

## Cory Logistics Transfers Boil-off Gas Compressors from Japan to Milford Haven, Wales



GPLN's United Kingdom member Cory Logistics recently arranged the delivery of two BOG Compressors from Japan to a new LNG Storage Facility in Milford Haven, West Wales.

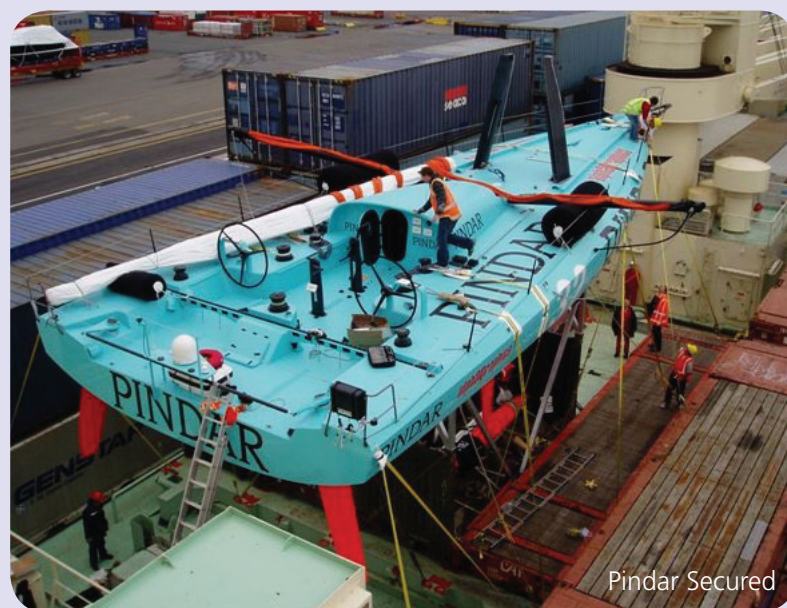
Due to the dimensions and restricted access to the site the Compressors had to move by specialist barge from Southampton port to a Pembrokeshire beach where the barge was grounded. A track way was then built from the barge up the beach to the site access road.

The entire job took several months of planning in conjunction with the UK Environmental Agency DEFRA for use of the beach. Due to tidal conditions there was a relatively small window to complete the off-loading operations. However, both Compressors were delivered safely to the new South Hook LNG Storage facility with the entire operation took place in just six hours.

## Oceanbridge Shipping Ships Racing Yacht Pindar



Pindar first sail in Auckland



Pindar Secured

### The revolutionary new yacht is sent to its new home by a GPLN member

Oceanbridge Shipping, the GPLN member in Auckland, New Zealand, recently loaded the newly launched Open 60 "Pindar" for the British electronic and print media giant of the same name. The yacht was loaded in the Port of Tauranga, New Zealand bound for the United Kingdom via Zeebrugge halfway around the world.

The project started for Oceanbridge Shipping in September 2006 when initial enquires were made in order to see what shipping possibilities would be available

around the launch date at the end of June. By February, with a completion date for the end of June set and a desire for the yacht to debut in the Rolex Fastnet race in mid August the only sensible option was to load the yacht on to a kiwifruit vessel bound for Zeebrugge.

Scheduling was a major factor in completing the shipment.

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### A Word from Gary Dale...

Most of the projects professionals who have been with us for more than a year know that GPLN has been experiencing its strongest growth ever this year. By the end of 2007 we will have grown by more than 50%. For any four year old group to do this on a year on year basis is incredible but I am not as surprised as some.

First of all, GPLN has worked on putting our name out there this year like never before. We have attended the Philippines Ports Conference as an observer, exhibited at BreakBulk Europe in Antwerp and will also be exhibiting at the original BreakBulk Conference in New Orleans at the end of October as well as Middle East Ports Conference in Cairo late this November. Our policy of allowing members to take part in these booths has paid dividends not only for us but for the members as well.

It would now be safe to say that with the ever changing situations of other competing project logistics networks coupled with our steady progress and growth, GPLN is now the premier projects network in the world. No other group has our stability, the same level of quality of professional project companies nor the depth that we offer. To know this for certain, all you have to do is look at their membership rosters and then look at ours.

So where do we go from here? Obviously this will be a topic for our next meeting in Kuala Lumpur in the first quarter of 2008. But I see GPLN increasing expanding into recently uncovered territories and continuing to attract the best talent in the global project logistics world. This is what has made us strong and it will continue to win us our fair share of the world's projects market. I am honored and happy to have you on board with us!

**Gary Dale Cearley**

Executive Director  
Global Project Logistics Network (GPLN)

## Finbarr Cleary New President of IIFA

### GPLN congratulates Cleary on his new position

Dublin, Ireland, August 27, 2007 - Mr Finbarr Cleary, a director of GPLN member Celtic Forwarding Ltd., has been elected president of the Irish International Freight Association for the term 2007/08.

"Having known Finbarr a number of years I believe he is more than up to the challenge," said Gary Dale Cearley, executive director of GPLN, "I personally think Finbarr will do a great job. And obviously so did the members of the IIFA. We at GPLN congratulate Finbarr on this great professional honor."

IIFA is the Association for Freight Forwarders, Intermediaries and others involved in logistics and movement of freight by all modes. The Association was established in 1962 and has a membership which accounts for the majority of freight forwarding and logistics firms operating in Ireland.

Its members employ over 6000 people and offer freight forwarding and logistics services by land, sea and air to over 200 countries around the world.

On another note, Celtic Forwarding has been accepted as a member of the Irish Exporters Association (IEA). The Dublin based IEA draws its membership from every exporting sector, ensuring that the interests of all industries are represented and promoted at the highest level.



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## Aprile Projects Extends Their Middle Eastern Portfolio



Danieli GHC



Italian GPLN member ships Arabian Peninsula multimodal cargo for steel industry clients

Aprile Projects loaded this DRI Cooler (170 mt / 23 X 8 X 9 m) on a barge outside of Dubai in Jebel Ali, United Arab Emirates, and was transported to a Danieli/GHC site in nearby Abu Dhabi.

According to Silvano Ventre of Aprile Project SPA, the piece was a bit problematic to move by road due to its sheer size.

"Even though the factory was located not too far from the final destination the dimensions and weight didn't allow to make an 'all road' transport," said Ventre, "Therefore from the factory to the port of Jebel Ali we moved the cargo by hydraulic trailer, loading it on a barge with adequate sea fastening. Then from Jebel Ali to private berth on Mussafah canal we did the offloading on to a hydraulic trailer in order to position the cargo inside the GHC Steel factory."

The said cargo was several pieces to be used for a steel furnace.

Besides this piece, Aprile also moved another piece (reactor) in a similar fashion from Dammam, Saudi Arabia, to Abu Dhabi; first truck then loaded by barge at Al Jubail, then truck again to Abu Dhabi. The Saudi cargo was 400 mt, 39 x 12 x 12 m. The supplier was Zamil Steel.

## The Freight Company Beijing Wins Mining Machine Contract

**The Freight Company signs a service agreement with the world's largest tunnel boring machine manufacturer**

After having gone through a demanding bidding process, The Freight Company Ltd (TFC) in Beijing was awarded the China-wide spare parts distribution business by a major tunnel boring machine manufacturer based in Guangzhou.

TFC's client has four manufacturing sites in China.

With the selection of TFC as one of their key service provider there is an excellent opportunity to also get involved in the transportation of their TBM which have a diameter of up to 15.90 meters, more than 6000 revenue tons with individual units weighing more than 250 tons," said Denis

Schmid, TFC Beijing's managing director, "TFC is one of the few companies in China that is able to offer solutions which go beyond the usual and pays great attention to safety and performance standards."

The solution comprises the entire order management activities from issuance of the order by the client's procurement department, to coordinating the pick/pack and loading job by their warehousing operation up to the delivery to the final client which can be located pretty much anywhere in China. The main performance criteria is the total lead time as any delay can cause productivity damages of up to USD 50'000 per day.



Angela Chen, TFC Beijing (left) and Edwin Shi (right) TFC on site customer service in Guangzhou.

## Upcoming GPLN Meetings & Events

### 18<sup>th</sup> Annual Breakbulk Conference and Exhibition

October 28<sup>th</sup> - 30<sup>th</sup>, 2007  
The Ernest N. Morial Convention Center  
New Orleans, Louisiana, United States  
(Hosted by Port of New Orleans)

### 3<sup>rd</sup> Trans Middle East 2007 Egypt Exhibition and Conference

November 28<sup>th</sup> - 29<sup>th</sup>, 2007  
InterContinental Citystars Cairo Hotel  
Cairo, Egypt

### 5<sup>th</sup> GPLN Annual General Meeting

March 12<sup>th</sup> - 14<sup>th</sup>, 2008  
Shangri La Hotel  
Kuala Lumpur, Malaysia

### 3<sup>rd</sup> Annual Breakbulk Europe Conference & Exhibition

May, 2008  
Antwerp Expo  
Antwerp, Belgium





# GLOBAL PROJECT LOGISTICS NEWSLETTER

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## CNC Freight Services Has a New Home

At the end of September CNC Freight Services in Port Klang moved into their new three storey office building. With each floor consisting of an area of 1700 ft<sup>2</sup>, for a total area of 5100 ft<sup>2</sup>, there is ample space to sub divide their work spaces.

"On the ground floor is our reception area with the General Freight Forwarding/Sales Department," explained Patrick Lee, CNC's managing director, "My office is located in part of the 1st floor with the Project Department occupying the rest of the floor."

The 2nd floor houses CNC's conference room with the back portion with rows of racking system for document storage.

As of press time CNC's staff were still unpacking. "We are still touching up," said Patrick Lee, "And I hope that we will be able to settle down by this week."



## Nauri Logistics Celebrates 10<sup>th</sup> Anniversary of Office Building



At the end of June, 2007, Nauri Logistics celebrated ten years of their office building. According to Nauri Logistics's managing director, Mr. J.S. Moon, they invited about 130 celebrants to the party.

Those in attendance ranged from customers, government officials, shipping lines representatives, representatives from "cooperative companies" as well as their own staff. Mr. Moon said that they proudly advertised their membership in GPLN to all attendees.



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## Bellville Roadair Int'l Joins GPLN in Central, Eastern Europe

### Offices in the Czech Republic, Hungary and Romania extend GPLN's reach

Three offices from Bellville Roadair International (BRI) have become full members of GPLN in three markets that had been uncovered: the Czech Republic, Hungary and Romania.

Budapest, Hungary, October 16, 2007 – Three offices from Bellville Roadair International (BRI) have become full members of GPLN in three markets that had been uncovered: the Czech Republic, Hungary and Romania.

"We are very happy to have a well known company like BRI covering these new European markets for us," said Gary Dale Cearley of GPLN, "These are three difficult markets to find good project forwards and BRI has fit in from the get go. I personally know that at least two of the new BRI member offices have had immediate project inquiries from other GPLN members within hours of being announced to the GPLN membership."

Originally founded as a joint venture between British-based Bellville Group and Canadian-based Rodair Group, BRI's origins date back to London in 1982 and Toronto in 1996. BRI is committed to recruiting, training and developing the best people in the logistics industry. BRI's three GPLN member offices share a common sales and marketing contact, Mr. David Dines, who is based in BRI's Budapest office.



## SR International Moves Giant Cranes for Seattle Project

### Denver forwarder makes tough jobs look easy

GPLN member SR International Logistics just completed a major move of a special gantry crane partially from Pozzuoli, Italy, as well as from London, United Kingdom, to Seattle, Washington, for client PCL Construction Services.

This shipment took lots of coordination. It consisted of over 43 containers and pieces from two ports in UK and Italy coordinating with same shipping line to Seattle in order to have all equipment arrive for sequential receipt and erection of the crane for the new light rail leveled portion in Seattle.

"The biggest pieces were moved by combo of truck and rail and there were many containers, both standards and open tops as well," said Russell Steele, CEO of SR International, "It went through Montreal and crossed Canada before it made it to Vancouver and eventually into Seattle."

A shipment like this should have been difficult to handle but not so says Russ

Steele. "I don't recall anything being all that difficult when you know what you are doing," said Steele.

Attached are pictures of the Crane erected on its starting point outside of the SeaTac International Airport in Seattle. "This crane will work for about 3-4 years before it will be again moved to another job or sold to another contractor," said David Ross, partner in SR International. Ross keeps his hopes up that SRI will get the return moves as well.



## New Members Since the Last Newsletter

5-K Logistics – United States (Baltimore)

5-K Logistics – United States (Philadelphia)

Bellville Roadair International – Czech Republic

Bellville Roadair International – Hungary

Bellville Roadair International – Romania

Coli Shipping – Singapore

Conception Etude Réalisation Logistique SARL (C.E.R.L.) – France

Cory Logistics – United Kingdom

HBH Logistics – Germany

Polytra – Belgium

Polytra – Congo

Polytra – Zambia

Rock-It Cargo – United States

The Freight Company – Beijing

The Freight Company – Hanoi



Continue from Page 1

## Oceanbridge Shipping

"The time frame in finding a vessel that would allow us to meet the deadlines was the first challenge," said Richard Thorpe, Oceanbridge's operations manager, "And this meant loading and discharging in ports about 205 km away from where it was built and its final delivery point. Secondly the co-ordination of all the different aspects; riggers, packing of rig, crane, use of space on port, movement of equipment Auckland to Tauranga, then Antwerp to Portsmouth [in the United Kingdom]."

With the yacht first hitting the water in Auckland it was decided to make use of the requirement to ship out of Tauranga, about 250 km down the coast, by sailing her down there. The 20' flat rack cradle base and the 40' SOU container with spares were trucked and railed to Tauranga while arrangements were made to receive these onto the wharf in preparation for the arrival of the yacht.

The day before its down coast sailing the yacht was brought along side Sulphur Point wharf where a crane was waiting. With the help of the Project Manager for Pindar and the yacht Boat Captain and crew the mast was carefully lifted from the yacht and placed in blocks where the crew from the packaging com-

pany set about the five hour job of packing the mast for shipping. Once the mast was out and the yacht moved to a local marina the RIB which had accompanied the yacht from Tauranga and was also being shipped was lifted from the water and onto its trailer which was then placed onto a waiting 40' Flat Rack. Meanwhile, across the harbour where the vessel was loading kiwifruit, the 20' flat rack cradle was assembled for loading onto the vessel later in the evening after the completion of the kiwifruit loading a long with the 40' SOU.

Richard Thorpe said all of this was well coordinated with the Pindar team. "We had worked with the boat builders before but the shipping is always chosen by the owners."

On schedule the morning of delivery the sea trade vessel, Hansa Lubeck, was brought across to Sulphur Point. The flat rack with the RIB was loaded first then the delicate operation of lifting the yacht, keel still on, from the water begun. It took nearly 30 minutes to have the tension on the lifting strops set so the yacht was kept as level as possible then she was slowly lifted and placed onto the waiting cradle. Once in place the chains and tie downs were set as per the instruc-

tions from the marine surveyor. While the lashing was going on the mast was then lifted and placed in the secure position down one of the walkways and also lashed down.

At 13:00 and with the pilot already on board the vessel and the crew ready to lift the gangway we were able to leave the cargo securely placed and lashed to the vessel for its 31 day voyage to Zeebrugge.

The Pindar racing team organizers saw Oceanway as a natural choice due to their experience in shipping yachts and other ocean going vessels.

"We did have an introduction into the Pindar Ocean Racing Team and this was supported by other high profile yachts we had done in the past," said Richard Thorpe, "We are gaining a reputation in handling the logistics for these kinds of yachts and word of mouth is the best testament you can get. Since Pindar we have also done the Open 60 "Ecover 3" and have the sister yacht "Aviva" teed up for January, 2008."

### About the Pindar

This brand new Open 60 was launched in Auckland, New Zealand. A radical new design, which incorporates many cutting edge features including a rotating wing mast and hydraulically adjustable outriggers, this boat will be capable of breaking boundaries, setting records, and winning races.

Having teamed up with ISAF World Sailor of the Year and Volvo Ocean Race winner, Mike Sanderson, and innovative designer, Juan Kouyoumdjian, Pindar's new Open 60 is being likened to the latest generation Volvo 70s, proven to be some of the fastest monohulls on the planet.

At 60 foot long, with a 4.5 metre draft and over six metres wide, Pindar has a soaring wing mast which is able to rotate side to side, as well as being raked forward and aft using telescopic outriggers, enhancing her performance on all points of sail. Pindar's towering mast allows her a much larger sail area than her predecessors, which together with advances in keel design promise to ensure that the new Pindar is far more powerful than either of Pindar's two previous Open 60s. Pindar has an innovative hull shape incorporating deep chines into the back section of the boat, which afford greater power and stability when the boat is sailing heeled over.

Project managed by Tom Faire and built by TP Cookson's boatyard in New

Zealand over an eight month period, the hull was constructed from a carbon composite using a male mould. The design and build process amassed 25,000 man hours of building, with hundreds more spent in research and testing.

The new Pindar comprises sails made by Hadleigh Prendergast at North Sails NZ, with her mast and rigging supplied by Southern Spars and Future Fibres.

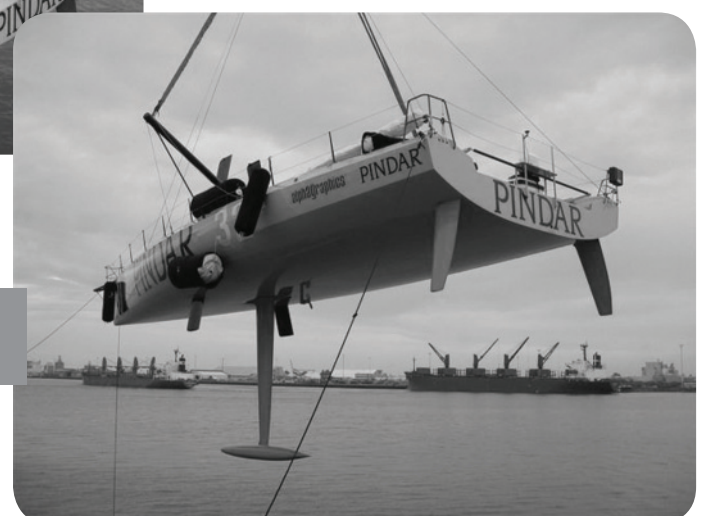
### Pindar Secured



### Pindar Lifted



### Pindar Lifted





## PEOPLE ON THE MOVE



Nancy, Russ and Judge

### Russ Steele ties the Knot!

GPLN is happy to congratulate Russell Steele of SR International in Denver on his recent nuptials. Russ and his lovely bride Nancy were wed on September 1st on a lakeside in Twin Lakes, Colorado, which is on the east side of the North American continental divide surrounded. The beautiful spot is the location of the highest mountains in the state of Colorado. Russ added that, in true western form, the judge was an "old timey" guy from Leadville.

### R&L Canada welcomes Mr. Pakatchi

Mr. Behzad Pakatchi has recently joined Rohde & Liesenfeld Canada in their Calgary operation as a business development consultant. Mr. Pakatchi recently worked with the Barwil Group. His portfolio will include business development specializing on the Middle East. He has specialized knowledge in respect of contracts, bid proposal strategies, logistics planning and political processes in doing business involving projects in the Middle East. Mr. Pakatchi can be reached by the e-mail: [projects@rolicanada.com](mailto:projects@rolicanada.com).

## Rohde & Liesenfeld Projects Canada Wins Japan Reactor

### Major lift to be railed by Canadian Rail via Canadian ports rather than via US ports

R&L Canada has been awarded the turn-key movement of a 477 Ton reactor from Higashi Harima, Japan through to Fort McMurray, Canada to take place in March of 2008. The reactor when loaded with necessary ballast across 2 (two) 12 axle KRL 304 series FM railcars with idlers will have a total combined gross weight of almost 700 metric tons (1,521,905 LB's) moving by special train over a distance of 2,320 KM (1,442 miles) from the port of entry at Thunder Bay, Ontario through to the end destination rail siding at Ft. McMurray, Alberta.

"This rail movement from the Canadian Great Lake port of Thunder Bay is unique as traditionally oversize movements for western Canada have been shipped through either Houston or Duluth, both being United States ports," said Jan Beringer, president and CEO of R&L Canada, "This reactor movement is pushing the absolute limit of what can be railed from the port of Thunder Bay through to Western Canada, whereby it eliminates the requirement of an interchange between a US and Canadian railroad."

The port of Thunder Bay is located on the Great Lakes inside Canadian territory and is served directly by Canada's CN Rail system. The use of only one railroad saves both time and money, as well as reducing the complexity of obtaining clearances and pricing. Beringer adds that another solid reason in choosing to rail eastward across Canada is that the U.S. railroads have been dramatically increasing rail rates recently for dimensional movements, while at the same time shifting more liability onto shippers and consignees to carry the risks associated with dimensional rail car movements.

"This is not the case with Canadian railroads at this time," explained Beringer, "Therefore, from a liability point of view, this rail movement via Thunder Bay, using exclusively CN Rail, makes a lot of commercial sense for all parties involved."

This Japan move is not the only thing that R&L Canada has to be happy about these days. R&L Canada has recently been added as an approved project freight forwarder to SNC Lavalin as part of their Global Procurement Sourcing Strategy.

Founded in 1911, SNC-Lavalin has been active internationally for nearly 40 years, establishing a multicultural network that spans every continent. The SNC-Lavalin companies have offices across Canada and in 30 other countries around the world and are currently working in some 100 countries. This will mean lots more interesting shipments for R&L Canada in the future and should also mean more and closer cooperation with R&L Canada's GPLN partners, wherever the work may be!



Jan Beringer of R&L Canada on the right



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# Petrasco and J. Martens Coordinate China Air Charter

**The China to Iraq consignment took lots of communication, cooperation**

Petrasco recently was required to charter an AN124 from Tianjin, China, to Iraq for a Norwegian oil company. The oil company's cargo was a 50 ton drilling mast which was to replace a damaged piece.

"We had to fly the mast in as the original one was damaged when the truck delivering it crashed into a wall at high speed!" said Paul Smith, director for commercial operations of Petrasco Middle East. (Paul noted the truck that wrecked the original piece was from another company, not from Petrasco).

This charter left Paul with a different headache though. Petrasco was so busy they didn't have a spare lifting supervisor to send to China to oversee the loading of the aircraft. It was then that Paul Smith decided to turn to their GPLN partner in Singapore, J. Martens, for the help.

"We picked J. Martens because of relationships," said Paul Smith, "They did not let us down."

"Coordination with the aircraft broker Chapman Freeborn in Dubai, the client in Norway, the consignee in Iraq, the supplier in China and J. Martens in Singapore was at times a bit difficult," Smith went on to say "Communication was the hard part."

But in the end working together the job got done professionally and efficiently.

"J. Martens dispatched on an urgent basis one of our certified lifting supervisors to oversee and co-ordinate the loading of the Antonov," said Martin Runshaug, the managing director of J. Martens Singapore, "Like J. Martens, Petrasco is 'well drilled' in handling oil and energy clients.

This shipment was executed professionally according to plan without any surprises, much to the satisfaction of all parties involved."

**GPLN congratulates the two companies on a job well done!**

