



Global Project Logistics NEWSLETTER

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

November—December 2012

Issue No. 30

Altius Projects arranges sea voyage for Post-Panamax cranes



The Projects Division of Altius, a GPLN member based in Spain, recently transported four ship-to-shore super Post-Panamax cranes from Amsterdam to Vigo and Santa Cruz de Tenerife.

Each of the super Post-Panamax cranes are 72 meters long by 27 meters wide by 112 meters high with their booms raised and weigh 1,326 tons.

Altius was responsible for the man-

agement of the reinforcement of the cranes' structure, for the ocean leg which was undertaken by a towed barge; load-out operations in Amsterdam from quay to barge via two SPMT transport platforms. When the cargo reached Spain, Altius unloaded it in Vigo and Tenerife by the same means.

Three of the cranes went to Santa Cruz de Tenerife Port and the fourth to Vigo Port. www.gpln.net



To Russia
with
Speditions
Partner

Speditions Partner recently carried out a collection of loads from six European countries for shipment to Russia.

The scope was about 60 full truck loads and 15 abnormal loads from Austria, Italy, Spain, Poland, Denmark and Germany, for delivery to Rostov-na-Donau.

The hardest items to move were

two reactors 25 meters long by 4.2 meters wide and 4.25 meters high, each weighing 57,900kg.

This move was nine months on the European transport market as competitors did not have any option for the move.

Finally Speditions Partner got the order and completed the job to the customer's satisfaction. www.gpln.net



**LOGISTICS
INTERNATIONAL, INC.**

1707 Farrell Road, Houston, Texas 77073, USA.
Tel: +1-281-821-5200 Fax: +1-281-821-4180

Email: Bill Durkin durkin@logisticsintl.com
www.logisticsintl.com

INSIDE THIS ISSUE

5K powers up the Arctic Circle	3
Lion delivers gear to Bourgas refinery	4
TotalViax overcomes obstacles in Venezuela	6
Highland takes super-heavy load to Ukraine	7
Globalink deploys Magnum force	8
Supermaritime uses its African connections	11
CNC works for GPLN partner CERL	12

A Word from GPLN...

The year 2012 is rapidly coming to an end. At the time of this writing, Hurricane Sandy had just passed the east coast of the United States.

Needless to mention that it caused major disruption of transport along the U.S. East Coast and in neighboring parts of Canada.

Thousands of flights had to be canceled and several airports closed down. The Port of New York and New Jersey suffered major damage and had also to close for a couple of days. Estimates of the damages by wind and water and the disruption of business were estimated to run from \$US20 billion to as much as \$US50 billion.

This shows once again how Mother Nature can affect the transportation business.



Luzius Hafter, Commercial Director of GPLN, at the GPLN booth at Breakbulk Americas Conference and Exhibition along with several GPLN members.

“
There are also a number of existing members that never attended an annual meeting or haven't for some time and we equally encourage them to join what seems set to develop into a great turnout.”

Every now and then major natural disasters such as typhoons, hurricanes, earthquakes, floods, etc. can wreak havoc with our supply chain.

Next year's annual GPLN meeting has recently been announced. It will be held from 16th to 18th April 2013 at the InterContinental Hotel Abu Dhabi, U.A.E. The InterContinental is a five-star hotel nicely located at the beach and a short drive away from bustling downtown, the Abu Dhabi International Exhibition Centre and Abu Dhabi International Airport.

We should find this hotel a perfect mix of excellent business facilities, comfortable rooms and relaxing leisure facilities.

We are looking forward to yet another large attendance and encourage all new members

that joined us since the last annual meeting in Singapore to join us in Abu Dhabi and get to meet plenty of fellow members.

There are also a number of existing members that never attended an annual meeting or haven't for some time and we equally encourage them to join what seems set to develop into a great turnout.

In the meantime our regular work goes on with two events coming up before the end of the year at which GPLN participates as exhibitors.

Felix Schrick will represent GPLN's interest at the 9th Trans Middle East running from 20th to 21st November 2012 at the Gulf International Convention and Exhibition Centre in Bahrain.

Trans Middle East is the biggest annual container ports, shipping and logistics trade exhibition and conference in the Middle East

and this event is a great opportunity to increase the GPLN brand awareness in the region.

For the last event of this year will see us exhibiting from 27th to 30th November 2012 at the 19th OSEA 2012 at the Marina Bay Sands Expo and Convention Center in Singapore. OSEA is Asia's most important business technology event for the Oil and Gas industry.

Attending OSEA is more of an industry branding exercise than a geographical one. We are attending such industry events primarily to create brand awareness in various industries in the hope it helps our members when lining up business from those industries.

As this is our last newsletter for 2012 we hope that you all can look back on a successful year and wish you all the best for 2013.

Your GPLN team

www.gpln.net



GLOBAL PROJECT LOGISTICS NEWSLETTER
Publisher: Global Project Logistics Network (GPLN),

Contacts:

Advertising: advertising@gpln.net
Press Releases: editor@gpln.net
Letters to the editor: editor@gpln.net
Subscriptions: subscriptions@gpln.net
Web: <http://www.gpln.net/>
Blog: <http://ProjectCargoLogistics.gpln.net>

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

All material © 2012 GPLN



Complex challenges deserve comprehensive solutions.
Rely On Us!



International Freight Forwarder and Customs Broker * Offices: Chicago and New Delhi

USA Project Services: project@bdginternational.com • www.bdginternational.com • Tel: +1-847-760-0000 • Licenses: IATA FMC CHB C-TPAT MC

5K powers up the Arctic Circle



5K Logistics recently overcame many obstacles in completing a very complex and difficult project in the Arctic Circle — Baffin Islands for the Iqaluit power station.

5K was responsible for the full logistics scope of this project: Shipping 2 x 100 ton engines and accessories from Rauma, Finland to the Iqaluit harbor on a heavy lift vessel, mobilize transport and rigging equipment and labor in Iqaluit, discharge engines and containers from the vessel onto a barge in the harbor, beach

the barge, unload barge and transport engines via self-propelled modular trailer (SPMT) to the job site. Finally jack and skid the engines onto power house foundations.

SEVERE

Paul McGrath, president of 5K who also served as the project manager for this job explained the severe weather conditions in August were very difficult to overcome in the harbor as a rare southern jet stream pushed the ice field from the

Frobisher bay into the Iqaluit harbor.

This was the first time in 50 years that this event occurred this late in the season. 5K arranged for the Canadian coast guard ice cutter to provide guidance for the Spliethoff vessel, the barge and tug to enter into the harbor.

TIDE

In addition to the ice, the vast tide variance conditions needed to be overcome to assure of safe and timely discharge of all the equipment at low tide.

The total project involved the contribution of many parties including the shipper, the customer Qulliq Energy Corp., the Canadian and U.S. Customs service, The Canadian coast guard, the heavy lift vessel and SPMT owners, Nunavut power and local Iqaluit police and utilities.

A total team effort that assured success of this very important and difficult project according to Paul McGrath. Every member of the team played a vital role in the success of this project.

www.gpln.net

Pfaff handles tricky Caspian job



The whole cargo had a transport volume of 7,000 freight tons and a weight of over 1,000 tons.

For its shipment the crane was divided into over 100 packing pieces whose dimensions and weights assumed extraordinary proportions. The four bogie girders reached a width of almost ten meters each while the slewing column — the heaviest crane part — showed a weight of 115 tons.

Due to their exceptional appearances these parts were loaded on a special ship at the nearest Baltic Sea harbor.

LTK in Lübeck, subsidiary company of Pfaff International, was entrusted to supervise the embarkation process.

In this connection meticulous scheduling and accurate stuff-

Recently, Pfaff International provided again evidence of its exceptional transport possibilities and innovative logistics solutions.

Within the scope of a project shipment, its task was to move a mobile crane safely and timely from the Baltic Sea to a location at the Caspian Sea under strict conditions.

ing on board of the ship was very important and even had to be certificated by the authorities.


After mastering this task the special ship cast off towards Russia. From St. Petersburg the route finally lead over the inland waterways of central Russia to the Caspian Sea where it reached its final destination after three weeks on time.

www.gpln.net

No other name carries more weight

World's largest An-124 fleet carrying

- Transformers •
- Turbines •
- Generators •
- Satellites •
- Oil & Gas Equipment •
- Machinery •
- 20ft/40ft Sea Containers •
- Relief Cargo •
- Vehicles •
- Helicopters •
- Aircraft Parts •
- Racing Yachts •
- Locomotives •
- 120 tonne Payload •
- 36.5 x 6.4 x 4.4 m •
- Cargo Cabin



When the clock's against you and the only choice is the An-124, there's no better place to go than Ruslan International. We manage the largest fleet of Antonov An-124 aircraft for our partners Antonov Airlines and Volga Dnepr Airlines. That means we're more likely than anyone else to have an aircraft available now, and nearer to where it's needed.

Ruslan International Ltd.
T: +44 (0) 1279 682100 F: +44 (0) 1279 681139 E: ruslansales@ruslanint.com W: www.ruslanint.com

RUSLAN International

Lion delivers gear to Bourgas refinery



Lion Shipping & Chartering has been contracted by Doosan Corporation to perform the final stage of the delivery of OOG equipment for Lukoil Bourgas Refinery.

The main challenge in this project was to deal with the “urban environment” and to move the enormous units through the heart of the city of Bourgas.

The on-site work began four days before the passing of the cargo with dismantling the trolley-bus cables and traffic lights on the route.

The process continued with the removal of street lamps, cutting tree branches obstructing the way and reinforcing of subways. Finally, one day before the transportation, all of the obstacles have been cleared.

The first unit, weighting 231 tons together with the trailer and having dimensions 50.56 meters in length, 5.46 meters in width and 7.21 meters in height, covered the distance of 17 km to the refinery in 5 hours. It was carried on SPMT's

engaged especially for this transportation.

The second one, had even more impressive dimensions – weight of 340 tons with the trailer, length of 37.46 meters, width of 7.81 meters and height of 9.66 meters. Because of its height, this unit had to surmount even more obstructions.

The national high-voltage network, which was crossing the way at a several points was at height less than that of the cargo, so it had to be temporarily removed.

To cope with this task, it was necessary to cut the power supply and uplift the low-passing cables.

All these operations were carried-out in close cooperation with the electricity supplying company.

Both units were delivered to the final destination safely and in perfect condition.

It was the first time that cargoes with such dimensions passed through the city of Bourgas.

www.gpln.net



Waiver moves OOG cargo to Mexico

CargoLive/Waiver recently completed the movements of out-of-gauge cargoes to one of the largest engineering companies in the world.

The operation consisted in providing ocean and inland freight for surge absorbers and refinery tanks from Korea to Mexico. Altogether,

there were 865.80 cubic meters of cargo, highlighting the largest piece with dimensions of 18.00 meters long by 4.05 meters wide by 4.50 meters high. Waiver/CargoLive has a strong presence in Latin America and over 25 years experience in providing integrated logistics.

www.gpln.net

FREIGHT

A reliable name with a fresh approach



YOUR ASIAN PROJECT SPECIALIST.
We move any size and weight in the Air,
on the Water or over Land.
Rigging, lifting and placement services.

The Freight Co., Ltd.

Phone : +66 2 714 2414

Fax : +66 2 714 2424

e-mail : project@the-freight.com

www.the-freight.com

Service plus!



HEAVY MATTERS

By Gert Vos



7. Manipulate the center of gravity

When you lift or jack up/jack down cargo and you don't have sufficient lifting/jacking equipment, the job is not always impossible.

Here you can see a geared vessel that uses a lifting beam (sometimes named an 'equalizer') to lift a heavy cargo.



As far as we can see the cranes have the same lifting capacity but the crane on the left side lifts less than the crane on the right side.

Imagine that the weight is 100 metric tons, then we have the following calculation with our calculation program:



INPUT		Value
1		3000 mm
2		4000 mm
3		1500 mm
Weight of lifting beam:		5 metric to.
Weight of load:		100 metric to.
OUTPUT		Force:
S1 (Sling 1):		50,0 metric to.
S2 (Sling 2):		50,0 metric to.
S3 (Sling 3) lifting point LA:		40,0 metric to.
S4 (Sling 4) lifting point LB:		65,0 metric to.
Shackle S1:		50,0 metric to.
Shackle S2:		50,0 metric to.
Shackle S3:		40,0 metric to.
Shackle S4:		65,0 metric to.

Project:

Description:

Client:

Date:

Calculated by:

Drawingnr.

You can see that the right crane, whose hook is closer to the centre of gravity lifts more (65 tons), than the crane on the left side.

In practice it means that you can use two cranes with different capacity for lifting a load. Of course you should calculate everything in advance and you must be convinced where the center of gravity is positioned. Not all cargo is suited for these operations.

When we jack up or jack down a cargo with hydraulic jacks you can position the load on wood on two points.



When people are creative with this way of working they can do their lifting work a lot easier. In the drawing here above you find a symmetric cargo, but we position the wood on one side closer to the centre of gravity.

Then it's easier to jack up the part on the other side. So you can switch the wood support side by side during jacking up or jacking down. But also here it's important that you should have experience before starting.

Important matters when you work like here above mentioned:

- where is the centre of gravity ?
 - is the frame under the load stable and strong enough to hold the small wood support ?
 - jack up / down side by side.
 - take care of overcapacity in the hydraulic jacks.
- Clients often tell you where the centre of gravity is positioned and what the total weight of the load is. But many times that information is not correct.
- release the pressure of the jacks smoothly and slowly and be aware of symmetric forces on both hydraulic jacks.



Upcoming GPLN Meetings & Events

9th Trans Middle East

20th - 21st November 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**

7th Indian Ocean Ports & Logistics

27th - 28th February 2013

Rainbow Hotel, Beira, Mozambique **Booth No: 24**

2nd Breakbulk China Transportation Conference & Exhibition

13th - 15th March 2013

Intex Shanghai, Changning, Shanghai, China **Booth No: P01-P02**

11th Intermodal Africa North

27th - 28th March 2013

King Fahd Palace Hotel, Dakar, Senegal **Booth No: 6**

Heavy Transport and Lifting Course Abu Dhabi

16th April 2013

InterContinental Hotel Abu Dhabi, Abu Dhabi, UAE

10th GPLN Annual Global Meeting 2013

16th - 18th April 2013

InterContinental Hotel Abu Dhabi, Abu Dhabi, UAE

18th Trans Russia

23rd - 26th April 2013

VVC Exhibit Centre, Moscow, Russia **Booth No: 9 / 75B**

8th Breakbulk Europe Transportation Conference & Exhibition

14th - 16th May 2013

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

9th Trans Middle East

29th - 30th May 2013

Phoenicia InterContinental Hotel, Beirut, Lebanon **Booth No: 10**

14th Transport Logistic Munich

4th - 7th June 2013

New Munich Trade Fair Centre, Munich, Germany

24th Breakbulk Americas Transportation Conference & Exhibition

24th - 26th September 2013

Ernest N. Morial Convention Center, New Orleans, LA, USA

Heavy Transport and Lifting Course Singapore

29th October 2013

Marina Bay Sands Expo and Convention Center, Singapore

2nd PowerLogistics Asia 2013

30th - 31st October 2013

Marina Bay Sands Expo and Convention Center, Singapore

11th Intermodal Africa South

21st - 22nd November 2013

Feather Market Convention Center, Port Elizabeth, South Africa **Booth No: 29**

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



Project Cargo completes 2-year project

Project Cargo & Yacht Transport has successfully completed a two-year long logistic project for Zorlu Pakistan Nooriabad Wind Energy Site. The project which started in April included transport of Vestas turbines and equipment from seven different places in Spain and their delivery to the job site in Jhampir in Pakistan which is a distance of 110 kilometers from the nearest port.

ACCESSORIES

The equipment included Alstom transformers and accessories, camping containers, building material and vehicles for site, erection cranes and port handling equipment from Turkey and Dubai. The Vestas material came from three different places in Denmark and their transport to jobsite in Pakistan.

The total weight and dimensions of the turbines was 7,577 tons with a volume of 70,574 cubic meters. The cranes and trucks weighed 1,136 tons with a volume of 1,355 cubic meters; the Alstom generator 366 tons and 1,100 cubic meters, the

batching plant and containers 263 tons and 998 cubic meters.

The project was different to others carried out by Project Cargo due to the end-to-end nature of the job including transportation and customs formalities being undertaken and coordinated by the same company.

PROUD

Project Cargo takes special pride in the fact that, despite there being no part of the project taking place in its home country of Turkey, the project was accomplished it on time.

The relevant individuals of the company were present at every stage of the project and made sure that every move took place systematically and as planned. Despite some delays from manufacturers and the customer, completion of the project in time was an important success.

Project Cargo extends its thanks to its partners for their support to its operational teams during the Nooriabad Wind Turbine Project both in Spain and Pakistan. www.gpln.net

TotalViax overcomes obstacles



TotalViax recently completed a project in Venezuela's Yacambú Reservoir. The job included customs clearance, inland freight for the 20 metallic shields, each weighing 8 tons and measuring 40 feet by 9 feet. TotalViax unloaded cargo from flat-racks and dispatched them to Yacambú Reser-

voir. Difficulties included narrow roads and streets through small towns, the need to cross two rivers and even landslides.

TotalViax is a multi-purpose freight forwarder offering all services by air, sea and land with a specific niche in heavy lift and OOG cargo as well as bulk cargo transportation. www.gpln.net



Highland takes super-heavy load to Ukraine

Highland handled a super heavy load last month, transporting a boiler worth US\$4 million from Texas, USA to Ukraine on a door-to-door basis.

The boiler had dimensions of 13.72 meters long by 4.17 meters wide by 5.75 meters high and weighed 300,000lbs (136,000kgs). The door-to-door cost of the move was almost US\$800,000.

While the boiler could move standing upright in the USA, in Ukraine the bridges were too low for it to reach its destination. After extensive research and route surveys it was decided that the boiler would be put on its side in Ukraine to reduce the load's height to 4.17 meters.

A specially designed steel platform had to be built before the vessel's arrival at Mariupol at the end of September onto which the boiler was put and then loaded on the truck. www.gpln.net



BATI
Group of Shipping Companies
20th Year



Bati Shipping & Trading SA



China Global Maritime Line



Scanwell Logistics



Bati Project & Heavy Lift Logistics



Freightcon International

FOR 20 YEARS, ALWAYS DEDICATED TO OUR CUSTOMERS, WE HAVE MOVED FORWARD,
OFFERING THE MOST FUNDAMENTAL SOLUTIONS WITH OUR GLOBAL NETWORKS.



ANYWHERE AND EVERYWHERE WITH CONFIDENCE.

AllSeas ships cranes from UK to Shanghai

The largest parts of three Seatrax offshore cranes to be transported from the manufacturer's site at Great Yarmouth, Norfolk, to Shanghai were almost too wide to be moved on the UK's roads.

Road closures and a special escort had to be arranged in order to move pieces measuring nearly 5.6 meters wide by truck to the Port of Felixstowe.

Allseas Global Logistics arranged for the entire shipment of 1,743 cubic meters of crane equipment to be loaded as break-bulk on a deep-sea container ship, representing the equivalent of 180 teu.

Shipping via container ship out of Felixstowe provided the most cost-effective option, particularly as Allseas was able to make use of a scheduled liner service and hence provide a guaranteed on-time delivery. www.gpln.net



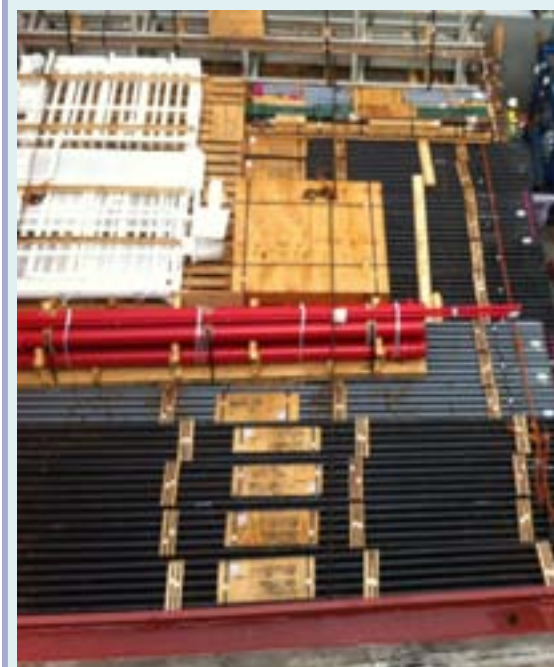
Logistics Int'l rigged for success in Argentina job



Logistics International, Inc., Houston, provided export packing and part charter ocean of a dismantled land rig comprising 7,400 revenue tons from Houston to Bahia Blanca, Argentina.

Chuck Vela, the sales manager who attended on site for several days export packing and loading at Houston port, said: "We are proud to have our customers trust managing another major project rig move".

GPLN member Logistics International, Inc. is an independent project forwarder and export packer in Houston, with high quality responsive operations teams serving industry leading oil and gas customers for 20 years. www.gpln.net



Globalink deploys Magnum force

Precise deadlines are not a challenge for Globalink, but at the peak of winter, each step of the transportation cycle has to be planned extremely well as sudden weather changes can cause serious delays.

With that in mind, Globalink successfully accomplished the transportation of 33 Magnum Tractors weighing approximately 12 tons each from Tashkent, Uzbekistan to Kirovograd, Ukraine.

Wasting no time and utilizing special cranes and forklifts, Globalink's team got to work right away. With all arrangements made well in advance, loading onto low bed trailers was done promptly

and the tractors departed immediately for its destination. The route was extremely long and involved transiting Kazakhstan, Russia, Belorussia and Lithuania.

However, having mapped out the best possible route and with all permits and visas well in advance, Globalink was set to impress.

In fact, impressed by the meticulous preparations, even the weather cooperated and delivery was completed without any snow/ice delays.

With almost two decades of experience in heavy and oversize loads, all requirements were met and so was the deadline. providing a superior service second to none. www.gpln.net

CERL moves by sea and by air

French GPLN member CERL needed one of the biggest cargo planes currently in service -- the Antonov AN-124 -- to move a manifold with its accessories to Bahrain.

A team from CERL went to the airport at Marseille to oversee the operations of handling and loading of this shipment. The dimensions of the shipment were 4.95 meters by 4.2 meters by 3.5 meters, plus 156 cubic meters of freight, weighing 52 tons.

CERL credits its experience and reactivity for its ability to manage successfully all logistic constraints of this demanding operation.

In a second job, CERL had to move two heat exchangers of dimensions 16.54 meters long by 3.2 meters wide by 2.94 meters high, a total of 464 cubic meters weighing 564 tons.

The operation went through several stages:

- ◆ loading on truck in Chalon-su-Saône
- ◆ direct load on barge with mobile cranes at Aproport
- ◆ unloading of barge at Fos by shore crane
- ◆ loading on coaster at Fos by shore crane
- ◆ unloading in Rotterdam by floating crane
- ◆ loading on ocean vessel at Rotterdam by floating crane
- ◆ direct unloading on barge in Mobile by floating crane www.gpln.net



BCC Logistics has a regional network, qualified personnel and local expertise to handle the requirements of over dimensional cargo, Charters by Air and Sea along with Turnkey projects.

BCC
BEIRUT CARGO CENTER logistics



- Logistics and routing studies
- Engineering and roadworks contracting
- Modular and Hydraulic movements
- Iraqi market experts

- Lifting, rigging and slinging
- Air and Sea charters
- Projects insurance
- HSE control and supervision

- Site works and Site preparations
- Custom clearance and Documentation
- Heavy and Over dimensional handling
- Warehousing, Storage, and distribution

Aaras stays fast and accurate with unloading

Aaras Shipping Agencies (Pvt) Ltd. is proud to announce that it has successfully handled the discharging of a vessel at Karachi, Pakistan, which was carrying steel coils and general cargo loaded in Ba Yu Quan, Shanghai and Xingang, China.

The total number of packages was 4,775 and the total weight 30,818 tons.

The discharging process took under 72 hours due to non-stop work by the staff.

Aaras provided services such as discharging, loading, heavy lifting, customs clearance and transportation services to the project site.

Despite the high speed of the operation, no damage whatever was caused to any of the cargo pieces. www.gpln.net



Kita brings generators over from France



Kita Logistics, Istanbul-based project forwarder has finalized the transport of nine sets of diesel generators each one weighing 325 tons from France to Turkey. A heavy lift geared ship was chartered for this move and the same ship picked up 9 x 70-ton alternators from Sweden before picking up the large diesel engines from the Port of St. Nazaire. www.gpln.net



Wirtz balances methanol converter job



Wirtz Shipping & Company, Antwerp, Belgium, recently shipped two methanol converters to Tianjin in China. The converters each weighed 365 tons, with

dimensions of 19.75 meters long by 4.95 meters wide by 4.8 meters high.

The handling was done by the ship's two heavy cranes each with a lifting capacity of 350 tons, a third, smaller crane,

and a floating balance stabilizer pontoon.

The main concern was the ship's stability given the extreme weight of the cargo.

With every lift the vessel needed to

counter the movement of the load by adjusting the ballast stabilizer and the third crane, which resulted in a very impressive show of synchronized movements. www.gpln.net

New GPLN Members — November/December 2012

Country	City	Company
Burundi	Bujumbura	Spedag Interfreight Burundi
Cameroon	Douala	Agence de Prestations Maritime S.A.
Cameroon	Douala	Supermaritime Cameroon S.A.
Iran	Tehran,	Armin Shipping & Int'l Trans Co.
South Africa	Durban	Pacon Logistics SA (Pty) Ltd
South Sudan	Juba	Spedaginterfreight Southern Sudan
USA	Houston	Braid Projects USA



Supermaritime uses its African connections

Supermaritime recently handled the shipment of 12 packages of sealed non-stackable inlet valve skids — part of a complete gas treatment package.

The cargo weighed 379 tons, with a volume of 2,721 cubic meters, and the project was overseen by Joost van Tienhoven, Supermaritime's international logistics manager.

The shipment was carried out for a Dutch engineering company and was

loaded at Antwerp, Belgium, and shipped to Onne Port, Nigeria.

This included supervision of the complete documentary process, pre-shipment planning and early stage load-planning with the manufacturer, and ship-owner, load-survey, and overall coordination.

Through the effort of Joost van Tienhoven, who personally supervised the whole process, the shipment arrived at the port of destination without damage or delays, and in accordance with the company's

Shipping cargo to Africa is nearly always subjected to various documentary requirements mandated by the local governments.

strict Health, Safety and Environment (HSE) program.

REQUIREMENTS

Shipping cargo to the various countries in Africa where the Supermaritime group operate their own is nearly always subjected to various documentary requirements mandated by the local governments.

The global operations coordination

office of the Supermaritime group in Rotterdam, in conjunction with the Supermaritime local offices around Africa, assist exporters and importers with these requirements.

By supporting the various parties at the early stages of the shipping process the Supermaritime team can ensure that delays are avoided when the shipment arrives at the port of destination.

www.gpln.net



Cory opens office in Birmingham

Cory Logistics has expanded with a new office in Birmingham to boost its capabilities through this central location in the heart of the UK.

The new office in Solihull Parkway, complements the company's other locations in Cardiff, Edinburgh, Manchester, Southampton and Tilbury.

It will benefit from the region's extensive road, sea and air freight facilities and will work closely with Cory's Manchester and Tilbury centres to further develop the company's European road freight services from the Midlands area.

Mark Cooke, a Cory Brothers Director, said: "The Midlands is a key segment in the logistics industry and this new office will provide a personal service to both existing and new customers within this crucial local economy. By opening this new office we are demonstrating the importance we place on being close to our customers." www.gpln.net



CNC works for GPLN partner CERL



Malaysian GPLN member CNC Freight Services Sdn. Bhd. has handled a shipment of submarine hoses from Port Klang to Labuan on behalf of CERL, a GPLN member based in France.

The cargo consisted of 88 packages of submarine hoses with their accessories, with a total volume of 2,181 cubic meters and a total gross weight of 294.3 metric tons.

The submarine hoses were shipped from Fos-sur-Mer in southern France to

Port Klang via 27 40-foot over-length flat-racks.

Upon arrival, the flat-racks were unstuffed immediately and subsequently reloaded onto barge using of a 120-ton mobile shore crane.

SENSITIVE

Due to the sensitive nature of the submarine hoses used for a twin-buoy mooring system, detailed and careful planning was implemented throughout the entire shipment.

This was evident in the meticulous planning stage of the shipment; from selection of a suitable gated storage yard, cargo handling techniques, understanding lift operations, barge stowage planning, and restriction on the stacking of the steel skids of submarine hoses.

To ensure lifting stability, cargo was hoisted by a combination of special spreader bar, wire and web slings. With

careful co-ordination on wharf and on barge deck by CNC personnel, the operation was carried out smoothly without any incident.

CNC Freight Services was delighted to be able to report that the Submarine Hoses were delivered successfully and professionally to CERL's satisfaction in France as well as that of the consignee in Labuan, Malaysia. www.gpln.net

Megalift wins award for its work on Hijau project



Megalift Sdn Bhd, a GPLN member based in Port Klang, Malaysia, has received the Gold Award from Shell Malaysia for achieving quality logistics and heavy equipment installation for their Hijau Project.



Star Shipping discharges transformers



Star Shipping (Pvt) Limited, a GPLN member based in Karachi, Pakistan, recently handled the discharging of two transformers at Karachi Port.

The goods had been loaded at Shanghai port in China for shipment to Karachi.

The transformers weighed 131 tons each.



SNS handles the pressure on Turkey-Qatar job



SNS recently moved a horizontal pressurized tank from the manufacturer's factory at Tuzla near Istanbul to Ras Laffan, Qatar, where it will operate. The tank had the dimensions as weighing 67 tons, 22 me-

ters long having a radius of 5.1 meters. This led the SNS project team to move this piece with a barge to Derince Port after a short trip with the hydraulic multi-axle heavy lift trailer from the factory reaching Tuzla port. www.gpln.net



PSBedi guns it to Delhi



PSBediGroup takes pride in handling ODC shipments in the nature of temporary imports in India where the overseas supplier demands door-to-door solutions.

Recently, PSBediGroup was designated as a handling agency to transport the guns of Samsung Techwin. The transportation was from Nhavaseva, Mumbai to New Delhi.

Actions at ground zero took place in the recent quarter of this year. The major concern was the weight, size and safety of these Over Dimensional Cargoes (ODCs) whilst they were on move.

The challenge was to ensure that the consignment was delivered within a short

timeline. The team combined meticulous planning, defeat-proof strategies and break free co-ordinations to accomplish the mission. It supervised the movement of the cargoes and kept a steady vigilance on them.

The consignment was to be handed over to the consignee at DEFEXPO site, Pragati Maidan, New Delhi. PSBediGroup delivered the consignment, a day prior to the deadline.

PSBediGroup also provided logistic support and services to Samsung Techwin for assembling the guns at the exhibition site. Further, it also moved the guns from the site in DEFEXPO keeping in view all the constraints and restrictions made obligatory by the exhibitor and the exhibition authorities. After the event was over the guns were re-transported to L&T campus, Pune under strict armed escort.

When plans are successfully initiated and executed then the metrics are surely going to show up with greater results. PSBediGroup did the same and ended up adding another milestone. www.gpln.net

Titan completes tricky move for SMRT in Singapore



Titan Project Services, a GPLN member based in Singapore, is pleased to announce the successful completion of the loading and unloading of the 55 tons Multi Function Vehicle (MFV) for Singapore Mass Rapid Transport (SMRT).

Titan had to transfer the MFV by road from Bishan Depot (BSD) to Kim Chuan Depot (KCD).

Titan's main challenge for the entire operation was at Kim Chuan Depot.

Detailed and careful setup of the cranes had to be done first because of the restricted working area provided in the basement with a height restriction measured at nine meters.

After setting up at KCD, Titan proceeded on by setting up the crane at BSD. A 200-ton SWL hydraulic crane was used to pick up the MFV at the depot before placing it on the 11 axle-cometto to transfer it to KCD.

Once the MFV arrived in KCD, extra

precautions were taken to ensure that the crane booms do not collide with any of the ceiling obstructions.

Once ready and cleared, Titan used 2 X 100 tons SWL hydraulic cranes to lift the MFV before slowly unloading it onto the track.

Despite the risk involved in the operation, Titan and SMRT Singapore is pleased that no accident occurred during the entire operation.

Titan Project Services looks forward to another challenging operation in the near future. www.gpln.net



M-Star completes huge Suriname project



M-Star Freight Services, a GPLN member based in Rotterdam, recently built and shipped a fleet of dredging equipment and sand pontoons from the Netherlands to Suriname in South America.

The equipment will be used for the dredging of the Suriname River, the country's largest and most important waterway.

The sand will then be used to produce one million tons of sharp sand per year, in turn to be used in making bricks and other construction

materials.

The shipment consisted of:

- ◆ three sand pontoons each being 50 meters long by 11.50 meters wide by 4 meters high, weighing 300 tons and with a 1000-ton dry weight capacity
- ◆ one crane pontoon 40 meters long by 11.5 meters wide by 9.5 meters long weighing 400 tons plus a 100-ton dredging crane.

The project was entirely carried out under the management of M-Star. www.gpln.net

CSS successfully diverts damping plates



Consolidated Shipping Services L.L.C. Abu Dhabi's (CSS) sales team in Jebel Ali along with CSS Projects, Oil and Energy division has effectively handled all the logistical requirements for the movement of diverter damper blanking plates for a project in Abu Dhabi.

The blanking plates originated from the shippers yard in Hamriyah Free Zone to Hamriyah Port then onwards by barge to Taweelah Port, Abu Dhabi and

then on to the final destination site.

The volume of this precious, time sensitive project cargo transported was over 5500 cubic meters and for its transportation was moved by hydraulic trailers and barge.

In spite of the various complexities that were faced during the entire operation including severe weather conditions such as dense fog, specialized CSS staff from the division were on site to ensure the smooth execution

of the project.

Coordination, time management and dedicated teamwork between all departments ensured the shipment was achieved as per schedule while ensuring maximum client satisfaction.

The client declared themselves extremely pleased with the service delivered by the CSS Projects Team right from inception to execution of the project.

www.gpln.net

Younger Niche moves tall column through Shanghai streets

Younger Niche Logistics (China) Ltd. (YN) recently moved a 286 ton replacement absorber column for the Egyptian Propylene & Polypropylene Company (EPPC) plant from the workshop in Wuxi to alongside the oceangoing vessel in Shanghai.

With the column having length of 40 meters and height of 6.1 meters, it was necessary to remove over 20 sets of overhead wires along the 5-kilometer overland route to the canal.

In order to load the piece onto the river barge, the Grand Canal was shut down and two 200-ton floating cranes were used in combination to lift the column from the roadside onto a waiting 1500-ton barge.

www.gpln.net



General Transport handles Russian job

Switzerland-based GPLN member General Transport AG recently was awarded the contract to arrange transportation and shipping of a three-roller plate bending machine. The load was sent from Basel via Antwerp to Yekaterinburg, located some 1800 kilometers south-east of St. Petersburg, Russia.

The main components with up

to 55 tons unit weight were shipped to St. Petersburg where a Russian company took over for overland trucking to the final destination within one week.

All the cargo arrived in a timely fashion, safely and without any damage at its final destination to the complete satisfaction of General Transport's principals.

www.gpln.net



GLOBAL PROJECT LOGISTICS NETWORK

Local Support – Global Reach!



A POSTCARD FROM FRANCE



**SETTING THE
STANDARD
EVERYWHERE!**

GPLN is the premier project logistics network.
Our members are the world's top professionals in moving heavy and oversized cargo by sea, air and overland.

For more information contact: info@gpln.net
Or visit our website: www.gpln.net

Another huge lift for Almajdouie



Although not as big as its recent world record haul, Almajdouie's latest project was another impressive lift, this time of two 1,817-ton evaporators for the Marafiq

multi-effect distillation (MED) desalination project near Yanbu, Kingdom of Saudi Arabia.

The evaporators measured 61.3 meters long by 22 meters wide by 19.2 meters

high.

They were loaded at Yanbu Industrial Port and transported 6 kilometers to the project site on two 44-axle SPMT trailers.

www.gpln.net

Obstacles overcome by Guangzhou Sunshine



In the month of Oct, 2012, Guangzhou Sunshine performed the delivery of the oversized cargo for CNPC, which included total 48 pieces of cargo, the dimension of most cargo was over 7m and the biggest one is 28.45m x 8.2m x 8.5 meters weighing 150 tons.

The service scope included: Land transportation from the factory in Qinzhou to Qinzhou port, loading to barge, shipping from Qinzhou to Hainan. The challenge for this project was to get across a 5km city commercial area and 26 obstacles. These obstacles included high-voltage lines, communication cables, the heights of which were from 5m to 9m.

And once the movement was started, the power/communication of most areas (including the hospital and port) of this town were shut down intentionally. Finally this difficult task was completed successfully. www.gpln.net

MFC gets busy on gas project



MFC Transport Pvt Ltd. Recently moved a dryer, 35 meters long and with a diameter of 5 meters from Navasheva Port, India to the Oil and Natural Gas Corporation (ONGC) plant at Dahej, in Gujarat, India. It was transported using a trailer with 20 Goldhofer hydraulic axles with 520hp Volvo puller. www.gpln.net

Fleet Line keeps the pipes moving



Fleet Line Shipping Dubai continue to handle pipes shipments throughout the year for their oil and gas customers. Their latest shipment in October was 5000 CBM pipes brought from Kandla, India to Jebel Ali. FLS handling agent in India for this job was GPLN member Indial Shipping.

POWERLOGISTICS ASIA 2013 EXHIBITION AND CONFERENCE

October 30TH - 31ST, 2013

Marina Bay Sands Expo and Convention Center, Singapore

THE REGION'S MOST IMPORTANT PROJECT LOGISTICS EVENT
FOR OIL, GAS, ENERGY, MINING AND HEAVY ENGINEERING

POWERLIFT

Contact our sales department:

sales@power-lift.net

Office +66 (2) 714 2256

Mobile +668 5251 6233