



# Global Project Logistics NEWSLETTER

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

May-June 2012

Issue No. 27



## Almajdouie makes problems evaporate

**A**lmajdouie safely executed a challenging job of shifting three huge evaporators in Rabigh, in the Kingdom of Saudi Arabia, simultaneously.

Doosan Heavy Industries, a Korea-based company specializing in power projects, had tied up with Almajdouie for all land transportation job in Kingdom of Saudi Arabia.

The scope involved haulage and positioning of three evaporators in Rabigh, in the Western Region of the Kingdom, where DHI's power project construction is underway.

The evaporator started from the jetty at Rabigh Port to Rabigh PP2 project site, travelling a distance of 35 kilometers. The size of each evaporator was 34.2 meters in

length, 13.2 meters in width and 9.51 meters in height with a total weight of 460 tons including all steel beams. The cargo was received at Petro Rabigh's laydown area with specialized arrangement.

The barge with huge evaporators that docked at Rabigh Port was rolled onshore with the careful application of Almajdouie's expertise.

The Self-Propelled Modular Transporter (SPMT) had to move in at turtle-like speed to carefully maintain the balance on both side of the barge.

Ballasting – balancing the equipment on the barge with counterweights – was being done concurrently by the ship crew. All three evaporators rolled out from the barge safely.

Another herculean task came unex-

pectedly in the form of on-going road construction work on the stipulated route; due to which a new road had to be laid down on the restricted area of Petro Rabigh, all the way up to the main entrance of the site.

Heavy equipment were pressed into service to develop a suitable access path for the SPMT.

Despite initial hiccups, the first evaporator reached its destination within 24 hours of departure from port.

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

## Everyone who's anyone was at GPLN's event!



See all the other faces  
on pages 8 and 9!

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## Project Cargo sails ahead



**I**stanbul, Turkey-based GPLN member Project Cargo & Yacht Transport, İstanbul-Turkey has been busy with some delicate jobs of late. Holding on to its tradition of handling goods with care, the company undertook the lifting and transport operation of two yachts heading to two different destinations, including Savannah, Georgia, US, and Qatar.

In the unpredictable weather of İstanbul, with strong coastal winds in the late afternoon, the operation - as usual - was

not easy. But thanks to the professionalism of the company's staff and the latest lifting/handling equipment in its possession - the operations were conducted with no mistakes and to the satisfaction of customers.

A luxury yacht heading for Qatar weighed 40 tons, with length 20.5 meters, and width of 5.3 meters. The other yacht will be used for evacuation in medical emergencies weighed 27 tons, with length 15 meters, width 5 meters and height 15 meters. [www.gpln.net](http://www.gpln.net)



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## A Word from Gary Dale...



**W**e have had a very busy spring and we should be looking forward to a calm period again before we gear back up for the autumn but it doesn't look that way from here.

First of all, a while back I was conducting a workshop on project logistics operations on and via offshore supply bases in Singapore at the Offshore Supply Base Summit. This was a first of its kind event which was run by IBC Asia (a unit of the very large British group, Informa).

As many of you know, our GPLN Annual Meeting this year went very well. Singapore was a great host city and the venue, Marina Bay Sands Expo & Conference Center, did a superb job in our opinions of managing the facilities. But what made the event so good was all of you who showed up! As usual there were many new faces there for us to get to meet. Our members made business and made friends and that is what keeps them coming back.

From my standpoint it is a very rewarding venture. I'd like to express our gratitude to you all for coming. And as you all know we kicked off the very first PowerLogistics Asia Conference & Exhibition prior to our meeting as well. Personally I was

very impressed with our speakers and various panelists who took part. There was loads of great information shared on this forum.

Our speakers ranged from project logistics specialists to maritime attorneys to quantity surveyors to heavy equipment sellers. It was a really good bunch of people. And the expo side of the event provided lots of good promotion to those taking part. We had participants from five continents around the world and filled more booths than we had planned originally. I'd say that was a good start.

By the way, if you didn't make these events, or even if you did but would like to see photos, head over to our Facebook page and check us out. We have all the photos and videos covering our meeting. All quite good, I must say.

And I haven't forgotten the GPLN / PL team who helped put on the shows as well! Luzius, Felix, Honey, Inn, Patrick, Vanny and Pipo all did great jobs in supporting our week in Singapore. Kudos to them! We are lucky to have them around.

And we have been hot footing it around the world as usual. We had a booth placement at TransRussia back in late April as well as at the South Asian Ports in Colombo, Sri Lanka. In May we had our annual visit to Breakbulk Europe follow up by Transport Logistichina in early June. *(Is there ever enough on our plate?)*

Anyway, you can find out more on each of these individually by checking our events web page: <http://gpln.net/up-meetings.html>

And a kind reminder about our upcoming Heavy Transport & Lifting Seminars:

- ◆ Durban (September 5)
- ◆ Houston (October 9)

If you would like to participate in one of these or have some of your staff get the training, we'd love to hear from you. Contact Felix Schrick or Saranya Ruasrijun (Honey) and they can help: **Felix.Schrick@Power-Lift.net/ Saranya.Ruasrijun@Power-Lift.net**

Again, ask anyone who's been to the courses and you'll find that they are very informative and very interesting. Good information for anyone who is in the business of turnkey project logistics.

And Gert Vos is one of the most knowledgeable people in the field to boot. I suppose that will have to be it for now. Here's to wishing you a prosperous upcoming summer from GPLN!

**Gary Dale Cearley**

Executive Director

**Global Projects Logistic Network (GPLN)**

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

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## Zephyr wind farm proves to be a breeze for World Logistics

**T**he Zephyr Farm Windmill Project was a great adventure for World Logistics Consulting Inc. because the company was able to show that its project logistics skill acquired over the years have proven to work. Zephyr Farm Windmill Project is a test site where Samsung Heavy Industry & Green Breeze wanted to raise their four complete windmill towers at Watford, Ontario, Canada.

It is one of the bigger windmill towers that World Logistics have transported with 95,000 kg of nacelles and 160-foot long windmill blades to be moved.

### SET AND MATCH

Each set consist of one nacelle, one hub, four tower sections (top, upper middle, lower middle, & base), and one set of blades (three units of blades per set). Nacelles, hubs and all tower sections were sent from South Korea to Windsor Port, Ontario, Canada and were transported from there to Watford, Ontario. All blades originated from Little Rock, Arkansas, US.

The most challenging part of this project were weather issues. Strong winds at the site caused a lot of blades to become extremely difficult to unload at the site.

Also unusually mild weather caused a lot of muddy road conditions at the site which became a major problem because

of the weight of the nacelles..

Wind issues were resolved by checking the weather frequently at the site three days prior to arrival date and the muddy road conditions were improved by clearing out any wet mud on the ground, putting in gravel to make it harder and finally putting in stone slabs to make sure the truck didn't tip over when the nacelles showed up at the job site.

Eventually it took World Logistics less than one month to transport all 36 units of complete windmill tower shipments. The operation continued over the weekends too, but in order to get the job done without any problems, company staff were willing to give up their weekends.

Lastly, World Logistics' proper scheduling proved to work properly because each site needed a specific set of nacelle, hub, tower sections, and blades. For nacelle, hub, and tower sections, these only needed to travel the 100 kilometers from Windsor Port to Watford, but the blades were coming from Little Rock, roughly 1,000 miles away.

World Logistics' main goal was to get these blades delivered as quickly as possible to make sure that other shipments from Windsor Port could be delivered as quickly as possible. Each set took less than a full week for the round trip enabling World Logistics to finish this project in under a month. [www.gpln.net](http://www.gpln.net)



Description	Q'ty	L(mm)	W(mm)	H(mm)	Wt. (kg)
Nacelle Assembly	4	10600	4100	3670	95300
Hub / Spinner	4	3400	3400	3800	25100
Bottom Tower	4	14880	4200	4500	53815
Middle Tower 1	4	21195	3906	4200	44128
Middle Tower 2	4	21240	3612	3906	33359
Top Tower	4	21025	3320	3612	29231

## Modern Freight imports skids



**M**odern Freight Company – Projects has completed an import operation involving movement of a fuel gas skid including two heater control panels, 12 replacement windows for SDV Boxes, 20 2-inch gaskets and spare parts.

The movement was from Houston, Texas, US, to Jebel Ali, Dubai.

The shipment had a gross weight of 47,714 kilograms

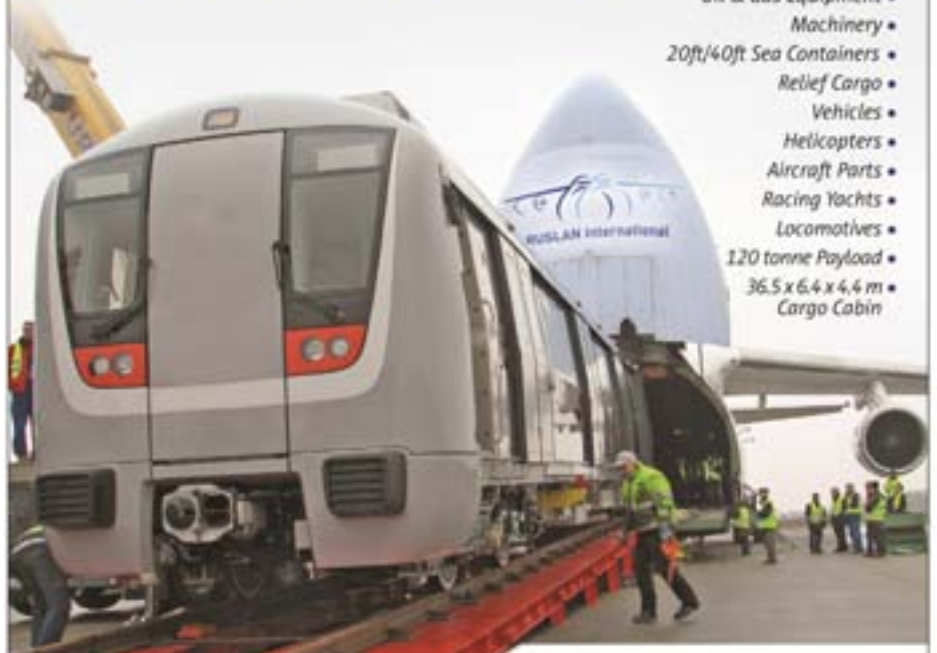
The shipment was sent to Jebel Ali Port by sea from Houston Port and reached the client's destination on time completing the move in 34 days.

Modern Freight is a well-established GPLN member based in Dubai, which has been operating for over 30 years. [www.gpln.net](http://www.gpln.net)

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## Postcard from ...



## 5K completes furnace project

**5**K Logistics was brought in to provide heavy machinery transport for a fast-track processing plant project. A new convection furnace was to be installed at the Westlake Chemical Corporation styrene plant in Sulphur, Louisiana.

The scope of the Westlake Chemical plant expansion project required two fast-tracked shipments of industrial convection furnace components from suppliers in Korea to the construction site in Sulphur, Louisiana.

In addition, accessory component shipments were coordinated from multiple global suppliers. In total, there was 2,500 cbm of break bulk cargo and 12 40-foot containers to be delivered.

### CLEARED

5K Logistics performed a transport plan and coordinated the shipments from Korea and other global suppliers. The cargo shipments were directed to, and cleared in Houston TX. The three

large main furnace components were loaded onto rail cars and delivered to the construction site, where they were lifted onto Goldhofer trailers and maneuvered into position to be set in place.

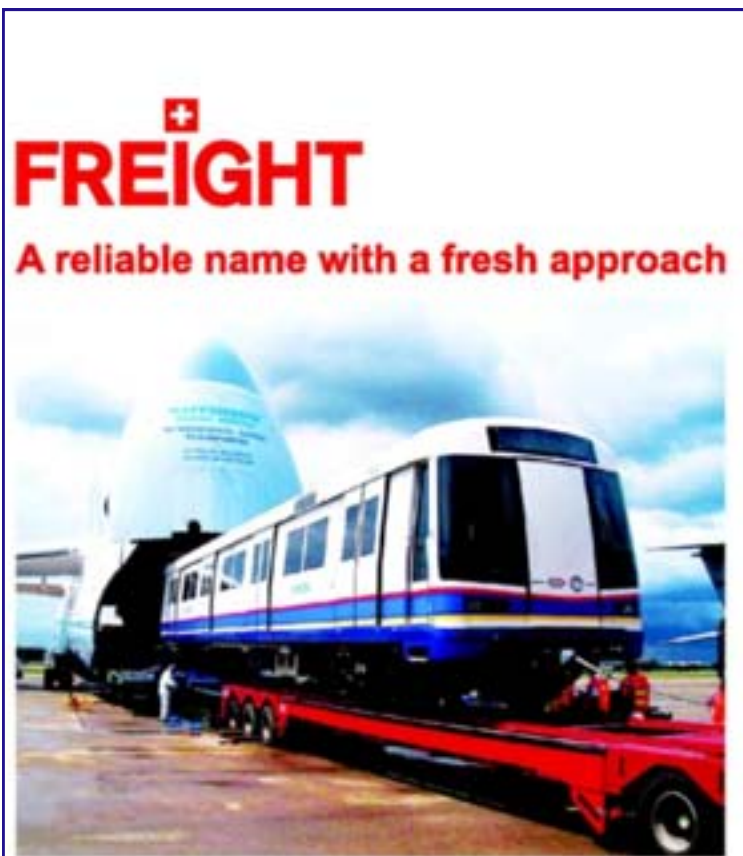
### SCHEDULE

They measured up to 40 feet by 13 feet by 18 feet, weighing 220,000 lbs. The remaining over-dimensional break bulk cargo and the containers were trucked to final construction site. All cargo was lifted and set in to their designated place.

The project was under a tough time schedule for completion. There would be large demurrage charges to be accessed if the project was delayed.

5K Vice President of Operations Gus Chalos was in charge of this successful project.

5K Logistics President Paul McGrath said "due to 5K Logistics planning and execution on this project, it resulted in all equipment arriving at the plant on time, on budget and without incident". [www.gpln.net](http://www.gpln.net)



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## HEAVY MATTERS

By Gert Vos



### 4. Stability of modular trailers and SPMTs

**M**any transport companies use modular trailers. The regular modular axle lines, the axles with hydrostatic drive or SPMTs. As an operator of those axle lines you can choose for a 3-point or 4-point hydraulic suspension system.

That means when the center of gravity of a cargo is in a high position then the operator should choose a 4-point suspension system.

In the figure (*right*) you can see that the distance of the center of gravity (green point) to the tipping line (purple line) is larger that it is with a 3 point suspension system. Is there a reason why operators choose for the 3-point suspension? Yes.

#### STABILITY

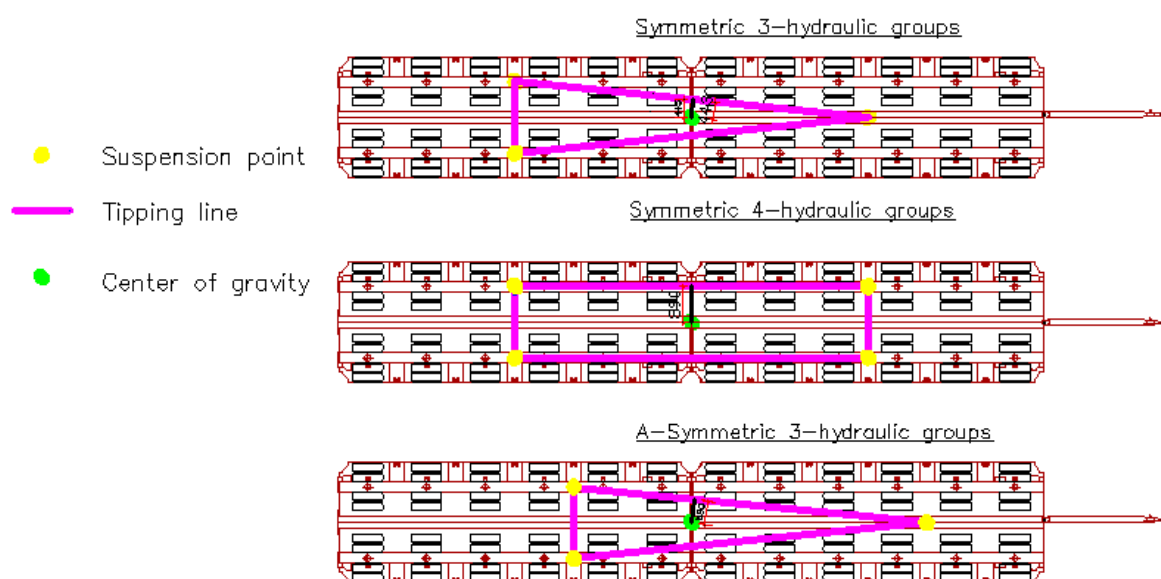
With a 3-point suspension system it's much easier to make corrections on stability when the platform trailer starts to tip over because of a slope in the road.

It is also better for the trailer frame against forces of distortion and to avoid overweight on the left or right side of the pendulum axles. Of course the stability decreases when you go for a 3-point suspension system.

A good alternative is the 3-point asymmetric suspension system. The operator assembles more axle lines in one hydraulic suspension group (for example 8 axle lines on the left side and 4-axle lines on the right side).

The distance from the center of grav-

Stability 12-axle lines (2 x 6) modular trailer conventional with 3- or 4 points suspension



ity to the tipping line is not so good than having a 4-point suspension system. But if the tipping angle will be 10 degrees or more than the a symmetric 3-point suspension sytem is a good option.

#### TIPPING ANGLES

In the figures (*below*) you can see the different tipping angles from the cargo itself and from cargo and trailer (combined center of gravity). By lashing the cargo on the trailer you will achieve a combined center of gravity that will be in

a lower position than when you don't lash your cargo; the tipping angle gets better by lashing the cargo.

Besides keeping the cargo on the trailer, lashing also improves stability.

But the most important issue is that you ask your supplier (transport company) for a transport drawing in which is mentioned total dimensions of truck, trailer and cargo.

Center of gravity of the cargo; the combined center of gravity; axle distances, axle weights; the lashing calculations and

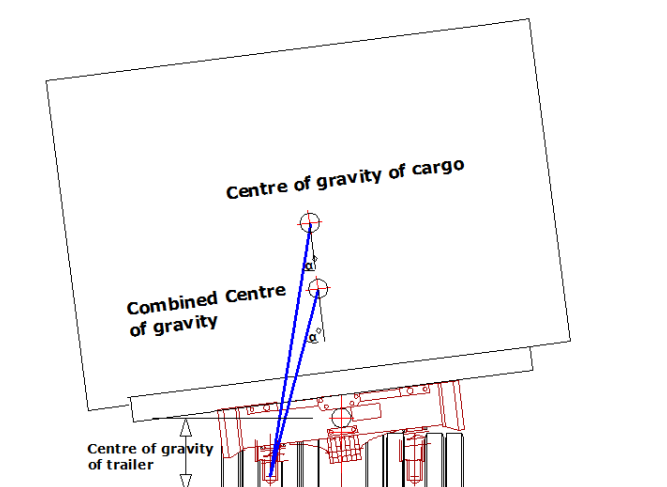
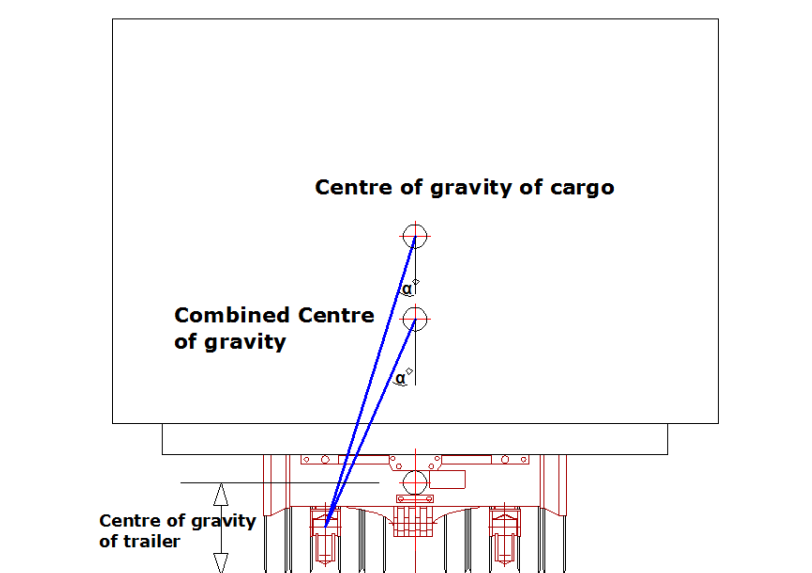
of course the stability of the trailer and its cargo (tipping line angle).

Don't think all hauliers know how it works. Many transport companies drive with their equipment and heavy cargo, without knowing anything about matters of stability and 3-4 point suspension.

Ask to avoid...

Best regards.

Gert Vos



## Upcoming GPLN Meetings & Events

### 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](mailto:l.haffter@gpln.net)

## Nauri manages tricky load



**N**auri Logistics Company, Ltd., has completed a tricky job loading a hovercraft, which many other forwarders had given up on due to the difficult handling & weak of bottom keel/outside hull.

The used hovercraft was finally loaded on heavy carrier *MV-Rosario* at No.1 pier Busan port, South Korea, for eventual discharge at Tanjung Manis, Sarawak, East Malaysia.

The hovercraft had an overall length of 36.15 meters, breadth 11.5 meters, depth 3.5 meters, and height 11.5 meters. Its official weight was 146 metric tons but it actually gauged 175 metric tons during the lifting operation.

Nauri Logistics got the order on a turnkey basis including preparing the cradle, saddle, towing, underwater survey, government formalities in addition to full liner terms (water/water) since the shipper was not familiar with heavy operation located abroad.

Nauri said it was very proud of this operation since most of the activities such as manufacturing special cradle/saddle for the floating vessel, underwater survey with video camera, double keel with FRP hull, were creative operations at sea or near the pick-up/drop off to the sea.

The hovercraft was discharged safely at Tanjung Manis on 3 June.  
[www.gpln.net](http://www.gpln.net)

## Darwish keeps the UN on track

Syria-based GPLN member Darwish Logistics was recently contracted to provide discharge, clearance and delivery services for the United Nations Supervision Mission in Syria (UNSMIS) and the United Nations Disengagement Observer Force (UDNOF).

The scope of the contract was to offload 98 UN vehicles, clear 70 vehicles through customs at the Lattakia Port Authority and arrange land transport to drop off point in Damascus, some 325 kilometers away.

### TRAILERS

Transporting the vehicles required a transport plan to manage a total of 10 car-carrier trailers and one flatbed truck.

Offloading the vehicles took just under three hours with all vehicles loaded immediately on-board car-carriers. Customs clearance and formalities were finalized at the Port Authority before the trip to Damascus.

Cargo arrived at drop-off point in Damascus and offloading started immediately. Within a few hours, all vehicles were discharged for storage at the drop-off yard and were ready for inspection.



Inspection revealed no harm or damage and reported all cargo was delivered in good condition.

This move was under a strict time schedule for completion to avoid high demurrage charges and prevent any possible damage to cargo. The Darwish Logistics team managed the transport at every step of the project to ensure its success and timely delivery.

Darwish Logistics Managing Director, Samer Darwish said: "With sensitive projects such as these, planning and time management is of the utmost importance.

"Our experienced team members and our detailed planning resulted in completing this transport successfully and on time." [www.gpln.net](http://www.gpln.net)

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## Arnold Schwerlast takes on big iron



GPLN member Arnold Schwerlast GmbH & Co KG has carried out two heavy lifts in Europe -- three press parts (*top*) for the automotive industry, 7.2 meters long by 5.2 meters wide and 3.2 meters high, each weighing 88 tons, transported by a 12-axle Goldhofer trailer and 4-axle Mercedes Benz trucks, and a furnace (*above*) from Romania to Belgium, 9.15 meters long, 5.1 meters wide and 5.2 meters high, weighing about 75 tons, picked up at Buzau, trucked to Constanta, then shipped to Antwerp. [www.gpln.net](http://www.gpln.net)

## All aboard at Transportas



On their way: engines readied for shipment

**T**ransportas Internationale Spedition recently carried out a couple of heavyweight transports, one of which went from Europe to the Far East.

This job consisted of moving two platform transporters from Ulm, Germany, to Shanghai in China. The transporters were more than 23 meters long and 6.5 meters wide and weighed 85 tons each.

Transportas' scope included loading the units inside the factory and heavy transport over a distance of 740 kilometers to Hamburg. During the land transport the team had to overcome challenges like for and unexpected construction site.

These caused a couple of route changes. Finally at arrived at the break bulk vessel and the voyage could start — one packed on top of the other — to Shanghai.

The second shipment involved a short sea charter from Rotterdam to Pula in western Croatia.

Transportas shipped two main engines over 5 meters high and weighing 69 tons each on a special vessel to a shipyard in Pula operating a coaster vessel from Rotterdam to Pula. Transportas arranged the freight economically as well as arranging for a vessel which performed laycan and arrival — a mix which is always difficult to reach, but was comfortably handled by Transportas. [www.gpln.net](http://www.gpln.net)

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## Destination Siberia: Highland hauls breakbulk from US



**H**ighland Logistics recently moved a considerable amount of breakbulk cargo from Baltimore, Maryland, US, to the Kemerovo region in Siberia, Russia.

The cargo pieces measured 7.06 me-

ters by 3.86 meters by 3.18 meters, weighing 24,505 kilograms; and 7.19 meters by 4.04 meters by 3.66 meters, weighing 23,804 kilograms. After the cargo had been shipped breakbulk from Baltimore to Paldiski, Estonia, both units were

loaded onto a Russian truck for the trip to the Kemerovo region in Siberia for a coal processing factory. Customs transit formalities in Estonia were handled by another GPLN agent – NTN.

Trucking was contracted directly by

Highland with the Russian trucker.

Highland closely consulted with shipper in US to remove many parts from the machines before shipment to make them smaller in order to save large extra costs for permits and escorts. [www.gpln.net](http://www.gpln.net)

## Logiventures goes automotive



Company executives greet the first NYK vessel

**T**he Hayleys Group has begun offering comprehensive automotive logistics solutions, through its logistics services subsidiary Logiventures, to importers clearing their vehicles at the Magam Ruhunupura Mahinda Rajapakse Port in Hambantota.

The company cleared its first ship-

ment of 850 vehicles on June 15, when the NYK Line vessel Cygnus Leader called at the port. The company has already ordered more car carrier trailers to supplement its existing fleet and invested in a vehicle transit facility in close proximity to the Hambantota Port to facilitate the clearing, inspection and transportation

of vehicles discharged at the Port by roll-on roll-off (Ro-Ro) vessels. The initial capacity of the facility can accommodate 700 vehicles, the company said.

“Investment in this operation is in response to the recent SLPA decision to divert Ro-Ro vessels to the new port in Hambantota to reduce congestion at the Colombo Port,” Logiventures Director Janitha Jayanetti said.

### GEARED

“Logiventures has been providing automotive logistics services to many leading vehicle importers since 2006 and is the market leader in supporting vehicle importing companies” he said, adding that “the company will work closely with the local community to create employment opportunities for the youth in Hambantota through this initiative”.

He also said the company is now geared to offer services including documentation & customs clearance of vehicles, inspection, initial transportation from the port to the company’s transit yard, re-inspection of vehicles prior to dispatch

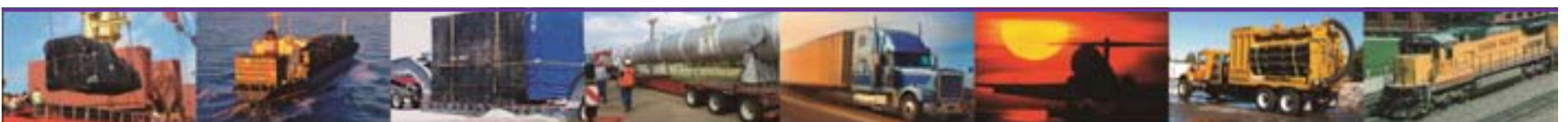
and transportation by car carrier trailers to Colombo or any location specified by the vehicle importers.

### JUST-IN-TIME

“Safety and security are key aspects in an operation of this nature, and Logiventures has an established record in these areas,” Mr. Jayanetti added. He said the company was looking at delivering vehicles to the showrooms or yards of importing companies on a ‘just-in-time’ basis, enabling them to better manage their storage and display space.

A member of Hayleys Advantis, the transportation and logistics arm of the Hayleys Group, Logiventures specializes in cargo handling, transportation, storage facilities, sale & hire of Convertainers® (Portable Cabins) and empty containers, supply of tamper-evident seals & stickers and numerous services related to logistics chains.

The company is credited with being the pioneer in developing a car carrier trailer in Sri Lanka to transport cars on a large scale. [www.gpln.net](http://www.gpln.net)



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## Globalink handles two massive projects

**G**lobalink's Aktau-based project team recently handled two massive projects for the transportation of out of gauge cargo of about 3200 cubic meters from Aktau, Kazakhstan, to Dammam, Saudi Arabia.

Required for an ongoing oil & gas project the majority of cargo was out of gauge. With the Aktau Projects Team on the job, a sea/river barge was chartered for the journey to the Black Sea port of Mareupol, Ukraine, via the Volga-Don River Channel. With export formalities completed and cargo securely loaded, the vessel departed for Mareupol.

Alerted of the departure by the Aktau office, Globalink's Ukraine team was at Mareupol port ready and waiting to take over.

Having chartered a project vessel for the final journey to Dammam, the cargo spent minimal time at Mareupol and departed swiftly. The end result — delivery on time.

Of particular note was the in-depth knowledge that Globalink possesses of the region. While transit via Iran would have certainly been the shortest route, Iran could not be used due to customer requirements as well as the political climate.

Most would have opted out of handling this, especially with a tight deadline. However utilizing in-house capabilities that are spread throughout the region,



Globalink came up with a viable alternative, planned it thoroughly and executed it flawlessly.

By not relying on only one option Globalink develops multiple solutions to overcome any unforeseen issues. An example of this is its established Northern Transit Corridor designed to bypass transit via Pakistan (depending on the situation).

Established by Globalink to reach Afghanistan via the Black Sea, the Northern Transit Corridor service has been a roaring success. With Globalink offices

and terminals every step of the way (Poti, Georgia, — Baku, Azerbaijan — Aktau, Kazakhstan — Hairaton, Afghanistan) Globalink is one of the most active multi-modal transport operators on this route.

Lastly, the customer for this particular transportation was a regular customer who utilizes Globalink's services continually due to our commitment and dedication.

It is this loyalty and trust that motivates Globalink to continuously improve ourselves and to consistently deliver a world class service. [www.gpln.net](http://www.gpln.net)

## Sarr Freights powers ahead on Bihar job



**S**arr freights has successfully executed handling, custom clearance & transportation of 3600 cbm of project cargo for three 660MW power project in India.

The scope of work included on board stevedoring, shifting, port handling, custom clearance & transportation from Kolkata port to Barh site in the state of Bihar.

The consignment included 30 ODC packages of various dimensions and weight.

The entire job awarded to Sarr freights was executed successfully, swiftly and safely. the client appreciated the performance of Sarr Freights. [www.gpln.net](http://www.gpln.net)



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## Special job requires outsize equipment for Interfracht



**I**nterfracht handled a very special equipment job recently. The airport of departure was Hahn which is close to Frankfurt, Germany.

Interfracht arranged a full charter for the transport of three heat exchangers to Venezuela.

The Antonov-124 cargo plane, which was used for this special transport, is the second largest aircraft in the world.

It belongs to the Volga-Dnepr airline and arrived on time at 2am. The loading

procedure took about six hours.

The main reason for taking this special aircraft was not the weight of the cargo (which was over 34,000 kilograms) but the dimensions of the three packages, the biggest one of which measured 5.5 meters by 4.15 meters by 3.5 meters. No other cargo plane can handle such big loads.

These heat exchangers are now being used in Venezuela to help produce coal briquettes. [www.gpln.net](http://www.gpln.net)



## Ayacol handles windfarm load

**S**hipments for the Pattern Santa Isabel Wind Farm Project at Santa Isabel, Puerto Rico, US, were awarded to Luis A. Ayala Colon Sucrs., Inc. (Ayacol), a GPLN member in Puerto Rico.

The contract involving the discharge of the components for 22 units of 2.5MW windmills built by Siemens.

These were transported from Denmark and the Far East to the Porto of Ponce, Puerto Rico, on seven sailings which comprised 44 nacelles, 44 hubs, 132 53-meter long blades and 132 sections of towers.

These were discharged from the vessels and stored at the Port of Ponce and adjacent to the port where the blades were laid to rest. All of these components were transferred to the Santa Isabel site with



specialized equipment supplied by ATS. This is the beginning of a new era of renewable power production for Puerto Rico. [www.gpln.net](http://www.gpln.net)

## Waiver to partner on EPCM



Waiver Logistics/CargoLive was recently invited by one of the largest engineering companies in the world to the area of EPCM (engineering, procurement, construction, maintenance) to be its logistics partner in Mexico. Waiver Logistics/CargoLive was responsible for transporting several oversized cargos. The project might reach a total volume of 27,000cbm transported.







## GPLN duo turn up the heat

**G**PLN members Martin Bencher (Scandinavia) A/S together with Unishipping Intl Ltd (Bulgaria) was nominated for delivery of heat exchangers from factory in South Bulgaria to UK. The cargo consisted of two pieces, the first being 26 meters long by 4.42 meters wide by 4.38

meters wide, weighing 50 tons. The second piece had dimensions of 25.58 x 2.5 x 2.3 meters, weighing 11 tons.

The heavier piece was delivered by multimodal transport: truck-river vessel-truck.

From the factory the heat exchanger was loaded on truck to the inland Bulgar-



ian river port of Ruse, where it was shipped via the Danube river to Regensburg with direct transshipment on extendible low-bed trailer for trucking directly to the UK.

It was a challenging task, as door-to-door transit time was limited only to 15 days (taking into consideration standard

transit time of river vessel 10-11 days) in order to keep the customer's deadline for installation at job site. Fortunately all operations went smoothly and delivery was not delayed.

The other piece was transported directly without any transshipment from Bulgaria to UK. [www.gpln.net](http://www.gpln.net)

## SARR handles defense work

**S**arr Freights has successfully operated air charter flight of one of the largest cargo aircraft in the world on behalf of their clients – the National Defense Committee,

Ecuador Air Force and Ministry of Defense, Govt. of Republic of Namibia.

The order was placed with Sarr Freights for transportation of a Cheetah helicopter and two Dhruv helicopters

along with the accessories.

The scope of work included air charter of an Antonov AN-124 aircraft from Bangalore to Hoseakutako International Airport, Windhoek, Namibia and Guayaquil International Airport, Ecuador, customs clearance of cargo, coordinating with DGCA, handling of cargo and aircraft at Bangalore Airport, India, loading of cargo from the aircraft.

This was followed by the unloading of helicopter, customs clearance and door delivery of helicopters to Ministry of Defense, Govt. of Republic of Namibia and to National Defense Committee, Ecuador Air Force, combat wing no. 22.



Sarr Freights also recently arranged similar transportation of two helicopters from Bangalore to and from U-Tapao Airport, Thailand, along with their accessories on turnkey basis for display at a local air show. [www.gpln.net](http://www.gpln.net)

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### BRIEFS

#### Totalviax sends transformers

Venezuelan freight forwarder Totalviax has handled the maritime shipping and inland road movement of two transformers and associated equipment from India to Venezuela.

The transformers were manufactured by India's Crompton Graves for Venezuelan utility Elecnor & National Electric Company. Each unit weighed 120 tons.

Totalviax collaborated with Spanish partner the Sparber Group for the transport from India to Guanta.

The job included difficult movements on low-loaders across jungle terrain, according to Alfredo Sanchez, director for Totalviax. Special low boys were used for the inland shipping. The transformers went by road to the substation Juana la Avanzadora in Maturin, a distance of 150 kilometers.

#### Armored cars for FleetLine ...

Fleet Line Shipping Dubai has been regularly air lifting Armored vehicles for its customers in the region. FLS also



arranges the paper work for necessary permissions from various embassies as a one-stop shop solution to its customers.

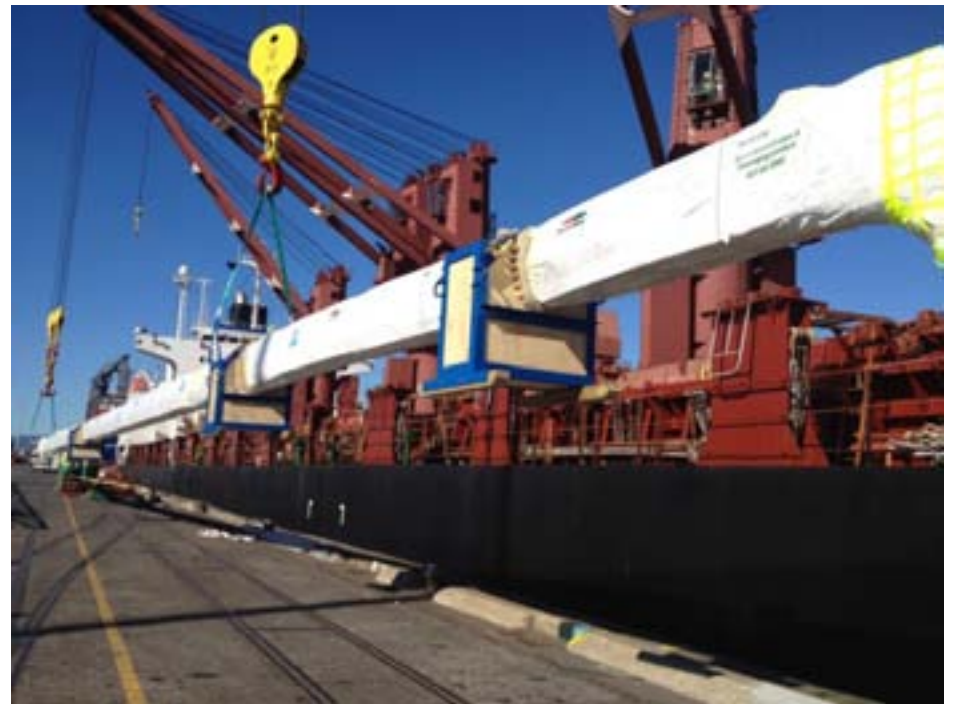
#### .. and Al-Masar

... moved 85-armed units, clear and transport all of them in one lot from Umm Qasr to Baghdad DC.





## Boom times for the yacht business at Oceanbridge



**O**ceanbridge had a busy few days recently when it had two boats and a mast and a boom all loading on the same vessel in Tauranga.

It took a lot of co-ordination by Oceanbridge to ensure all the items were delivered “under hook” in Tauranga at the time required for loading.

With the 48-meter mast and 22-meter boom loading from separate trailers, a 28-foot boat on trailer already on the wharf and finally a 64-foot Sunseeker to load

from the water it was an interesting few days in the lead up.

First, Oceanbridge shipped a Super-yacht tender to Zeebrugge for on-carriage to Monaco.

### FLAT RACK

Although it was relatively small it still required special handling as it was shipped to Europe on a 40-foot flat rack but then taken off and loaded on a road trailer for the run south to the Mediterranean.

Oceanbridge could confidently advise the clients that their boats are on their way.

Later, Oceanbridge shipped a private cruising yacht back to the US west coast from Tauranga.

The owner had spent 16 years building his yacht *Sula* before embarking on a once in a lifetime voyage through the Pacific to New Zealand.

With the owner already back home in the US, Oceanbridge were contracted to organize the complete pack up, including

removing and packing the mast, building of the cradle and preparation for the shipping of the yacht.

Oceanbridge has been managing the transshipments of new Riviera motor yachts through the Ports of Auckland.

Arriving on one Friday and then re-loading the following Friday on a different vessel “string” for the east coast US, Oceanbridge has been coordinating with marine surveyors and the Ports of Auckland staff the safe handling of these launches. [www.gpln.net](http://www.gpln.net)

## Cory shows problem-solving skills



All ready: cargo arrives for shipment to final destination



Counting house: Cory shipped over 200 separate items

**I**nternational logistics expert Cory Logistics demonstrated the breadth of its problem-solving skills when it completed the transfer of a large and unusual bulk cargo from a number of sites around the globe.

Cory transported a complete vegetable extraction plant from fabrication sites in Malaysia, China, northern Europe and the UK to the Kaliningrad region in European Russia.

Much of the cargo was out of gauge and fabricated in Port Kelang, Malaysia, and, due to its large dimensions, the majority of it could not be accommodated by most regular liner shipping services.

To overcome this the Cory Logistics

team made special arrangements for the larger pieces from Malaysia to be shipped from Port Kelang and Tanjung Pelepas to Hamburg where it was then transhipped into a coaster to complete its journey directly to the consignee’s own quay in Kaliningrad. Once the cargo was discharged from the vessel in Russia, Cory had transport on hand to move it from the quay to its final installation site.

The fabricator in Northern Spain had no facilities to load containers. To overcome this problem, Cory arranged to load two out of gauge trucks to transport the cargo overland directly to the consignee’s premises in Kaliningrad.

In addition to the 1,230 cubic meters

and 204 tons of out of gauge cargo from Malaysia, Cory Logistics also loaded a total of 52 units from the fabricators in China, northern Europe and the UK on to a range of 40-foot open top, dry vans and high cube containers.

Mike Bryant, business development manager of Cory Logistics, said: “This is just the sort of challenge we like to rise to.

“Meeting our customers’ needs, however complicated they may be, is what we are dedicated to doing and I am pleased that our team was able to solve all these problems to enable this heavy machinery to be installed in its designated place. Well done to all those involved!”

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

## CSS helps out with firefighting vehicles



**C**SS Projects, the oil & energy division of Consolidated Shipping Services successfully handled the export across the Arabian region of six fire-fighting vehicles and four water tankers with pumps.

The shipment was transferred from the shippers yard on low beds and moved to Jebel Ali Port and loaded RORO onto the vessel to Umm Qasr.

The shipment was roughly 745 cubic meters and was successfully handled by the projects team at the prime location. The shipment was executed as per schedule while ensuring maximum client satisfaction. [www.gpln.net](http://www.gpln.net)



## TIL proves its flexibility



**T**rans International Logistik Sdn. Bhd. (TIL), a Malaysia-based GPLN member, recently completed the project cargo movements from Europe and Asia for the Synthetic Latex Global Plant Expansion located in Pasir Gudang, Malaysia with a total project volume of about 10,000 freight tons.

Other than general cargoes by sea, air and road transports, the project included movements of heavy lift cargoes of two reactors at 95 tons each having dimensions of 16.2 meters long by 4.5 meters wide by: 4.6 meters high and other over-dimensioned cargoes.

### MULTI-AXLE

For the heavy lifts, on-carriage to site was arranged on multi-axle trailers after temporary storage on elephant legs and beams so as to be in coordination with the plant site readiness and receiving management.

The project required exceptionally

special handling techniques and also required extremely quick deliveries due to the tight project time line of this fast-tracked plant expansion.

As indirect tax exemption consultants for the project, TIL had successfully applied its expertise in submitting, tabulating and obtaining exemption approvals from the authorities.

The company was also instrumental in applying for and obtaining the necessary import permits and governmental certification from regulatory bodies for the importation of their special equipments and machineries.

TIL was very proud to be able to say that all deliveries were executed well within the required time frames and with zero unexpected incidents.

With more than two decades of hands-on project logistics skills and experience, TIL specializes in project forwarding and the execution and transport-realization of numerous project cargoes for various major industries. [www.gpln.net](http://www.gpln.net)



10 x 10 x 10 for ISS team

**I**nchcape Shipping Service's (ISS) Dubai Cargo Projects Team recently moved a sea-water filtration skid from Ras Al Khaimah Port to a private jetty in Jebel Ali. This movement involved shifting the load from a storage yard on to the barge and sea freight up to the jetty.

The unit being an over-dimension size of 10 meters in length by 10 meters in width and 10 meter height, weighing 150 tons could not be moved by land. ISS's scope involved transporting the unit up to the port using two 10 heavy-duty multi-axle hydraulic low-bed trailers, transferring it onto the stools, securing and lashing on to the barge, and sea freight upto the customer's private jetty.

From the Marine side, the ISS Ras Al Khaimah and ISS Dubai Team were also involved to take care of tug and barge agency.

The challenge involved here was navigating through the winding roads and other obstacles to get from the shipper's yard to the port quay. ISS then had to

cope with poor weather conditions with strong winds and rough seas, which had a significant impact on the marine traffic and vessel operations at both Ras Al Khaimah Port and Jebel Ali Port.

ISS would like to extend a word of appreciation to all their ISS colleagues involved from the RAK Office and Dubai Office. The cross-functional synergies and teamwork helped to provide a an excellent value proposition to ISS's client which is expected to go a long way in consolidating and cementing ISS's relationship with them. [www.gpln.net](http://www.gpln.net)

## Wide load for NTL



**N**TL Logistics Plus India Pvt. Ltd., the GPLN member formerly known as Direct Logistics, recently completed a move of 1800 cbm of freight, door to door from New Delhi to Turkey for a hydropower project.

It was loaded on the vessel *Team Bremen* from Mumbai to Mersin.

The load was 24 feet wide, and it was an extremely tough job to truck such a wide cargo on Indian roads not designed for such loads..

NTL loaded two such packages on one 55-foot trailer. In total there were five packages. Apart from that, NTL trucked five pre-distributors of 24 feet diameter, whose size also posed a significant challenge.

NTL has also moved the location of its main office. The new address is: 206, Level -III, Okhla Industrial Estate, New Delhi-110020, India. Tel: +91-11-46656500 - 534 [www.gpln.net](http://www.gpln.net)




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## GPLN duo take part in groundbreaking summit

The pioneering Offshore Supply Base Summit in Singapore recently featured input from two GPLN executives; GPLN founder Patrick Dick and GPLN Executive Director and founder Gary Dale Cearley.

Gary Dale’s role was to moderate the post-conference workshop, entitled Practical Guide to Integrated Logistics Services for Offshore Exploration and Production.

The workshop came about due to the recognition that with projects getting more complex by the day, and commercial stakes being very high, it is crucial for supply base and offshore logistics service providers to not only add value, but also stay a step ahead in anticipating support needs.

The workshop aimed to help attendees develop strategic marine logistics capabilities, and assist in creating competitive advantage through differentiated service delivery.

It covered a wide range of topics, including:

- ◆ Understanding the scope of project logistics, for shallow and deep water



- ◆ Agreeing on supply chain KPIs with the field operator
- ◆ Understanding key timeframes, and technical support requirements to mitigate the risk of claims
- ◆ Customizing strategic supply chain strategies for different projects
- ◆ Logistics support case studies for specialist projects

### NEW INVESTMENT

The Offshore Supply Base Summit was convened as new investment is pouring into offshore oil and gas exploration

and production industry, with plenty of projects being commissioned in Malaysia, Indonesia and international markets like Brazil, Middle East, Africa and Australia.

Dedicated logistics hubs to support oil and gas offshore production are consequently also seeing a boom in demand for their services, either by way of greenfield projects or expansion of existing facilities.

The summit put the spotlight on strategic logistics support by optimizing supply base design, planning and innovation in operations. [www.gpln.net](http://www.gpln.net)

## Fleet Line appoints Menon as GM



Fleet Line Shipping Services LLC in Dubai has appointed Mr. Subhash Menon as General Manager. Subhash brings in rich experience in project logistics, international freight forwarding and supply chain management.

He joined Fleet Line from BDP International, where he was heading the freight forwarding division in U.A.E. and prior to that, he was working with Clarion Shipping Services in Dubai.

Subhash has 18 years’ experience in local and international business development in India and UAE. Fleet Line Shipping continues to widen its arms in various service activities to provide an end to end logistics solutions to its valued customers. [www.gpln.net](http://www.gpln.net)

## Tuscor Lloyds pioneers ‘sustainable logistics’

Tuscor Lloyds Spain has recently received the certification given by AENOR which verifies its carbon footprint, a pioneer project in the logistics industry in Spain placing the freight forwarder at the vanguard of sustainability policies.

With this accreditation Tuscor Lloyds has locked itself into legislative requirements which oblige all certified companies to measure the impact of their carbon footprint in the coming years. This will make the company a leader in Sustainable Logistics in Spain.

According to Borja Pelayo, manager of Tuscor Lloyd’s office in Madrid: “We decided to become pioneers in sustainable logistics.

“By applying for this certification we aim to demonstrate our strong belief in

the importance of developing sustainable and environmentally responsible transportation.

“The carbon footprint certification is an important tool not only because it gives us an accurate measure of our current emissions, but also because it provides a reference point for our 2% annual reduction plan.”

“There are two paths to achieve this reduction: by active policies on emission generating agents or, if not possible, offsetting current emissions by actions such as planting trees.

“That gives us a very clear target to work towards,” said Pelayo.

### EMISSIONS

Tuscor Lloyds Spain has developed the certification project in collaboration

with Agora consulting by verifying the CO2 emissions of its three offices in Spain (Barcelona, Madrid, and Valencia). All of its employees will be expected to look for savings in emissions, including commuting and work trips, company infrastructure, supply chain, and especially the transportation services it offers.

### CERTIFIED

In effect, Tuscor Lloyds Spain has certified the carbon footprint of its entire logistics operation – including that of its principal route, Europe-México, in both maritime container freight forwarding and air transport.

Tuscor Lloyds intends to push the carbon footprint project concept further. Pelayo says: “Due to forthcoming regulations on this matter, we don’t want to



Borja Pelayo, manager of Tuscor’s Madrid office, displays the sustainability certificate

stop here.

“We also want to promote the initiative together with our key customers, offering them a carbon footprint study for the services we provide them as freight forwarders.” [www.gpln.net](http://www.gpln.net)

## New GPLN Members — May/June 2012

Country	City	Company
Indonesia	Jakarta	PT Energy Logistics
Malaysia	Port Klang	Megalift Sdn Bhd
Mexico	Manzanillo	Tuscor Lloyds U.K de Mexico S.A de C.V
Mexico	Veracruz	Tuscor Lloyds U.K de Mexico S.A de C.V