPLN Global Meeting 2012

10th - 11th May 2012

Marina Bay Sands Expo and Convention Center, Singapore

Heavy Transport and Lifting Course Belgium

22nd May 2012

Radisson Blu Astrid Hotel, Antwerp, Belgium

7th Breakbulk Europe Transportation Conference & Exhibition

22nd - 24th May 2012

Antwerp Expo, Antwerp, Belgium **Booth No: 300H4**

Transport Logistichina

5th - 7th June 2012

Shanghai New International Expo Centre, Shanghai, China **Booth No: N2-605**

Heavy Transport and Lifting Course South Africa

5th September 2012

Hilton Durban Hotel, Durban, South Africa

Intermodal Africa

6th - 7th September 2012

International Convention Center (ICC), Durban, South Africa **Booth No: 28**

HUSUM WindEnergy

18th - 22nd September 2012

NordseeCongressCentre (NCC) Husum, Germany **Booth No: 1F28**

Heavy Transport and Lifting Course USA

9th October 2012

Four Seasons Hotel, Houston, TX, USA

23rd Breakbulk Americas Transportation Conference & Exhibition

9th - 11th October 2012

George R. Brown Convention Center, Houston, TX, USA **Booth No: 100**

1st Black Sea Ports & Shipping

24th - 25th October 2012

Bristol Hotel, Odessa, Ukraine **Booth No: 10**

9th Trans Middle East

20th - 21st October 2012

Gulf International Convention And Exhibition Centre, Bahrain **Booth No: 12**

19th OSEA 2012

27th - 30th November 2012

Marina Bay Sands Expo and Convention Center, Singapore **Booth No: 1N5-03**

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

Allseas chairman set to battle 'berggy bits' for charity



Flexibility, determination, enjoying the challenge, ensuring a job well done ... Allseas Global Logistics prides itself on having all of these qualities.

And Allseas Group Chairman Andrew Morris will need them in abundance when he sets out on his latest challenge – rowing across the North Atlantic.

Andrew, 47, is teaming up with Roz Savage, one of the most experienced ocean rowers in the world, to cross the North Atlantic from west to east.

CURRENTS

Apart from battling against the prevailing winds, the rowers will face the threat of icebergs and 'berggy bits' (lumps of ice floating just beneath the water surface); mountainous waves; storm force winds; unpredictable currents; sleep deprivation, isolation and cold; and a gruelling routine of rowing two hours on, two hours off, 24 hours a day.

Andrew and Roz will set off from St John's, Newfoundland, eastern Canada, on or around May 14 and aim to arrive in London in time to enjoy the opening ceremony of the 2012 Olympic Games.

UNUSUAL

This amazing 2,000-mile journey has been named the OAR project. The pair expect to cross the North Atlantic in 60 days; they will then take an unusual onward course by entering the Bristol Channel and continuing through Britain's inland waterways system, taking an estimated two weeks to travel via rivers and canals, and along the River Thames, to the finishing point.

Andrew competed in the annual Atlantic Rowing Race seven years ago, so he has a good idea of what lies ahead.

He and Roz will make the voyage in the Bojangles, a 24-ft state-of-the-art rowing boat designed and built by ocean rowing expert Mick Dawson and completely refitted for the OAR project. They will be entirely self-sufficient on the journey, carrying all their supplies, food and equipment on board.

However, Andrew says the toughest aspect of the challenge will be missing his

two children.

The OAR project is the world's first attempt to cross the North Atlantic from St John's, Newfoundland to Bristol, England, then continue to London via the inland waterways.

The pair will also be the first male/



'The pair will also be the first male/female team ever to cross the North Atlantic.'

female team ever to cross the North Atlantic.

As with every project he undertakes, Andrew will be aiming for a world-beating performance.

However, the row is also about leaving a real legacy – the team are raising money to buy a fleet of rowing boats for able-bodied and disabled young people, and to run OAR Inspiring, an education program that aims to bring the different aspects of ocean rowing to life in the classroom. www.gpln.net



Lysander adds turbo power to shipbuilders

Lysander Shipping Ltd. of the United Kingdom has recently undertaken the transport of a gas turbo generator for the booming South Korean shipbuilding industry.

The heaviest piece was 160 tons with the dimensions 21 meters long by 4.7 meters wide and 6.6 meters high.

Lysander Shipping was contracted to carry out the overall transport from EXW Nuovo Pignone's factory in Massa, about 10 kilometers from Marina De Carara in Italy to Okpo shipyard in Korea.

Lysander shipped in total 3500 cbm including parts and accessories and chartered the vessel *m/v Da Tong Yun* – the whole shipment was loaded and departed successfully on March 23rd.

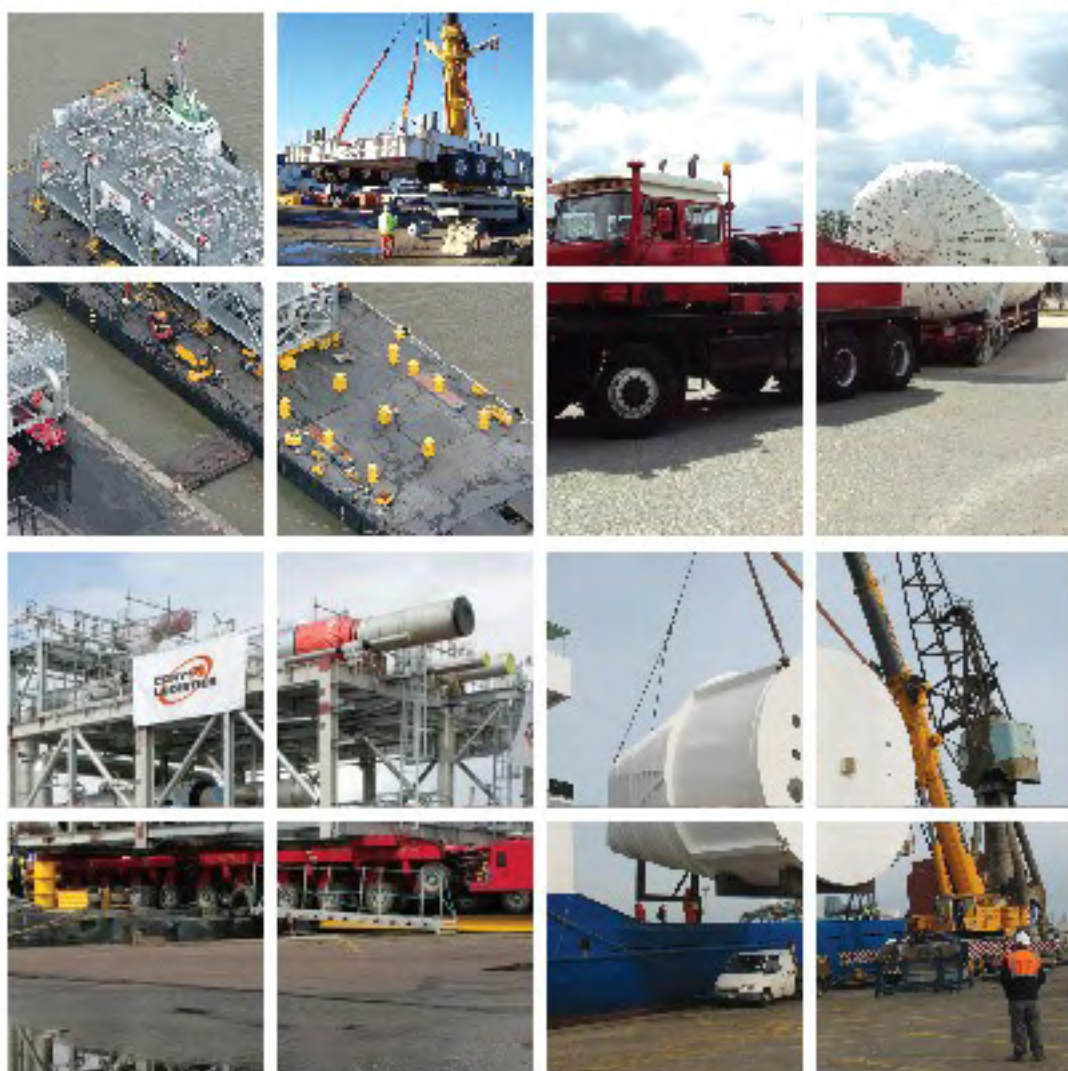
This was the second shipment of its kind Lysander Shipping has done this year – back in January the company shipped two similar pieces for the same client, and the company commented that “it is always nice to see that our clients were that pleased with the overall performance on the first one that they booked the second one with us as well.”

The shipbuilding industry is well known for operating on a quite strict “just-in-time” principle, making these shipments highly critical and time-sensitive – so really there is little space for error.

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Gruber reactor job wins award



Gruher Logistics recently carried two fuel reactors for an oil refinery with a total weight of more than 2000 tons, split in parts of 57 meter length and a diameter on 6 meter and single piece weight of approx. 170 tons. The entire cargo was carried by a vessel from Marina di Carrara to Chioggia and the by truck to the Sannazzaro refinery.

The organization of this transport required all of Gruber's experience and kept my colleagues busy for weeks. Finally due to the size, the excellent equipment and the perfect organization, this trans-

port was nominated to the Transport of Year by a leading German heavy transport magazine. As a result of expansion, Gruber now has 17 branches in 6 European countries including Russia, an annual turnover of 176 million euros, based on its specialization in heavy-load and special transports

As a response to the steadily increasing demand, Gruber last year started the operation of the brand new build heavy duty warehouse taking the entire warehouse capacity operated by Gruber has increased to a total of 80,000 square meters.

www.gpln.net



LII flies 28-ton blowout preventer to Brazil

Logistics International, Inc. (Lii), managed the transport of a 28,122 kilo Annular Blow Out Preventer (BOP) from IAH Houston to Cabo Frio International Airport in Rio Janeiro province, Brazil.

The shipment required using an IL-76 charter aircraft with a titanium floor offering very high weight bearing tolerances, and powered by Stage III globally approved engines.

LII VP Sales Bill Durkin stated: "Our client had an idle drillship awaiting this critical equipment and our experienced operations and management team

arranged the necessary packing, trucking, cranes and aircraft coordination for this extremely dense and heavy cargo."

KEFLAVIK

The aircraft was positioned from KEF Keflavik International Airport Iceland, and the flight made a scheduled fuel stop at Port of Spain and an on time arrival at Cabo Frio airport, which was especially designed to handle cargo movements. Customs arrangements were in place and the BOP was duly delivered to the ship within 24 hours of arrival in Brazil. www.gpln.net

+++Visit us at BreakBulk China Conference & Exhibition – China, Shanghai – Intex Shanghai, booth #G10 – Feb 29-Mar 01, 2012+++

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Globalink forges ahead in defense logistics



The transportation of military and aviation equipment displays the pinnacle of logistics operations since it requires security, expertise and time management skills to match the demands of customers.

Globalink Logistics Group is one the leading service providers offering integrated defense and aviation logistics ser-

vices in the CIS region and Afghanistan. Recently Globalink once again proved itself as a pioneer and specialist in defense and aviation logistics in the region.

Globalink was subcontracted to relocate Armored Personal Carriers and other Military Vehicles including equipment of Mongolian Army (United Nations Peace Keepers) from Western Africa back to

Mongolia.

Considering that special permissions were required for the military cargo which was mostly out of gauge, Globalink choose routing via Baltic Sea with on-carriage by dedicated block train service under Russian military escort to Mongolia. Globalink staff in Estonia, Russia and Mongolia closely coordinated the labori-



ous process of obtaining special permissions through Russian and Estonian territories including arrangements of special railway platform and armed military escort in record time to make this project successful.

INVOLVEMENT

Globalink Afghanistan has been making headlines for their involvement in various defense related contracts. The United Nations recently contracted Globalink to deliver several rough terrain vehicles from Afghanistan to Kyrgyzstan. Globalink's network of offices in Afghanistan, Uzbekistan and Kyrgyzstan ensured smooth transportation of cargo from Kabul via Uzbekistan to its final destination in Kyrgyzstan.

Although this was not one of the biggest projects Globalink has handled in the region but our newly established Northern Transit Corridor service came in handy for the execution of this project. Northern Transit Corridor service has been established by Globalink to connect Black Sea via Poti – Baku – Aktau – Hairaton to Afghanistan.

Having its own offices and terminals in Poti – Baku – Aktau – Hairaton and close cooperation with regional railway companies, Globalink is one of the most active multimodal transport operators on this route.

SPECIAL

While Mongolian peacekeepers were on the move, the Kazakhstan Ministry of Defense contracted Globalink for the delivery of Special Aviation Project consisting of military helicopters, assembly modules and engines from Europe to Kazakhstan.

At the last minute, Globalink was advised that helicopters and accessories were to be transported from Europe to Kazakhstan within 48 hours due to urgent demand of the assembly facility which was to be visited by the President of Kazakhstan.

With no regular freighter connection to Astana, Globalink in-house air chartering team swiftly arranged Boeing 747-400F and delivery of cargo from various European facilities to Frankfurt airport.

While B-747F was on its way to Astana airport, Globalink Astana team had already prepared all the customs formalities and positioned special trailers for the final delivery of cargo to the assembly facility.

The entire door to door operation took little less than 48 hours leaving all our customers fully satisfied with Globalink JIT planning. www.gpln.net



PowerLogistics Asia Conference & Expo 2012

Marina Bay Sands Expo & Convention Center
May 7 – 8, 2012

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For the brochure:

http://power-lift.net/downloads/powerlogistics_singapore2012.pdf

POWER LiFT



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Ashok Kumar Chawdhary, an Indian national, is the Singapore Branch Manager at Fairmacs Multiline, a member company of the Chennai, India, based Fairmacs Group.

He has broad experience in all aspects of total supply chain management with proper financial management and efficient customer service and direct experience in handling odd and heavy weighted projects.

His interests are in early-stage start ups as well as companies "on the bubble."

Ashok specializes in handling and heavy projects, breakbulk, conventional and odd sized cargoes and supply chain management. Ashok has a BCom from Calcutta University. •



Fabio Incerti is the Business Development Manager for Fagioli in Asia Pacific Region.

He was recently appointed to manage the heavy transport and project forwarding activities in all the Asian area, with particular focus to the new business opportunities.

In 2006 he joined Fagioli as Proposal Manager gaining experience in management of heavy lift/heavy transport international tender.

His experience cover also the operational management of several projects involving loadout, transportation and installation of heavy structures.

Prior to joining Fagioli, he worked several years as business consultant with both specialization in Marketing and Logistics.

Fabio has a Bachelor of Engineering from Parma University and a Specialization Master Degree in Business Management from Pisa University. •



Jean-Philippe Martin has been the Area Sales Manager (Heavy Duty Modules) at special transport manufacturer Goldhofer Aktiengesellschaft for 12 years.

He is responsible for sales throughout the entire Asian continent, Australia, New Zealand and France.

His main speciality is the Heavy Duty modular trailers division at Goldhofer. Jean-Philippe is based in Memmingen, Germany. •



Kara Cheung is a professional logistician with focus in the Asia and Australia trade. Kara has been a member of the Chartered Institute of Logistics and Transport Australia (CILTA) since 2007 and was nominated as the Young Transport and Logistics Professional CILTA NSW one year later. Her passion, confidence, and her willingness to "take charge" have all been reflected and evidenced through her progressive roles in the industry and in various organizations that she has been involved. From functional point of view, Kara is very knowledgeable in customs regulations and well trained in customer service, global account management, supply chain services in both air and ocean freight. Her role was further expanded after being recruited by Cargo Services Far East with focus on global account management, project implementation, and team management. She has proven herself in implementation and project management and earned respect from both her colleagues and senior management. Kara speaks English, Cantonese, Mandarin and Japanese.

Kara has a BA and graduate certificate (Logistics Management) from the University of Sydney and professional certificates in logistics fields from both the Hong Kong Management Association and the Hong Kong Centre for Transport & Logistics. •



Emre Eldener, who is the General Manager of Kita Logistics, has been involved in heavy lift transport and project cargo forwarding business since 1997 where he joined the sector as a partner in Kita Logistics. His company has been active in project logistics in Turkey and the neighboring countries. Head office being in Istanbul, Turkey, Kita Logistics has branches in Izmir and also in Erbil, Iraq, totalling a staff of 300. Their services include global air and ocean freight forwarding, LCL consolidation, groupage and full trucking, exhibition logistics, customs clearance, distribution and other value added global logistics services.

Additionally, Kita Logistics is a leading project forwarder in Turkey. Oversize cargo, heavy lifts and IMCO 1 shipments are handled regularly by the experienced staff on a worldwide basis. Eldener has a B.Sc. in Mechanical Engineering (1991) from Middle East Technical University in Ankara, Turkey and an MBA (1992) from Baldwin Wallace College, Ohio (USA), in International Business. •



Rufus Frère-Smith is Managing Director and co-owner at Kestrel Maritime Asia. Kestrel Maritime has been operating as an entity for many years and is a well respected name in the heavy lift and project shipping industry. Kestrel Maritime Asia, based in Singapore, is specialized in project shipping with the following modes: heavy load, roll on / roll off and float in / float out. Kestrel Maritime Asia represents several principals in this field with an area of focus is Southeast Asia and East Asia - and in conjunction with their sister company - also Australasia. Kestrel Maritime Asia are also offering offshore chartering services from our base in Singapore.

Frère-Smith has worked on three continents in the shipping industry focused on project logistics. Prior to Kestrel Maritime Rufus worked for DHL Global Forwarding, FH Bertling, WalleniusWilhelmsen and SSY. He has a BSc from the University of Plymouth. •



Jim Shapiro worked for 23 years for a Baltimore based freight forwarder/customer broker prior to founding Thunderbolt Global Logistics in late 2007 with childhood friend Stu Tobin. Thunderbolt has grown from a staff of three to a staff of 11 during its first four years in business. They specialize in oversize, project cargo shipments as well as traditional full container, LCL and air shipments. Thunderbolt has four licensed customs brokers on staff.

Thunderbolt is very involved in the export and import of coal mining machinery and ship out of gauge flat racks of coal mining machinery to China, India, England and Russia. Jim is a current member of the National Customs Brokers & Forwarders Association NVOCC committee and is a past President and Secretary of Baltimore Customs Brokers & Forwarders Association. Previously he served two separate terms on the Board of Governors of the Traffic Club of Baltimore.

Jim is a graduate of the University of Massachusetts - Amherst with BA in Business Administration 1983. Mr. Shapiro passed his



Niels H. Jacobsen is Senior Vice President at Carsurin Marine & Offshore Consultants based in Jakarta, Indonesia, PT Carsurin is the largest private company within the Indonesian marine surveying and marine related industry.

Prior to his current position Niels was a marine consultant for Singapore based MBS Consultants Pte Ltd and before that he worked for Total E&P Indonesia as their marine project coordinator.



Gert Vos has more than 20 years experience in heavy transport and project forwarding, and 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. After the well-known 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 GPLN, the world's foremost project logistics network, to arrange a series of technical courses around the world. •



Marc Kerr is the Regional Head of Projects for ASEAN and Oceania at JAS Forwarding. His thirteen years full-time military service in the Australian Defence Force, Logistics Branch, provided an in-depth understanding of all aspects of supply chain management. He was part of the Australian Defence Forces change management team at Amberley Air Force Base charged with the change over from a manual to a fully computerized procurement / resupply and warehouse management system (DSRMS). He has over 32 years experienced in logistics in many regions. Besides Australia and Singapore he has also worked in Central Asia and the Middle East. Marc Kerr also has a Bachelor of Business, Economics and Human Resource Management from the University of Southern Queensland and he has post graduate studies in Management.



Dr. Michael Goodisman designed and built high speed rotating turbine core including unique air brake used in a special wind tunnel used for jet engine turbine research, "Oxford Turbine Research Facility". This unique tunnel has been successfully running for 20 years and is a center piece of the Thermofluids Research Laboratory at the Department of Engineering Science. Dr. Goodisman spent seven years in aerospace industry as an engineer including wind tunnel testing of new aircraft configurations, flight test result analysis, aircraft production support, later moving to corporate sales and marketing. He has spent the last 16 years working entirely with the An-124s, An-225 and other project cargo aircraft types (including work for Air Foyle Heavy Lift Ltd and Ruslan International Ltd.) In 2006, Ruslan International was formed to jointly promote An-124 fleets of Antonov Company and Volga-Dnepr Company. Dr. Goodisman has been working as Business Development Manager to promote the joint fleets world-wide where he can bring his technical and commercial knowledge to bear.

Dr. Michael Goodisman holds a BSc Aeronautical Engineer, University of Bath, and a D.Phil in Turbine Turbobrake Systems from the University of Oxford. •



Marcus Gordon has been practicing law in Singapore since November 1999 and is the head of the Watson, Farley & Williams Asia Practice LLP Singapore International Litigation and Arbitration Group. He specializes in cross-border construction and engineering disputes with a particular focus on: oil & gas construction disputes, including in particular FPSO operation, construction and conversion disputes, oil rig construction disputes, oilfield development disputes, heavy equipment failures, liquidated damages/delay & disruption claims, shipbuilding disputes. In Chambers Asia 2012 Marcus Gordon is listed as a key individual, and it is noted that he "plays a prominent role in the firm's arbitration practice [and] is described by market sources as "an excellent lawyer who understands the technical engineering and commercial aspects of the oil and gas industry as well as the legal ones." Marcus was also endorsed in the 2010 and 2011 Practical Law Company "Which Lawyer?" ranking. Marcus was acknowledged in the 2009 and 2010 Asia Pacific Legal 500, for his "depth of knowledge and professionalism" and his "safe pair of hands". He studied Law at the Guildford College of Law in the United Kingdom. •



Vivek Atodaria is a Logistics professional and has gathered rich experience in the last 20 years that he has been working. He is presently working as a Business Development Executive with a Heavy Lift/Projects Shipping Company in Singapore. In the last 4 years he has been able to successfully develop clients in US, South Asia, SE Asia, Australia and the Far East. He has been instrumental in ensuring his company breaking into Heavy Lift Shipping market despite the general business environment. He has spent the last two decades working in heavy engineering, wind energy, heavy lift shipping & transportation industrial sectors. In all these industries his focus has been Logistics and Supply Chain management with emphasis on 1) Business Development 2) Business Forecasting 3) Sales and Operations Planning 4) Production Planning and Control 5) Shipping 6) Transportation and 7) Productivity and Improvement Management. He has worked in India, Nigeria and Singapore where he is now based. Vivek Atodaria is a qualified Mechanical Engineer from Sardar Patel University (India) and has done his post graduate work in Business Administration from Maharaja Sayajirao University of Baroda, India. •



Siddique Khan serves as the CEO of Globalink Logistics Group. In 1988 he embarked on his career in the Transportation & Logistics industry in the Middle East. Actively involved with all facets of multimodal transportation & project logistics, Mr. Khan established Globalink Logistics Group in Kazakhstan in 1994. Under his direction and guidance, the company has expanded to include 30 locations in 22 countries and is considered today as a market leader in the region.

Mr. Khan has a Bachelor's degree in Commerce from the University of Punjab and is the recipient of various certifications and diplomas related to shipping, transportation and logistics industry. He also serves as an advisor for the Government of Kazakhstan for development of the logistics sector in the region. •



Raja Kamarul Bahrin works as the Marine Cargo Risk Manager, Specialty Division - Asia & Middle East, at Royal & Sun Alliance Insurance Plc where he has been since May of 2009. Prior to this he was Regional Vice President, Marine Loss Control Engineering - AIG for Southeast Asia, Taiwan & Hong Kong, Managing Director of International Marine Survey Private Limited. Raja Bahrin holds a Diploma in Nautical Studies from the Singapore Maritime Academy - Singapore Polytechnic and a Certificate of Competency as Foreign Going Deck Officer from the Singapore Marine Department. In 2004 he completed the Basic Marine Underwriting course at the Singapore Institute of Insurance and studied for a Diploma in Marine Surveying from the Lloyds Maritime Institute. •



Shawnn Bala Suppiah is the General Manager - Asia Pacific, Project Cargo Services at Expeditors International of Washington. He is a competent and highly motivated professional with 10 years of corporate management and 12 years of international freight forwarding, project logistics management, warehousing & logistics transportation and 3rd Party Logistics Management. Shawnn's occupational specialties include heavy lift transportation, turn key projects, project logistics management, freight management, contract logistics management in oil & gas, marine and energy industries.

Prior to Expeditors International Shawnn worked with JM Offshore Services, JM Forwarding & Logistics and HerbstSpedition. Shawnn also achieved COC Class 3/4/5 Watch Keeping Engineer, Watch Keeping Marine Engineer certifications from National Maritime - TS Singapore. •



Dako moves power plant to Libya



Dako Worldwide Transport has successfully transported power plant components into Libya after the country's revolution.

Dako Worldwide's daughter company Dakar Libya Heavy Duty Transportation in Tripoli which is a joint venture company with a long-time partner of Dako in Libya have done their first big transportation into the port of Misurata after the revolution in Libya.

Three gas turbines with a unit weight of 190 tons and three generators with a

unit weight of each 229 tons have been received from the incoming vessel on a hydraulic trailer and transported to an outside storage area where the heavy pieces have been discharged with the hydraulics of the trailer onto elephant feet.

EXECUTION

For the execution of this operation, Dako used two heavy duty prime movers and one 12-axle hydraulic trailer (96 wheels) with a nominal transport capacity of 360 tons.

It was not particularly easy to have the heavy transport equipment in time in the port of Misurata because of the still sometimes critical political situation in Libya. However Dako was able to manage this, avoiding any delays and the pieces were then sent for customs clearance by the Libyan client and further instructions for transport to the construction site at Ubari, about 500 kilometers south of Misurata.

Dakar Libya Heavy Duty Transportation operates a big fleet of hydraulic heavy duty transporters with a carrying capacity

of up to 400 tons unit weight (total 42 axle lines).

OFFICES

Dako Worldwide Transport is a leading project forwarder for transports to and in Libya and is represented by own branches and sister companies in Tripoli, Benghazi and Misurata since 1972. The Libya office/sister company are managed by a German citizen having more than 15 years of experience in this important global area. www.gpln.net



Logiventures ships transformers

Logiventures Projects & Inland Logistics, a leader in projects logistics in Sri Lanka was contracted for the subject an operation was to provide transportation from Colombo to the Colombo port.

Once there, the operation consisted of lashing of the transformers on 32-foot heavy duty low-bed, obtaining port entry permits, processing customs export documentation and handing over to vessel.

The operation included three transformer units, weighing 46 tons each. The transformers were to be exported to South Korea for repair and re-export to Sri Lanka after repair. The movement of the transformers was done within two days to the Colombo port from site in Colombo and at the initial stage, to lash

the transformer units;

Logiventures used 120-ton and 150-ton cranes for the operation and then lashed on three units of 32 feet heavy duty low beds.

The reason to use two heavy-duty cranes was due to the obstacles to access to the site.

Lifting of the transformers had to be done over a wall of 35 feet.

Hence the two heavy-duty cranes had to be positioned to lift the transformers from the foundation on to the heavy duty low bed trailers.

Safety standards of the operation were maintained and the entire operation was monitored with intense supervision and care and accomplished the operation successfully. www.gpln.net

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Universal moves rail worldwide



Universal Global Logistics, a member of GPLN, is handling several project cargoes, concentrating on its specialty in rail car transportation and door-to-door logistics, during 2012 from Bilbao port in Spain to several destinations across the world, including:

- ◆ Mexico: The total project is 210 rail cars for Metro Mexico Línea 12, in lots of 7 rail cars per unit, being port of loading Bilbao and port of discharge Veracruz
- ◆ Northern Ireland: In total 60 rail cars (Diesel Motor Units) in lots of 3 rail cars per unit
- ◆ Turkey: In total 120 rail cars for Metro Istanbul
- ◆ Colombia: In total 39 rail cars for Metro de Medellín
- ◆ Serbia: In total 30 tramways for the



city of Belgrade.

All above contracts are moving during this current year.

Universal Global Logistics S.A. is a ISO 9001:2000 certified company and in October 2009 was honored to receive the AEO (Authorized Economic Operator) certification for both Customs simplification, Protection and Security.

www.gpln.net

Sarr handles helicopter move



Sarr Freights has successfully operated an air charter flight of one of the largest cargo aircraft in the world for transportation of two helicopters from Bangalore to and from U-Tapao Airport, Thailand.

The order was placed on Sarr Freights for transportation of two helicopters along with their accessories on a turnkey basis for display at the recent Thailand Air Show.

The scope of work included

the air charter of an Antonov AN-124 aircraft To and Fro U-Tapao Airport, Thailand, for transportation of helicopters, customs clearance of cargo, coordinating with government authorities for obtaining necessary permission, loading and unloading of cargo onto the aircraft, plus the completion of immigration formalities for the personnel accompanying the cargo.

Sarr Freights is a GPLN Member based in New Delhi, with a branch office in Mumbai.

Taewoong team reacts quickly



GPLN member Taewoong Logistics last month carried out a move of petrochemical equipment from Japan to Korea.

The cargo consisted of three reactors, each weighing 429 tons and measuring 14.46 meters by 8 meters by 7.62 meters. The trip was from Fukuoka, Japan to Yeosu, Korea.

Ocean transportation was by barge and tug, while land transportation was by SPMT 40-axle trailers.

The job lasted one week from March 7th to March 14th. www.gpln.net



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La Canarejera, Petrochemical Complex, Coahuila, Mexico

GPLN trio team up on crucial delivery of drilling gear



Three GPLN members in three different countries have collaborated to fulfill critical drilling equipment delivery.

The route taken was Milwaukee - Miami - Santiago de Chile to Bolivia via an air freight service.

The shipment consisted of urgent drilling equipment that needed to deliver prior to implementation of contractual penalties on the part of the shipper.

The challenge was that there are no direct flights capable of handling this

freight.

The solution was therefore transshipment over Miami with over-the-road delivery from the port of Santiago de Chile to Bolivia.

FREIGHTER

Punto Systems arranged delivery to Miami via freighter service.

BDG International, Inc. handled the transshipment needs, US Customs import/export formalities, Miami ground handling and booking on freighter service



Punto Systems, BDG International, and Waiver Logistics complete a three-country door-to-door job.

GPLN cooperation at its best!

to Santiago de Chile.

Waiver Logistics provided delivery services to Bolivia.

The shipment consisted of drilling rig components: one piece at 6.01 meters by 2.44 meters by 2.59 meters, weighing 8500 kilos and one piece at 1.40 meters by 1.40 meters by 1.10 meters, weighing 700 kilos.

The extensive reach and capabilities of the GPLN members in three countries provided the solutions necessary to meet the client's needs. www.gpln.net

MFC exports machinery to Sri Lanka



MFC Projects has completed an export operation involving movement of heavy machinery equipments including two generators, two mobile cranes, one crawler crane, two excavators, one JCB loader and their spare parts.

The movement was from Jebel Ali in Dubai to Colombo in Sri Lanka. The gross weight of the shipment was 158.61 metric tons.

The shipment was sent to Colombo by sea from Jebel Ali Port and reached the client's destination on time completing the move in eight days. www.gpln.net

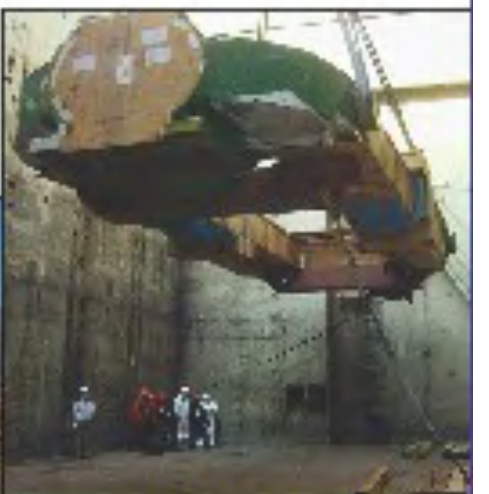


DAKO WORLDWIDE



TRANSPORT GMBH

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Titan hauls LCT loads from Kalimantan



Titan Projects has teamed up with an Australian partner in bringing out machines out of Kalimantan and shipping them to Australia for a contractor.

Titan's scope was to arrange shipping out on LCTs from Indonesia into Singapore. In Singapore, the company per-

formed cleaning of the units for entry into Australia and to meet strict Australian quarantine (AQIS) requirements.

The lightest machine weighed 60 tons and the heaviest 610 tons. This job has been ongoing since September 2011 and is expected to complete in June 2012. So far all cleaned units have passed AQIS

entry requirements.

The machines carried on the LCTs included two 785 Komatsu dump trucks, 12 CAT 789C dump trucks, two CAT 24H motor graders, two EX 1200 Hitachi excavators, two RH120 excavators and two Liebherr 996 excavators, making a total of seven LCT loads. www.gpln.net

Exhibition of the Day



Scandinavian based shipping and freight forwarding company Martin Bencher's exhibit at Breakbulk China has been named Exhibition of the Day.

The company's booth stood out among the 100 exhibitors at conference in Shanghai. "This was my favorite booth from China," Alli McEntyre, Breakbulk vice president and publisher, said.

More than 4,500 attended the event held at the Sheraton Shanghai Hongqiao Hotel last week. www.gpln.net

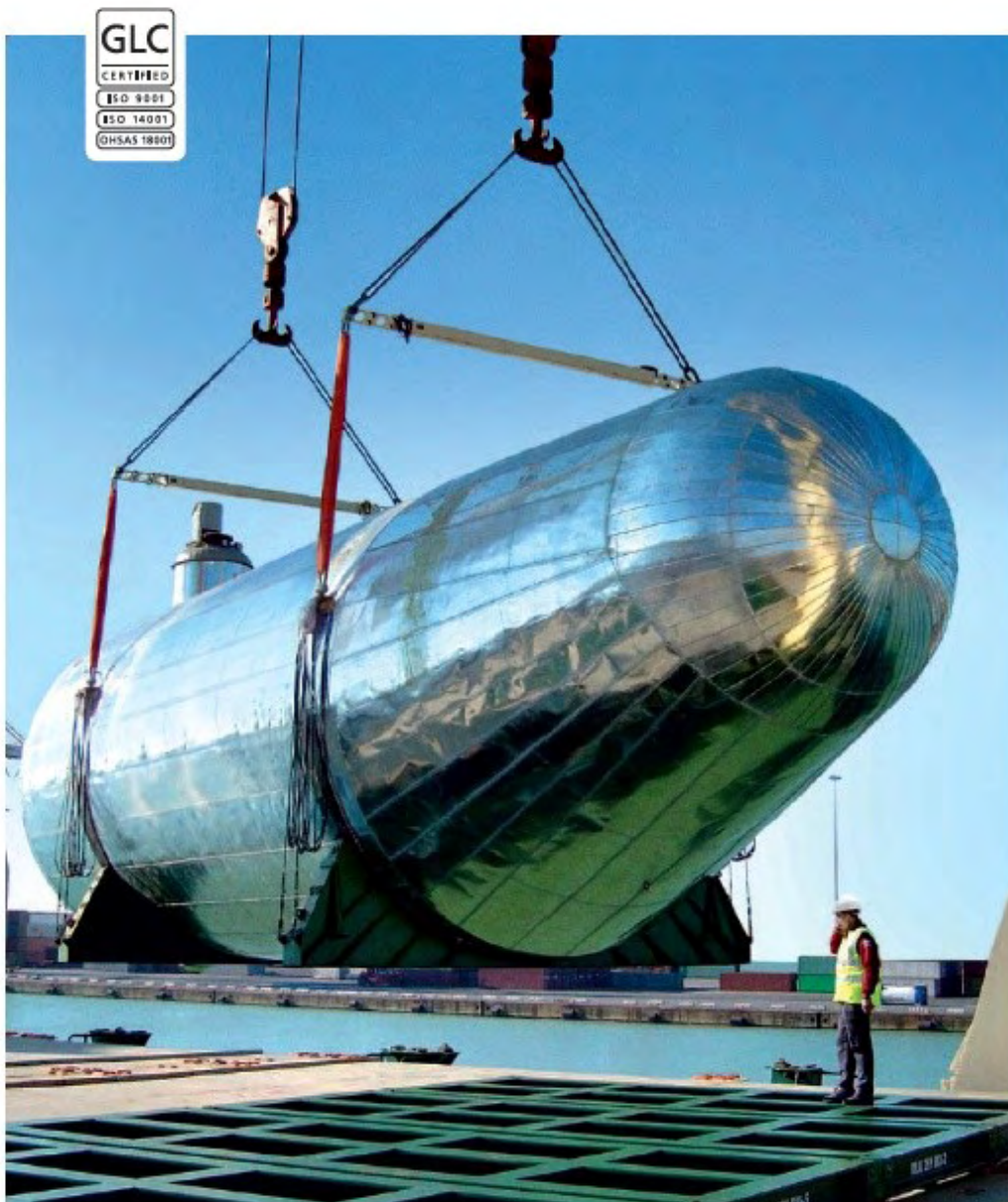


Darka drives on to Western Eritrea

Darka successfully unloaded and commenced the transportation of a total of 39 units weighing 291 metric tons and total dimension of 3,274 cubic meters of tanks at Port Sudan port for final destination Bisha mine in western Eritrea

Our Group successfully and safely discharged the whole quantity in Port Sudan record of 5 hours from the vessel to the trucks while the escorted convoy transport transit time would be approximately 5 days for the 850 kilometer journey. Once again Darka has proven to be a reliable logistics and projects forwarding partner for Sudan and neighboring countries. www.gpln.net

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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.

GertVos 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 internationally 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 GPLN, the world's foremost project logistics network, to arrange a series of technical courses around the world.

**22ND MAY 2012
RADISSON BLU ASTRID HOTEL
ANTWERP, BELGIUM**

**5TH SEPTEMBER 2012
HILTON DURBAN HOTEL
DURBAN, SOUTH AFRICA**

**9TH OCTOBER 2012
FOUR SEASONS HOTEL
HOUSTON, TX, USA**

Medden hauls wind turbines round the globe



Medden Shipping & Trading port operation team and stevedores have lately handled four vessels carrying project cargoes. The first vessel discharged six blades, one nacelle, one drive train and one hub

in Aliaga, headed to Samsun to discharge one more blade and headed back to Izmir to load 15 wind turbines destined to Sete, France. Another vessel coming from Brake, Germany discharged 12 hubs, nacelles

and nose cones at Bandırma for a windmill farm project. Medden team was present at Bandırma the whole time to lead the operation and to complete discharging as fast and efficient as possible. Two blade moulds of 50 meters were

loaded onto the third vessel in Izmir Port and the vessel sailed for Houston, Texas. Finally, the last vessel carrying 30 wind turbines sailed from Santos, Brazil, and discharged at Bandırma under full attendance of Madden’s team. www.gpln.net

Holleman tackles tough conditions



Romania-based GPLN member Holleman recently finished an interesting project from Rosia Montana in Romania to Moerdijk in the Netherlands through challenging transport conditions. The cargo consisted of 11 pieces of construction equipment including four CAT777F dumper trucks with dimensions of 10.54 x 6.05 x 4.4 meters; two CAT 992G wheel loaders of size 15.5 x 4.75 x 5.5 meters; two Atlas Copco drilling machines: (13.3 x 4.5 x 4.25 meters); one CAT 824H dozer (8.23 x 4.5 x 4.25 meters); and one CAT16M motor grader (11.67 x 3.1 x 3.7 meters)

MOUNTAINS

The route for the transport was Rosia Montana in the mountains of western Romania to Constanta Port on the Black Sea, and thence by ship to Moerdijk in the Netherlands. Holleman is regarded as one of the leading companies in heavy transportation on Romanian and East European markets. www.gpln.net

New GPLN Members		
Country	City	Company
Austria	Vienna	Speditions-Partner GmbH
Brazil	Porto Alegre	One Way International Logistics Ltda
India	Delhi	PS Bedi & Co Pvt Ltd.
Iraq	Basra	BCC Logistics
Spain	Bilbao	Universal Global Logistics
USA	Boston	Highland Forwarding, Inc.
USA	Houston	Highland Forwarding, Inc.

CSS makes cricketing waves with the Ripples

South Indian community in Dubai gets its own tournament

KPL Dubai (Kerala Premier League Dubai) was formed by Citifortune International Marketing, an event management company established in Dubai, in consideration of the passion for cricket in the region. The objective of KPL was to create an elite new sporting event to encourage cricket within the local population and promote cross-cultural integration.

This tournament, held under the auspices of the Dubai Cricket Council and staged at the International Cricket Council Global Cricket Academy Oval ground, had total prize money amounting to an astounding Dhs 60,000 — the highest prize to be offered to a domestic team.

INAUGURATION

Kerala's Sports Minister K.B Ganesh Kumar inaugurated the event, in the presence of brand ambassadors India's Test star Shantakumaran Sreesanth with film stars Suresh Gopi and Bhama on January 20. As Stephan Devassy, Brand Ambassador for Alleppey Ripples and world-renowned musician, enticed and encouraged the enthusiastic crowds with his riveting performance during the first day of matches.

C.T.K Nasir, one of the seven directors of the tournament, said: "I have played domestic cricket for the last 30 years here and wanted to create a tournament which will stand out and hence a group of like-minded people joined hands to create this concept.

"It is a tournament not only for the cricketers from Kerala state but for players from all over India, Pakistan, Sri Lanka, UAE and every domestic player."

ZONES

"Kerala's 14 districts and two zones (Malabar and Travancore) have been divided into different teams. Every team should have a minimum of three players from Kerala in the eleven and the remaining can be made up of local players and a maximum of two overseas players.

"One player should be under the age of 22 to encourage youngsters into the game," he added.

Eight districts will only participate in

the first edition. "Four out of the eight districts have already been purchased by owners for the next five years. The first edition will be contested by eight teams and we will expand it next year with more districts, without compromising on the standard of the teams," he added.

DOMESTIC TEAMS

UAE's top domestic teams have purchased some of the districts. TS Kaladharan, Chairman of Consolidated Shipping Services Group, which was one of UAE's strongest domestic team, purchased Alleppey.

"This tournament has encouraged our team to stage a comeback to domestic cricket after five years. This will be great tournament and we haven't flown in international players, we will compete with our top players," he said.

"Alleppey Ripples with the power and pride of Devas Chundan for KPL"

In the presence of CSS, KPL, Dubai Cricket Council, and Media dignitaries CSS Alleppey Ripples and its coaching



staff were officially launched and inaugurated at the Pathumuri (South Indian Garden Restaurant) at the Ramada Continental Hotel-Dubai.

Speaking at the team launch, Chairman and Owner of Alleppey Ripples, T S Kaladharan announced, "CSS Group is pleased to announce its purchase of Team Alleppey Ripples for the next 5 seasons of the Kerala Premier League (KPL).

"The investment in the team shows the continuous support of CSS towards the sporting fraternity of the United Arab



Emirates offering first class facilities for all sporting events."

In the first match of the KPL Dubai cricket tournament, CSS Alleppey Ripples defeated Springs Cricket Academy Trivandrum Royals by an impressive 52 runs. In the second match, CSS Alleppey Ripples beat Wedlock Malapurram Knights by 27 runs.

WINNING WAYS

After beginning the tournament undefeated, CSS Alleppey Ripples continued their impressive winning ways by posting a 55 runs victory over Yogi Group Trissur Dynamites. In their fourth and fifth match, CSS Alleppey Ripples won by a narrow margin of runs, first by seven against Thumbay Kasargod Leopards and next by eight runs against Xpress Money Farooq CC. Calicut Zamorins. Both matches proved to be exhilarating whereby the batting and fielding of Alleppey Ripples showcased by the entire team were unstoppable.

In one of the most high-profile matches of the tournament, Alleppey defeated Kannur by three wickets in a nail biting match that had onlookers on the edge of their seats. With this win and 12 points, Alleppey Ripples had indeed secured their place in the semi-final berth in the Twenty20 tournament.

CONTRIBUTION

T. S. Kaladharan, Chairman of the Consolidated Shipping Services Group and owner of the Alleppey team, said: "We are perfectly happy with the way our team is performing. We don't have a particular star, but a balanced side and all of them are chipping in with their contributions.

"The all-rounders in the team are making a difference and we are looking forward to the semi-final."

Alleppey captain Harish M said: "We are clicking as a team because all players are contributing in equal measure. It once again shows that in the Twenty20 format, anything is possible with a team performance and it is indeed a creditable victory as Kannur is virtually the UAE national

team with almost all the top players in their squad."

After being forced to abandon the match against Trotters Wayanad Highlanders due to bad weather conditions and therefore share the points, Alleppey Ripples were set to play in their first semi-final match.

UNPREDICTABLE

Despite unpredictable weather conditions during the course of the game, the Alleppey Ripples team fought hard to maintain their position in the league, having yet been undefeated. However due to some extremely good fielding and batting from the Trotters Wayanad Highlanders, Alleppey Ripples succumbed to defeat, with eight balls to spare in the tight semi-



finals match.

With the tournament now drawing to a close CSS would like to congratulate the entire CSS Alleppey Ripples team, coaching staff, CSS senior management, and all of the CSS Group staff and their families who came out to support the team during this tournament. This support and positive attitude was highly appreciated and the company confirmed that it is looking forward to another season of CSS Alleppey Ripples-KPL cricket.

On behalf of the Chairman and senior management, CSS would like to thank the management team of KPL Dubai and the Dubai Cricket Council for a well organized tournament, which brings value added attention to the game of cricket not only in the GCC, but worldwide. The dedication of your team and everyone involved is highly appreciated and valued.

www.gpln.net



Europe Cargo loads up

Two-day job sees 2400 metric tons brought onboard at Antwerp

GPLN member Europe Cargo has loaded a large amount of cargo in Antwerp onto the vessel *Da Tong Yun*.

The cargo included 66 pieces of tunnel boarding equipment (almost 2,400 metric tons and 7386 cubic meters, booked onto Cosco liner vessel *Da Tong Yun* and handled by forwarders Europe Cargo BVBA, arrived on 19th to 21st February from the coupled barges *Circle* and *Arctic* and the separate barge *Arese* at Abes terminal, quay 363.

All cargo was discharged onto the quay by a 95-ton capacity stevedoring Gottwald crane, except the 222-ton item handled by Brabo floating crane and the two 145-ton items handled by means of two 95-ton capacity stevedoring Gottwald cranes.

INDICATED

All cargo disposed of clearly marked and indicated lifting points in red paint; some of them onto the piece, other into the pieces.

The activities began when the vessel

berthed at 1700 hrs after which the gangway was put and crew started to shift pontoons in order to open LH3. Crew started rigging 2 x ship's gear and mounted special h/l spreader SWL 360 tons onto it.

RELOADING

At 1930 hrs the heavylift 222-ton uw, discharged before by Brabo floating crane and put alongside close to the water line in order to make reloading by ship's gear possible, was connected by stevedores and finally at 2100 hours the first piece was loaded into the vessel.

Spreader was delivered from board; lifting equipment under the beam by stevedores (4 x grommets SWL 73 T – each 8 meters in length and four shackles each SWL 80 T were used).

After loading of this piece, vessel shifted around four bollards in order to be positioned right in front of all other cargoes to be loaded, which made crane direct pick up of all pieces possible and avoiding damages for handling.

On the morning of March 3rd, the same lifting equipment and ship's gear, as used for the 222 mts h/l, was again connected for loading of the 2 x 145 mts heavies.

CRANES

These heavies were approached to the vessel by means of 2 x stevedoring Gottwald crane, capacity 95 mt each, prior to hooking on to the 2 x ship's gear.

This operations went very fast and was successfully finished at 0815 hrs whereafter 20 pieces more other tunnel boarding equipment was loaded.



LH3 completed loading operations by the end of first shift.

In the afternoon of March 3rd, after finishing of LH3, stevedoring gang was idle due to waiting for major lashing and securing, welding and preparing upper TD3 by shifting pontoons and closing LH3. Stevedores resumed loading operations again at 1920 hrs until the end of their shift.

PACKAGES

10 packages were loaded into upper TD3.

Stevedores resumed loading another 9 packages on the mornig of March 4th after which welding/lassing and securing proceeded.

Due to careful and good crew assistance, pontoons from upper TD closed pretty fast after which the last 15 pieces project cargo, three 20-foot containers and six 40-foot containers were carefully positioned on deck.

Stevedores finished operations at 1230 hrs; lashing/welding gang around 1345 hrs.

Vessel was ordered to sail the same day at 1800 hrs. www.gpln.net






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Bati opens new Ro-Ro service



Bati has launched a new heavy lift Ro-Ro service running between Odessa, Derince and Poti using the vessel *Aviva*.

The first shipment using the new service was when Bati was handling crusher machines from Derince to Bagram, Afghanistan via Poti.

Meanwhile Bati has state its main aim to use port of Derince as a hub for project cargoes distribution at Blacksea Basin

The weekly service travels from Derince to Odessa, Poti and Constantza.

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