



Global Project Logistics NEWSLETTER

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

July-August 2012

Issue No. 28

Holleman sets Ukraine on renewable path



After Holleman delivered its first windmill to Ukraine at the beginning of this year, the GPLN member received an order to deliver 30 complete wind turbine generators (WTG) of 3MW each to the Botievo project in Ukraine.

These turbines constitute the first part of the Botievo project, which will have a capacity of 195MW when completed.

All components are delivered by Holleman with its own equipment from Mariupol Port to Botievo -- a distance of over 200 kilometers. As the first important windmill park in Ukraine, Holleman is proud that it delivered the first 10 windmills from this project without delays.

In the last three years, Holleman group delivered over 450 complete windmills, from 1.8MW to 3MW in Bulgaria and Romania in about 12 different projects. At the same time as the Ukrainian project, Holleman is delivering in Romania every week six complete WTGs for two different projects, one consisting of 21 WTGs and the other one with 52



2.3MW WTGs.

Holleman estimates the Ukraine project will be finished in under 10 weeks.
www.gpln.net

Taewoong heads to Turkmenbashi



Taewoong Logistics, a GPLN member in Korea, recently transported some heavy loads from Haydarpaşa port in Istanbul. The cargoes were shipped from Masan port in Korea by Taewoong's own chartering operation headed for their final destination at Turkmenbashi port.

The cargoes consisted of a work boat and a survey boat. The work boat had a weight of

140 tons, and the survey boat a weight of 45 tons. The consignee was the defense ministry in Turkmenistan, who took their boats with completed customs clearance within four working days.

All document processing for trans-loading work and entry permit of the Sea of Azov were successfully cleared.
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A Word from Gary Dale...



As I write this note to you all the summer vacation season in North America is winding down as it is just starting to gear up in Europe in this year of the Olympiad.

We at GPLN have entered our annual mid-summer "down time". Though like every year, we aren't calling it down time because we are actually slowed down. Not in the least. We are using the time productively to catch up on some opportunities that we didn't have time for earlier and to prepare for our next torrent of travel and events. We are also busy, in the planning mode for the future, such as for the next year's GPLN annual meeting. (Keep your eyes peeled and watch this space!)

Speaking of the Olympics, a bit of GPLN trivia... This year's event would make the second full Olympiad for GPLN. It could be our third except we were formed soon after the Olympics of 2004 in Athens, Greece. But as 2004 was a leap year, we can now say that we have seen three of these. We are looking forward to many

more.

As we start to leave summer and enter the autumn September will see us as "somewhat" busy on the travel schedule. We will be holding our very first Heavy Transport & Lifting Course on the African continent on September 5th at the Hilton Durban Hotel in Durban, South Africa. I might add that we very much look forward to the opportunity for getting more project logistics professionals trained up on our curricula. We will then, still in Durban of course, follow this training immediately up with a booth at Intermodal Africa on September 6th - 7th. (Booth number 28 if you happen to be in the neighborhood!) Intermodal Africa this year is being held at the International Convention Center (ICC) which is right downtown.

For those who didn't know, Intermodal Africa has been broken into twice annual events. One is to be called Intermodal Africa (North) and will cover northern and western Africa and the other will be called Intermodal Africa (South) and will cover southern and eastern Africa. This will give the continent loads more exposure and I think the Transport Event guys should be correct in doing this due to the fact that Africa is nearly three times the size of Europe and has fifty-six countries with more than a billion people. How do you properly cover this continent with one event?

At the end of the month, keeping with our policy of visiting trade events that will be good for broadening our members' pros-

pects, we will have a booth at the HUSUM WindEnergy Exhibition. This is the leading wind energy trade fair and takes place in the northern part of Germany, near to the Danish border. The event promises to be very interesting for any of our members who are targeting movements for the wind power industry, especially outbound from Europe. It is a whopping five day event starting on September 18th and finishing up only on September 22nd at the Messe Husum & Congress in Husum, Germany. For visitors, our booth is 1F28.

I, for one, hope that you got to see lots of Olympics, if that is what you like to do, but even more so I hope that we see you at one of the upcoming events. And as usual, good luck and good health!

Gary Dale Cearley

Executive Director

Global Projects Logistic Network (GPLN)

GLOBAL PROJECT LOGISTICS NEWSLETTER

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Sharaf tests terminal with extreme load



Sharaf Logistics, a GPLN member from Dubai, recently handled one of the biggest units handled by DP World container terminal with shore gantry cranes on a container vessel as bulk cargo.

There were two such units, each of which was 27.5 meters long by 4.3 meters wide by 4.6 meters high and weighing 53 tons including the cradle.

The company's responsibilities included transportation from factory to the port and shipping from Jebel Ali to Mombasa.

It was an extremely challenging task to get these units loaded on a container vessel due to the extreme length and weight.

The biggest challenge was to load the subject cargo with gantry cranes. The distance between the legs of the crane was only 30 meters and there was a constant wind of 3 knots.

Hence the cargo was to be picked up from the dolly trailer in an east-west orientation and once in the air it had to be turned to a north-south orientation in order to load the cargo per the 12 flat racks container which were already placed on the vessel.

The entire operation lasted for nearly two hours as the crane had to move very slowly in order to avoid damage to the legs of the crane or to the cargo. With a team effort the entire operations was carried out without any incident. The next lot was loaded on container vessel but from the general cargo berth.

Sharaf Logistics, based in Dubai in the United Arab Emirates, is a provider for freight and logistics solutions. A pioneer in freight-forwarding, warehousing, distribution, project cargo management, NVOCC, and supply chain consultancy. Since inception, Sharaf Logistics has grown rapidly and strategically in United Arab Emirates, China, Pakistan and Egypt. www.gpln.net

AccoTerramar hauls generator to Guatemala



AccoTerramar, a GPLN member based in Miami, Florida and a leader in heavy lift and project cargo in Latin America, has successfully transported a 135,000 lbs (61,000kg) General Electric generator stator from Milwaukee, Wisconsin, to a sugar mill in Escuintla, Guatemala.

Because of road and bridge restrictions both in the U.S. and Guatemala, the transportation of the generator entailed employing a 12-axle lowboy trailer, escorts and the reinforcement of bridges from the Guatemalan port of Santo Tomas de Castilla to the site of the sugar mill. This move is part of ongoing projects being handled by AccoTerramar for sugar mills that are developing and expanding their cogeneration capabilities, burning either bagasse which is a byproduct of the sugar-making process, or coal when the mills are not processing sugar cane. www.gpln.net

Thomas Smith repatriates historic ship



Late last month, the Swift Class Patrol boat P42 started its return journey home on board the vessel *Bavaria*.

The P42 was deployed to Malta from the US in 1971 when the Malta Maritime Squadron was being set up. After more than 40 years patrolling the Maltese territorial waters, the patrol boat was retired just two years ago.

Following an agreement between the US and Maltese governments the P42 is being returned to the Maritime Museum of San Diego where it will be restored and displayed.

Thomas Smith, acting on behalf of the shipper, the Malta Armed Forces and the San Diego Maritime Museum, coordi-

nated the total operation starting with the towing from the naval base in Haywharf, Marsamxett, to Malta Freeport, Marsaxlokk, where the boat was lifted from the sea onto a cradle & lashed.

Special care had to be taken during this operation due to the "age and the historic value" of the boat.

Boat and cradle were then loaded & lashed on board the *Bavaria* – in an 'athwart ship' position on top of 7 x 40ft flat racks, occupying the space of 28 Teus.

Mark Gallant, director of operations, Maritime Museum of San Diego expressed his appreciation: "Thank you to [the shipper and] Thomas Smith. Everything was done to our complete satisfaction." www.gpln.net

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Postcard from ...



Tuscor Lloyds moves batching plant



Tuscor Lloyds was called in by the manufacturer of this 20 ton mobile concrete batching plant after they struggled to find an appropriate vessel which could reach the destination within the tight timeframe.

The mobile concrete batching plant was to be delivered to one of the biggest cement companies in the world and the deadline could not be missed.

Using their knowledge and local contacts we arranged for multimodal transport by road and sea which would deliver the cargo to Mexico City within the timeframe.

Tuscor Lloyds picked up the cargo from the manufacturers in Mercia, Spain, and loaded it on

to a truck, from here it was transported by road to our warehouses in Valencia where it was then loaded onto a 40' flat rack which we located specifically for this shipment.

Due to the shape and size (13.8m x 2.85m x 4m) of the cargo the stevedores had to specially lash the cargo to ensure it was safe and secure for transport by road and sea.

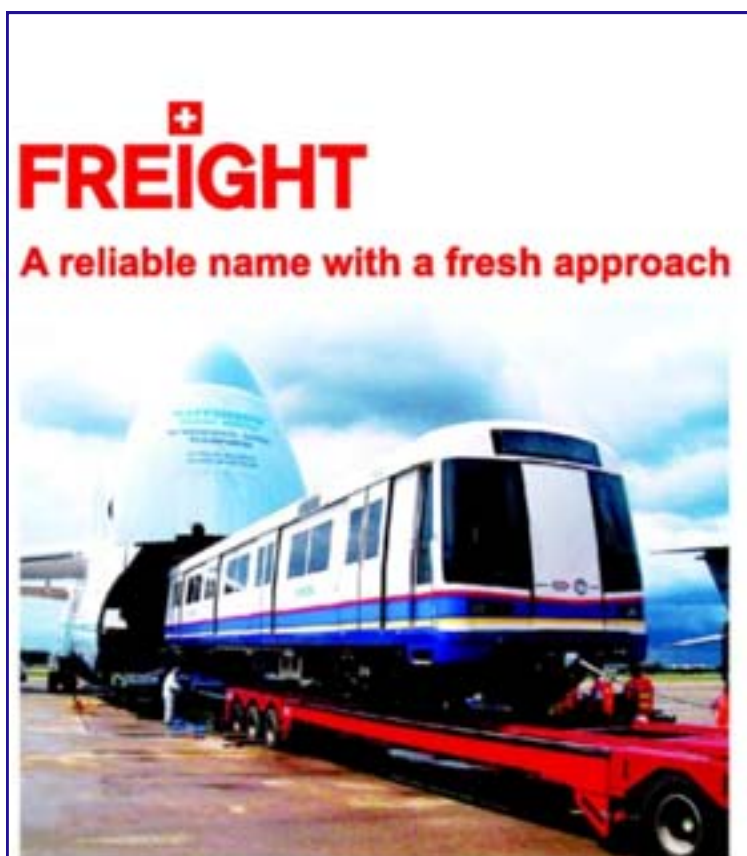
The cargo was safely transported and loaded at the Port of Valencia and shipped as out of gauge cargo to Veracruz, Mexico, for unloading. The mobile concrete batching plant was unloaded without any problems and once ready the cargo was transported by road to Mexico City.

www.gpln.net

CORRECTION

In issue 27, we incorrectly stated that the GPLN member NT Logistics Plus was previously known as Direct Logistics. In fact, it was previously known as Logistics Plus.

Direct Logistics are an independent company and still exist in the market under the same name (<http://www.direct-logistics.com/>). We apologize for the error.



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HEAVY MATTERS

By Gert Vos



5. Hydraulic lifting gantry



In earlier years before the hydraulic lifting gantry was invented, people used various type of equipment to lift and skid the heavy items.



In the above pictures you find lifting with climbing jacks and a skidding lane. Please don't think that this is old fashioned because these systems are still used and even in some cases it's the only option because there are limitations in space above or around the load that should be positioned.

What is the big advantage of the hydraulic lifting gantry?

First, the relative easy and cheap way of mobilization/demobilization of all equipment. Modern lifting gantries can be easily shipped in containers and/or normal trailers.

Second, the time to erect the system is also short.

Third, one man by himself can coordinate the lifting process of the gantry. Of course during lifting activities

you need extra eyes and for that reason most companies delivers the system with two operators.

Are these only advantages when you use a hydraulic



lifting gantry?

No! When you want to use this system the operators do not only need to know how to handle the system. To push the right button is not the same as knowing how it works.

People should 'learn' the load that they have to handle. Where is the center of gravity? Where are the lifting and eventually the tailing points?

Of course the space around the load is as important as the load itself. Without a stable surface, completely horizontally leveled, it's impossible to use a gantry.

Especially tailing a load with a gantry is high level lifting and you need a lot of experience before you can handle this kind of work.

Because of the natural instability of a gantry you need to be sure that you always lift 100% vertical.

ISSUES

A simple lift of a machine from a platform trailer can also give big problems if the lifting trunnions of, for instance a transformer are not 100% correct under the lifting points of the gantry. You can imagine what happens if the transformer will be lifted. Yes, the gantry and transformer will crash.

Is all this negative information a reason to stop using gantries? Of course not ! If you know what you do, a gantry is a very good system to lift and move machinery.

Important issues:

1. A stable surface, completely leveled and flat.
2. Surface should be able to handle the high ground pressure
3. Enough space to use the gantry.
4. Load to be handled should be suitable to handle.
5. Last but not least: the need of very experienced personnel.

If these issues are not 100% OK, than don't start. BETTER SAFE, THAN SORRY!

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**

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

Fleet Line moves set of oil well tanks to Kazakhstan



GPLN member Fleet Line Shipping in Dubai had a rather interesting move in July.

They have moved four oil well tanks with dimensions of 520 x 350 x 350 cms each from their customer's site in Dubai to Tengiz in Kazakhstan.



Shipment was carried in 2x40-foot flat rack containers from Jebel Ali to Mersin in Turkey, from where it was moved onwards by road to Kazakhstan.

Freight movements from Dubai to Afghanistan, Iraq and Doha have increased significantly over the past years.

These cargo movements come with their own set of special challenges and an experienced transport company is required to solve them.

With eight years of experience in the Middle East region, Fleetline Shipping continues to be a top choice by the shippers and forwarders around the world.

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Aaras delivers heavy cargo to hydropower plant

Aaras Shipping Agencies, GPLN member based in Karachi, Pakistan, have proudly completed a contract for the Muzaffarabad hydropower project, which the company reported was carried out very successfully with highly trained and professional staff.

Aaras provided the total logistics solution, comprising the shipment of heavy cargo and oversize packages, inland transportation and customs clearance into

Pakistan and transport from Karachi Port to Muzaffarabad.

The consignment originated at Shanghai Port in China with cargo from various consignees, travelled by ship to Karachi Port, from where Aaras was nominated as total logistics provider to handle the shipment and to deliver it to the site at Muzaffarabad.

Soon after the vessel *Heng Shun Da* arrived at Karachi Port carrying the shipment, Aaras took charge to handle the

whole operation for prompt berthing of the vessel, cargo discharging at the berth and dispatch of the vessel within 72 hours.

Aaras then handled customs clearance, the loading of the cargo onto its own transport vehicles and unloading the cargo at the final destination at Muzaffarabad.

The gross weight of the cargo was 8500 tons and 1250 packages of heavy cargo. www.gpln.net

Wirtz acts as fisherman's friend



Wirtz Shipping has transported a pair of large fishing vessels from India by container vessel to Antwerp, where they were transshipped on a conventional ship to West Africa. The larger of the boats had dimensions of 18.15m long x 5.38m wide by 5.63 meters high and a weight of 25 tons. The other was 15.08m long by 4.50m wide by 5.21m high with a weight of 18 tons. www.gpln.net



Special vessel for special SARR load

Recently Sarr Freights executed a multi-modal transportation of vehicles from India to Afghanistan.

The scope of work included loading, transportation of vehicles by trailer to Mumbai port; unloading, customs clearance, stevedoring, shipping and handling of vehicles at Bandar-e-Abbas Port and further transportation of vehicles from Bandar-e-Abbas to Afghanistan after completing customs formalities in Iran and Afghanistan.

Sarr Freights chartered a special vessel to complete the job successfully. The entire consignment was safely delivered and handed over to the Afghan Army.

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GPLN annual meeting sparks successful cooperation

Jim Shapiro of Thunderbolt Global Logistics and Jumbo Transport's Ole Petersen planned to have dinner together at the end of the GPLN meeting on the 57th floor of Tower 1 at the Marina Bay Sands Hotel in Singapore.

This was Ole's idea. They ate, drank and talked about how they both started their own company and why it was the best decision they could have made.

That enjoyable dinner lead to an e-mail from Ole to Jim on Monday morning May 14th with a request for help on a shipment to the USA. It wasn't discussed at dinner on Friday night.

Jumbo Transport Solutions had an ocean DDP shipment to upstate New York that was late and needed to be delivered ASAP.

They needed costs right away and a delivery time frame. The Danish exporter sold it on a DDP basis to a company in the U.K. who in turn sold it to Anheuser Busch.

It was a sterile beer buffer tank that was used in the brewing process at a location in Baldwinsville, New York.

The tank weighed 3460 kgs and had dimensions of 6.2 meters by 2.85 meters by 3 meters. The shipment was booked from Hamburg to New York on the *Atlantic Conveyor* for the 13-day trip to New York and the delivery of the cargo three days later.

Thunderbolt had to set up the Danish exporter as a foreign based U.S. importer as they were responsible for all customs clearance and duties. A single entry bond was needed since they didn't have an annual continuous customs bond.

COLLEAGUE

Thunderbolt had to employ an agent in New York to clear the shipment. One of Jim's old colleagues would take care of the clearance and single entry bond. Dennis Kelly who is the customs expert in Thunderbolt's office was working closely with Ole to obtain all the necessary paperwork required for U.S. Customs including



the Importer Security Filing.

In most cases a first time importer will have a customs examination at the time of import.

This would cause a delay in delivery but with an expedited arrival date of an exam could still take place

and make the required delivery date.

Dennis has over 40 years of experience and knew what needed to be done. Ole and his team took care of everything on their end to make it work.

The cargo made the vessel and was on its way to New York. Thunderbolt had everything in place from Jumbo Transport Solutions to make it work. On the U.S. side the charges for the crane and handling fees at the terminal were guaranteed.

ALL SET

The trucker was all set with their permits to deliver on time. The two companies were hopeful that there would be no issues with U.S. Customs.

The contracted shipper was regarded as one of the most dependable ocean carriers in the North Atlantic trade, so it was a shock to learn midway that the ship was delayed three days into New York.

The company that sold the tank to Anheuser Busch

was frantic as the tank had to be tested during the weekend.

Dennis talked to the shipper and to the terminal and they said that the cargo loaded on Mafi trailers came off the ship first. If they discharged the cargo in the morning there would be a chance to pick up in the afternoon.

RELEASE

Thunderbolt had to have a clear release from U.S. Customs to accomplish this goal.

The New York-based customs broker walked the shipment through customs in New York and obtained a release prior to vessel arrival. No examination was needed. That was a big relief.

Anheuser Busch then requested delivery the next morning. The trucker could do it provided that he could pick up the shipment the previous afternoon. It cost more but the job needed to get done.

In the end it all fell into place. The ship worked in the morning and Thunderbolt's cargo was available after lunch. The crane was in place and the truck was loaded without any problem and delivery took place at 8am the following morning. Jumbo Transport Solutions customer was happy and so was Anheuser Busch.

Thanks to the GPLN meeting in Singapore a new connection was made between Jumbo Transport Solutions and Thunderbolt Global Logistics. We hope to team up again in the near future.

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Drogheda

Waterford

5-K transports slurry feed system to ore mine

5-K Logistics, in partnership with its fellow Global Project Logistics Network member OM Freight of India, managed the transport of slurry feed equipment from India to Minnesota.

Paul McGrath, President of 5-K Logistics and his team, who managed this project thru our Houston office, commented: "This is the first of three shipments that we are handling for our customer in India."

The equipment was shipped by OM Freight to Houston, Texas. 5-K Logistics' scope of work in-

cluded discharge of the vessel at Houston, customs clearance, providing barges for transport to Saint Paul, Minnesota, and delivery from Saint Paul to the ore mine located at Hibbing, Minnesota.

THICKENER

The first lot consisted of 23 pieces of the tailing thickener for the slurry feed system.

The major components were over 16 feet in width and height making transport by truck extremely expensive

and cost-prohibitive.

Paul McGrath said "5-K Logistics



provided an alternative solution with a logistics plan that comprised a combination of barge and truck transport from Houston to the site in Minnesota.

5-K Logistics was responsible for coordinating the arrival of the barges at the port, planning the stowage and securing of the equipment in the barges.

COORDINATED

5-K Logistics coordinated the barge transport from Houston to Saint Paul to ensure that the equipment was delivered

with the required on site date given by the customer."

5-K Logistics is an international project logistics provider and headquartered in Philadelphia, US, with other offices and warehouses serving New York, New Jersey, Baltimore and Houston.

It arranges shipments in all parts of North America.

OM Freight is a project logistics provider based in Mumbai with their own offices in all major airports and sea ports of India and China. www.gpln.net

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CNC delivers passenger boat to UAE ...

CNC Freight Services recently handled the delivery of a Passenger Boat from Port Klang, Malaysia, to Jebel Ali, United Arab Emirates.

The boat weight approximately 63 tons with dimension of 42.2 meters long by 5.3 meters wide and 5.8 meters height.

The operations involved delicate water to water part charter vessel at Port Klang.

Extra precaution was taken from the start by defining the hull strength, center of gravity and location of lifting points from the ship's design drawing.

CNC coordinated and arranged for local tug, diving crew, special spreader frame and web slings for the loading operation.

Lifting of the boat was carried out by vessel's crane in tandem using the special frame spreader along with another normal

spreader.

Taking into consideration of the length of the boat, such lifting arrangement allows for three point slinging on its bottom providing further stability for the lift.

Under the careful supervision and coordination by CNC personnel on vessel, the loading operation went on very smoothly.

Although this was the first shipment of its kind for CNC, their accumulated experience and skill in handling heavy lifts and over-dimensional cargo were sufficient to ensure their success.

The client was extremely pleased with the overall service that CNC provided; from the advice given during early stage of the shipment and right up to its end of journey. www.gpln.net



... opens Johor Bahru office



CNC Freight Services is pleased to announce the opening of a new branch office in Johor Bahru, in southern Malaysia. Branch office manager Mr Azlan Ro-

zaini will oversee all the operations in the southern region in Malaysia which will cater to both the Pasir Gudang Port and Tanjung Pelepas Port in Johor.

Modern Freight Company has completed a cross-trade operation involving movement of seamless pipes. The movement was from Houston in the USA to Ashgabat, Turkmenistan, with a gross weight of 16230kg.

Due to unavailability of suitable direct flights the shipment was routed ex-Houston to Baku, Azerbaijan, and ferried to Ashgabat. The shipment reached the client's destination on time completing the move in four days.

BCC ships iron pipes to Iraq



BCC Logistics, a leader in Iraqi logistics market, has safely completed the shipping, clearance and delivery of a full charter of ductile iron pipes to Kirkuk, Iraq.

A total of 1972 pipes of 6 meter long, 1400 mm diameter, pipes totaling 22,500 cbm were loaded in Bayuquan port, China, and shipped to Um Qasr port, Iraq.

A team of 18 professionals from BCC project team were relocated to Basra and Kirkuk to supervise the 24 hours opera-

tion for safe discharge, securing, monitoring and delivery to Kirkuk site.

BCC project coordinators insured constant monitoring of the operation and continuous update to the client.

"This is another achievement for BCC Logistics and our professional team; despite whopping temperature reaching 58 degrees and fragile security situation, our colleagues ensured safe and timely delivery along with client satisfaction," said BCC Logistics Regional Director, Mr. Ziad Harb. www.gpln.net



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P.S. Bedi works on Bangalore Metro



P.S. Bedi Group (PSBC) - a GPLN Member from India, has added several feathers to its hat.

One of them is the transportation of a tunnel boring machine (tbn) for the Bangalore Metro Project which was assigned and supervised by CEC, Taiwan.

The project comprised of a tbn and its accessories. The heaviest parts were 22 feet in diameter and weighed more than 100 tons. PSBC did the custom clearance of these machinery and accessories at Chennai port.

INTERSTATE

From there, the packages were further transported interstate to the city of Bangalore. Handling the movement of an over-dimensional consignment all through this distance is exigent in it self and demanded strong attention and precise planning. Team PSBC planned, strategized and executed the movement of the tbn and the accessories meticulously.

The tbn along with its accessories were moved on the highways until they reached the city of Bangalore and from there the transportation was made on the

regular streets. The tbn and its accessories were routed to the construction site of Bangalore metro which is at the centre point of the city.

Transportation of such over-dimensional and heavy packages within the streets of Bangalore was a tough challenge.

To avoid traffic disruption, the movement was coordinated with local police and carried out at night from 1am to 5am.

However, the obstacles did persist, particularly at the toll tax road where the barriers had to be displaced. Later they were replaced by Team PSBC for a hassle-free movement of the equipment.

With the support and co-operation of Bangalore Municipal Corporation (BMC) the hurdles encountered during the movement were resolved.

Finally they were positioned at the destination.

With the investment of hardcore logistics analytics, thorough plans and understanding, well-designed approaches, consistent efforts and unique solutions, Team PSBC successfully accomplished the project assigned before the committed timeline. www.gpln.net

Hydroelectric job for Totalviax



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 a Spanish

partner for the transport from India to the port of Guanta near Puerto La Cruz in Venezuela.

"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, a distance of 150 kilometers. www.gpln.net

New agency deal for Flinter



Flinter Shipping has been appointed as agents for NYK-Cool as from July 1st 2012.

NYK-Cool offers a weekly service from Antwerp and Portsmouth to Puerto Limon in Costa Rica and Manzanillo in Dominican Republic.

Vessels can accept :

- ◆ Reefer cargo in 40-foot containers
- ◆ Non operational 40-foot high cube containers
- ◆ Breakbulk cargo
- ◆ RORO cargo
- ◆ IMCO cargo
- ◆ Heavy lifts limited to 32 metric tons unit weight
- ◆ Short transit time

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Waiver rolls down to Rio for its annual project conference

Waiver/CargoLive held its annual project conference recently.

There were two intense days of presentations and integration with the projects team in Latin America.

The meeting takes place every year and this year the meeting was held in Rio de Janeiro in Brazil.

The meeting was marked by the presentation of the results of the previous year (2011) and discussion of goals and objec-

tives of the current year.

It was a good time to exchange information and alignment of company goals. Altogether they had a presence of 19 participants from Brazil, Argentina, Chile, Peru, Colombia & Mexico.

Waiver Logistics, a GPLN member based in Brazil, with GPLN member offices in five other Latin American countries, specializes in logistics in Latin America whenever time is critical to the customer. www.gpln.net



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