



# Global Project Logistics NEWSLETTER

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

January—February 2013

Issue No. 31

## Dako brings power to the Colombian jungle



Very often it is not just a question of pure weights and dimensions, but the challenge is to successfully transport a brand new 166-ton generator on remote rural roads over a mountain pass of almost 3000 meters high during the rainy season accompanied by landslides and similar.

Such a transport was recently executed by Dako Worldwide Transport Düssel-

dorf, Germany. The heavy generator weighed 166 tons, with dimensions of 1136 by 386 by 404 cm, and because it was urgently required in Colombia was shipped on last-in/first-out basis on a heavy lift carrier to Cartagena, transferred by ship's gear on a hydraulic trailer on a flat-top river barge placed alongside the vessel. The local journey then continued on the Rio Magdalena and the Rio Carare

up to a RO-RO facility, which was especially constructed for this transport and from there on a 12-axle hydraulic trailer, three prime movers on rural roads, most of it non-asphalted, over a distance of about 150 km climbing up to almost 3000 meters.

Heavy road-building machinery was all the time on standby to give a last touch to the road, remove various landslides.

After a transport time of 80 days, the power plant finally reached Paipa in Colombia.

The generator is now awaiting the shut-down of the plant, removal of the old generator, delivery on foundation by a gantry crane system, and will then generate electricity for many years to come for the local Colombian consumers.

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## New appointments at GPLN



GPLN has named Luzius Haffter as Executive Director and Felix Schrick as Director of Sales and Marketing. Both appointments took effect from January 20, 2013.

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## A Word from GPLN...

**W**e are already a few weeks into 2013 and we hope that you have all started well and that this will be a great and successful year for all of you.

News in the heavy lift industry during most of 2012 was dominated by the takeover of Fairstar by Dockwise. Once Dockwise completed their takeover they themselves became the prey of Royal Boskalis Westminster. The takeover battle is presently still ongoing but Royal Boskalis Westminster seems well positioned to win the battle.

Generally the project market seemed to be a little bit depressed throughout 2012 probably a reason of struggling western economies. The slowing down of the Chinese economy didn't help either. So we're all crossing our fingers that this year will bring about the turnaround and economies are gradually recovering.

In 2012 we once again attended several logistics and industry events across the globe and many times we shared our booth with GPLN members.

The year saw also the emergence of PowerLogistics Asia, an event dedicated to the project logistics industry. The second PowerLogistics Asia 2013 will take place end of

October once again in Singapore and GPLN will again be present there.

For those members interested in joining us at one of the logistics events around the world go to our events page on our website where you can see all events we're attending this year.

*"We would like to encourage members that never attended an annual meeting or haven't for some time to join this excellent networking opportunity."*

Our travelling season starts late February with a trip to the 7th Indian Ocean Ports & Logistics in Beira, Mozambique. In Middle of March we will be once again present at the Breakbulk China Transportation Conference & Exhibition in Shanghai. The last event we're attending before our own AGM in Abu Dhabi is the 11th Intermodal Africa North in Dakar, Senegal.

Right now our focus is on the preparation of the annual meeting to be held in April in Abu Dhabi. Close to 120 members have already signed up for this event and around 60 members will join the desert dinner on the last evening.

We believe this will turn out to be a great event. Once again we would like to encour-

age members that never attended an annual meeting or haven't for some time to join this excellent networking opportunity. Likewise all new members that joined us in the last 12 months should take this opportunity to meet fellow GPLN members face to face.

Keep in mind that we will again offer our Heavy Transport and Lifting Course in Abu Dhabi. This course is the ideal platform for project forwarders with intermediate knowledge to broaden their technical know-how.

We hope to see you all in Abu Dhabi and at the many logistics events during this year.

### Your GPLN team

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

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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.

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## AICL completes USA shipment



**A**ICL Projects, a Taiwan-based GPLN member, is honored to announce the successful completion of a DDU shipment for two sets of heavy transformers from Taiwan to the U.S. The heaviest piece weighed 120 tons and measured 4.1 meters.

Since this was a DDU shipment and the final destination was located in the central inland of the U.S., different transportation tools were mobilized, such as sea vessel, barge, rail car, and truck.

Therefore, the major challenge for the entire operation was the interface management and schedule control with different parties involved.

### **GUARANTEE**

To save and guarantee transit time, AICL chose container vessels for the ocean transportation, rather than a geared breakbulk vessel. And because of this, AICL needed to pay additional attention to arrange mobile/floating cranes at both loading/discharging ports.

Due to rail clearance issues, AICL

moved the cargos from Tacoma to Seattle via barge to get the heavy duty rail cars to the rail siding near final destination at Hardwick, Minnesota.

Once the rail cars arrived, it took a lot of skill and experience to offload them from rail cars to trucks and foundation pads at jobsite by jack and slide method.

Fortunately, based on AICL's experience in project fields and close coordination with all the subcontractors, the task was completed to the client's satisfaction.

AICL was established in 2000 and is headquartered in Taipei, Taiwan, with branch offices in Hong Kong, Shanghai, Beijing, Tianjin, and Qingdao, China.

Based on its strong network of own offices in China/Taiwan region, AICL possesses the flexibility and expertise to respond to the ever changing markets locally and internationally.

From handling project cargos to general forwarding traffic, each client can expect highly personal attention in the handling of their shipments.

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## Green presses ahead

**G**reen Worldwide Shipping has successfully delivered a complete 1850-ton Transfer Press from Europe to Berne, Indiana.

The project included several container shipments as well as a main breakbulk shipment with three pieces in excess of 100 tons. The breakbulk shipment was routed via Great Lakes to the port of Burns Harbor.

From Burns Harbor all smaller packages were trucked directly to the job site. The two heaviest pieces including the 121 MT crown were loaded on two Depressed Center Flatcars and sent in special train service to an offloading site approximately 10 miles from the plant. The units were transferred to a 6-deck-6 Goldhofer configuration using a 400-ton gantry crane.


"This was a very challenging job from the get-go," said Thomas Jorgensen, project manager at Green Worldwide. "We had a very tight delivery schedule and very limited room at the plant, however, we managed to deliver one day ahead of schedule – and our customer's installation supervisor was able to catch a flight home in time for Christmas."

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## Fleet Line sends skids to Kazakhstan



**F**leet Line Shipping Dubai (FLS) recently transported four skids, two of them comprising of 12 x 4.6 x 3.8 meters and weighing 57 tons each and two of them of 12 x 2.6 x 2.9 meters, 12 tons each from Jebel Ali to Atyrau in Kazakhstan.

FLS chartered a supply boat and loaded the same from Jebel Ali to Bandar Abbas. The onward road movement was the challenging part as the width of the cargo was 4.6 meters, so FLS's team had to obtain special permission from various government authorities as the freight had to pass through a couple of countries on its way. Since Fleet Line has done several similar projects in various CIS countries, it was an easy task to accomplish. [www.gpln.net](http://www.gpln.net)





## HEAVY MATTERS

By Gert Vos



### 8. Supports and steel beams

**E**veryone with some experience in heavy transport knows the great opportunities of hydraulic vehicles.

A cargo with overwidth can be positioned on steel beams or directly on supports. An SPMT (Self Propelled Modular Trailer) has in general a platform height (when it's driving) of about 1500 mm. A platform trailer with hydraulic axles has a platform height of about 1200 mm. That means when you load a cargo with overwidth directly on the trailer it is only possible to position the cargo on the supports (often called 'elephant feet') when, of course the cargo is wide enough to get a stable support and the cargo should be appropriate for positioning on supports.

The cargo should not only be strong enough but you should also consider that by supporting the cargo on a few points the cargo can bend and will be damaged. Some cargo need extra supports to avoid that problem.

Support in the middle only for safety. This support is positioned with a few mm space between steel beams. The cargo is really supported by 4 elephant feet).

Total weight of cargo: 330 tons supported on two beams. Each beam consists of two HEM beams, reinforced with steel plates on head and inside the beams.

Load spreading under supports (wooden mats (300 x 100 x 20 cm) and steel plates (600 x 150 x 1.2 cm).

But on the other hand it is a fairy tale that you can support a cargo at more than four positions. Of course you can try and maybe you will have the cargo supported on more than four points. But in practice you will see that most cargo supports only on three or four points. Try to put your table on six legs without problems!

So most cargo will be supported directly on its base (skid or whatever) or on steel beams as you can see in the picture (*top right*). It's recommended to use an extra support in the middle of the steel beams. These supports are there to achieve extra security in case of problems with the surface and even important, it gives people a safe feeling when walking around this cargo. This support should not really support. There should be space between support and cargo. You will see that steel beams with cargo on it will bend a little in the middle.

That is not a problem, because steel bends when you put cargo on them. Especially when it is heavy cargo. But always avoid the support in the middle touching the steel beams!

Now we come to our basic principle again: if your subcontractor plans to use steel beams and supports: One steel beam consists of two heavy steel beams welded together. Important: weld seam lower than the top of the beam to avoid unbalanced forces.

Extra steel plates (50 mm thick), welded in the steel beams on both sides reinforces the beam. Hardwood with non-slip rubber between both sides.

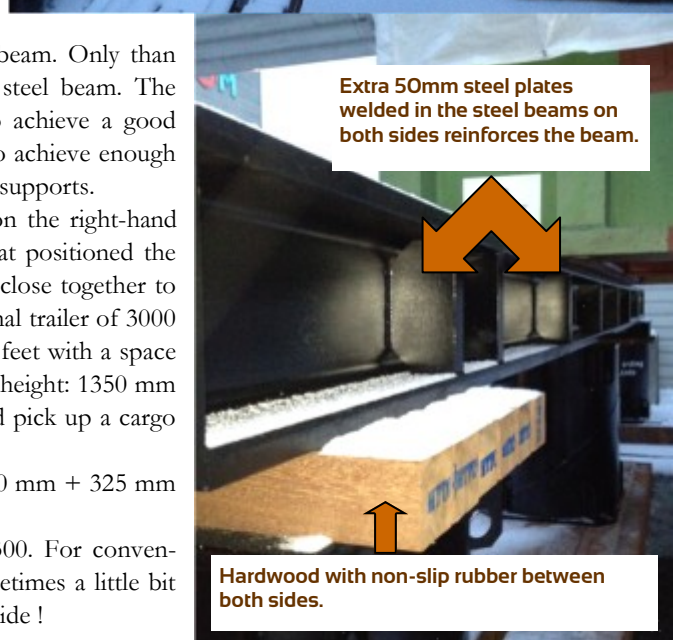
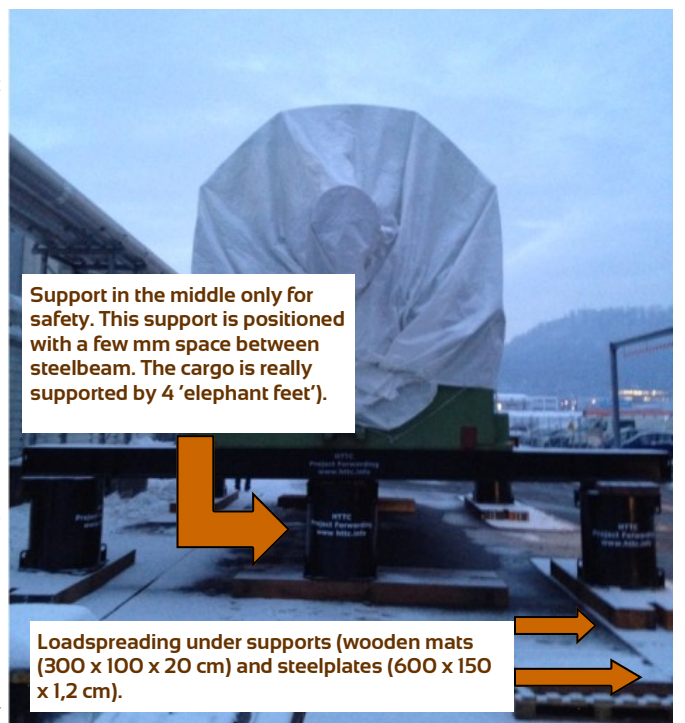
Demand a calculation that beams and supports are appropriate for the cargo. And add a margin into the calculation. Because if the centre of gravity is not where the client told you, you could have a problem. Sometimes companies use small elephant feet (don't accept that, because it is critical in terms of stability).

In the picture (*below left*) you can see how the two beams are welded together. The weld seam is lower than the upper surface of the beam. Only then you can get the best load spreading on the steel beam. The hardwood in the second picture was used to achieve a good load spreading on the elephant feet and also to achieve enough height for the SPMT to lower the cargo on the supports.

You can see in the diagram (*bottom right*) on the right-hand side a small SPMT of only 2430 mm wide that positioned the cargo on supports. The supports are now too close together to pick up the cargo later with a larger conventional trailer of 3000 mm wide. So be careful: position the elephant feet with a space of at least 3200 mm. And also take care of the height: 1350 mm is a good height. Both trailers can position and pick up a cargo at this height.

Average height of conventional trailer: 1190 mm + 325 mm - 325 mm.

For an SPMT: 1500 mm + 300 - 300. For conventional axles and SPMT we have sometimes a little bit more mm to use, but go on the safe side !



One steelbeam consists of 2 heavy steelbeams welded together. Important: weld seam in lower than the top of the beam to avoid inaccurate forces.





## Upcoming GPLN Meetings & Events

### 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 **Booth No: B4 / 112**

### 24th Breakbulk Americas Transportation Conference & Exhibition

24th - 26th September 2013

Ernest N. Morial Convention Center, New Orleans, LA, USA **Booth No: 122**

### 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:  
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## Gruber makes light work of heavy burden



**G**ruher Logistics recently bore a heavy burden for a reputed German steel and rolling mill constructor — but only in the literal sense as the cooperation between the South Tyrol family logistics business Gruber Logistics and the German rolling mill client worked out smoothly.

The last order carried out for the German company shows this. Gruber Logistics in Kreuztal — with its head office in Ora/South Tyrol — was to carry out an order with particularly high demands on the project management and the drivers.

A large converter barrel with the bearer ring belonging to it was transported. The ring dimensions were 13 x 12 x 3 meters, the ring had an individual weight of 160 tons.

Apart from this — and not less relevant — three converter parts with the dimensions 9.5 x 9.5 x 3.5 m and a piece weight of 80 to 100 tons each was transported. They had to be delivered safely from Porto Maghera in Venice to Ghent, Belgium.

Gruber Logistics chartered a ship for this transport, unusual in daily dealings, which was equipped with on-board cranes, so that all the parts could be loaded on to the vehicles that were standing ready in one direct lift.

The logistics company then transported everything from the Ghent harbor

to the unloading point.

The parts were set down in the factory using vehicle hydraulics on to stands that had been kept ready.

The preparation time for transporting the colossus took a total of two months and kept the project management team continuously ready, even over the Christmas holidays, while 14 days passed from the time of take over on the ship in Porto Maghera until the arrival of the ship in Ghent.

The work in Ghent including loading and unloading of the vehicles took two days. The travel routes and times were perfectly aligned in close co-operation with the SMS assembly department, factory security, the port authorities and the shipping company.

The planned delivery date was maintained and the customer was fully satisfied with the execution of the order. Last but not least, the staff working on the project made a significant contribution through extraordinary teamwork abilities and flexibility. [www.gpln.net](http://www.gpln.net)



## Lysander handles heat recovery from UK



**L**ysander Shipping UK recently arranged the shipment of waste Heat Recovery Units from a UK factory to Busan Port in South Korea.

The shipment included four 5-meter wide by 8-meter high units and a number of

smaller items, totaling approximately 1300 cubic meters.

Lysander Shipping arranged for a charter vessel to call at Hull and take this cargo to Busan. Collection was then carefully coordinated from the UK factory using low-bed trailers, in order to arrange delivery direct alongside vessel and to minimize handling.

With thorough planning and care this process was completed smoothly, allowing the cargo to be loaded at Hull port using ships crane direct from trailers, without delay to the vessel. [www.gpln.net](http://www.gpln.net)



## Busy end to 2012 for The Freight Co.



loaded into containers.

The larger parts were loaded in open top containers and flat rack containers. They were then properly lashed and secured before the whole shipment was sent to Mumbai.

Project and Sales Manager David Hitchcock organized and supervised this move from the beginning when he went to inspect the cargo to determine what equipment was needed to ship this safely and economically till the cargo was safely

loaded on board the vessel.

### SIMULATOR

Last but not least, just before the end of the year an Airbus 380 flight simulator arrived in Thailand. The complete set consisted of several containers and flat racks.

The main part of the simulator was shifted from the flat rack onto a low bed trailer due to the overall height. Once again David Hitchcock was on hand to assure that this high value and very sensitive piece of electronics arrived safely at the customers' doorstep. [www.gpln.net](http://www.gpln.net)

**T**he Freight Co., Ltd., had a busy December 2012. First of all a set of 45MW Watertube Boiler bound for New Zealand was picked up at an up-country fabricating yard in Thailand.

The set consisted of the generating bank assembly and the furnace panel. The generating bank measured 15.5x7.3x2.9m with a weight of 74 tons whereas the furnace panel measured 15.1x7.2x1.9m with a weight of 55.2 tons.

The two heavy lifts were transported both on 10-axle line Goldhofer hydraulic trailers with police escort from the factory around 135 km to Sri Racha Harbor where both units were loaded on board the vessel *Kwangsi* and shipped to Timaru, New Zealand.

Before it could be loaded on board however, both pieces needed to be meticulously cleaned of any foliage and insects to comply with New Zealand's strict

import laws.

David Hitchcock, project and sales manager at The Freight Co., Ltd. made sure that both heavy lifts were safely loaded at the factory and transported without incident to the port before assuring the safe loading on board the vessel *Kwangsi*.

Shortly after completing the shipment to New Zealand a complete Heavy Duty Mould Handling System with Vibra-Drum for the automotive industry was picked up at the manufacturer's plant in Thailand and taken to a yard where the cargo was



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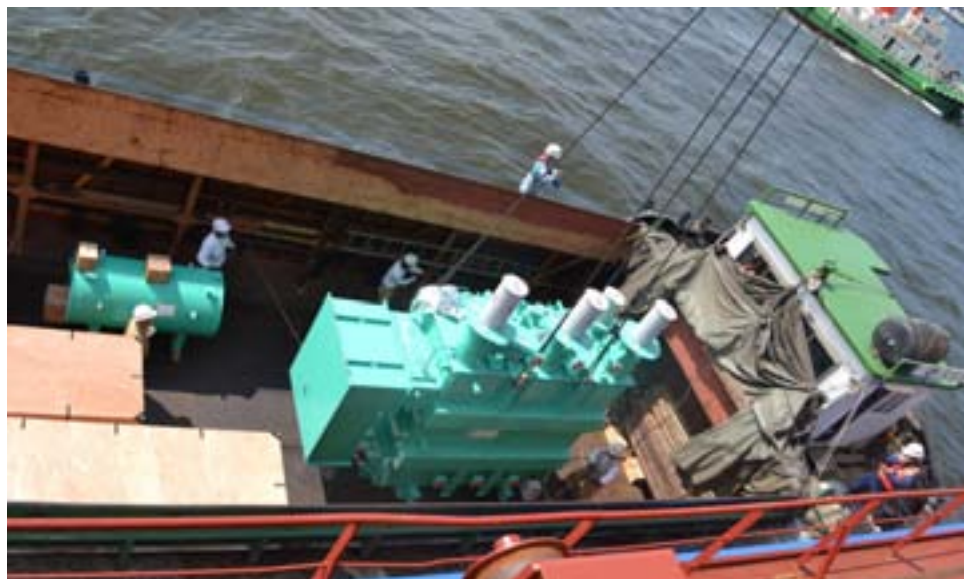
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## Tuscor Lloyds keeps the energy flowing in Mexico



**T**uscor Lloyds continues its participation in logistics projects for the Oil, Gas and Energy Industry in Mexico.

Recently, freight forwarder Tuscor Lloyds developed a shipping project for the generation division within Gas Natural Company in Mexico, in order to transport the parts needed to repair a transformer that has been damaged since late last year, in the combined heat power plant located in the village of Tuxpan, Mexico.

The equipment was manufactured by the Mitsubishi power generation division in Kobe, Japan; and consisted of a total of 63 packages of 45 tons and 125 cbm.

### DIVIDED

Once ready to be shipped, the first phase was divided into two parts. First part with GMECB system and its accessories was loaded into an oversized 40-foot flat rack shipment departed from the port of Kobe on board the MSC vessel *Kalamata*.

All loading operation into depot as well as its subsequent transport and loading onto vessel, were properly supervised on site by the agents and surveyors nominated by Tuscor Lloyds. The project was carried out without difficulties and fulfilling successfully both shipper's and consignee's expectations.

The second part of this first phase was an airfreight of a total of eight packages of 150 kilograms with hazardous goods de-

parted from Osaka with Air France. The cargo took four days to reach Mexico City's airport to be immediately moved up to Tuxpan.

The second phase with the auxiliary transformer main body and parts, was another sea freight of a total of 51 packages.

For this phase it was necessary to rely on BBC shipping company services due to the extraordinary dimensions of some components. The cargo consisted of a total of 31 tons with 70 cbm.

### TYPHOON

The nominated vessel for this shipment had to delay its entry for a week due to a typhoon in the area.

The cargo was finally loaded directly from a barge where all the goods were previously loaded.

Vessel departure took place the very same day from Kobe port and sent on its way to the Mexican port.

All the operation was made under direct supervision of a member of the Tuscor Lloyds project cargo department who traveled to Kobe city.

Besides operational supervision by Tuscor Lloyds and its Japanese agent, a maritime surveyor verified that all the operations were carried out as planned.

Tuscor Lloyds continues its participation in the oil, gas and energy logistic industry and gives thanks for the continuous support of its clients and partners.

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## Medden rides wave of growth

**M**edden Shipping & Trading S.A moves oil & gas equipment to Turkmenistan every week.

Containerized and break bulk cargo is being cleared and loaded onto different kinds of trailers such as lowbeds and hydraulic platforms depending on the type of cargo, safely lashed and secured by our professional team and transported from Mersin and Iskenderun Port to Turkmenistan via Georgia and Azerbaijan.

The most important thing in these shipments is of course to safely deliver the cargo on time as promised and Medden has been successfully meeting the required standards for the past year and

Medden is also experienced in transporting cargo to other destinations such as North Iraq, Afghanistan and Kazakhstan. Frozen food for the Spanish Army in Afghanistan has been transported in reefer containers for the past two years.

On the other side, Medden has been acting as ship agents, charterers' agents and port agents to many clients, for both wind and transportation projects. One GE locomotive of 120 tons' weight was handled by Medden stevedores in Izmir Port and was shipped to Newport, UK. Medden stevedores carefully moved the locomotive and made sure it was safely stored under deck of the vessel.

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

the volume of shipments is expected to increase in the following months due to a large amount of investment in oil and gas in the area. As Turkey is often used for transit cargoes to the Middle East,

## Waiver helps to power up Baja California



**G**PLN member CargoLive/Waiver recently transported silencers and filters to a power plant located in Baja California.

Parts and pieces were picked up in Barcelona and delivered to the Altamira Port. Cargoes were transported via truck up to Mazatlán Port, where they were placed on a ferryboat in order to cross up to Baja California Sur and hereafter via truck to the power plant site.

The largest piece was 7.50 meters long by 3.52 wide and 3.66 meters high, a volume of 96.62 cubic meters weighing 12 tons.

CargoLive/Waiver has 25 years of experience within Latin America with high knowledge on transportation of oversized and heavy-lift cargoes.

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### LONG HAUL FOR INTERMAX

Intermax Logistics Solution Ltd. (InterMax), GPLN member in China, has transported mill stands from Sichuan to Jiangsu. InterMax was appointed to transport two pieces of mill stand to Erzong Group Port, Zhenjiang, Jiangsu.

The whole distance from Deyang to Leshan and to Zhenjiang was around 2100km, from Western China to Eastern China. The dimensions were 12 by 4.97 by 1.910m weighing 235 tons. Road conditions and weather could often cause a problem for safe and timely transportation but with Intermax experienced staff and well planned route, the cargo was safely delivered to Leshan Port.

The two mill stands were directly loaded from trailer to the vessel in Leshan Port. Intermax used three hours for the whole loading process including fixing and lashing, and it was under strict supervision of InterMax professional staff. The vessel departed soon after the loading was finished and arrived in Zhenjiang safely.

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



## Globalink moves ambulances, medical goods to Kazakhstan



from Germany to Amsterdam by special trucks, where it was then reloaded with special cranes onto the waiting air freighter to Almaty.

Upon arrival at Almaty Airport, Globalink's customs team cleared the shipment swiftly and passed the baton to the company's Road Freight division which had arranged for the needed trucks from the Globalink

**R**enowned for transporting heavy industrial projects effectively and efficiently, Globalink is equally well-known in auto logistics and handling vehicle shipments.

So it came as no surprise when our Airfreight team was called upon to deliver two ambulances from Germany to Kazakhstan.

Urgently needed for replacing existing, old and worn-out ambulances, delays of any sort were simply not an option.

Ready as ever to deliver, this transport combined the collective efforts of Globalink's Road, Customs and Air Freight Divisions. First, all the cargo was carried

fleet to be available. With delivery completed as per the request, this showed yet again how Globalink provides a smooth, seamless and problem-free multi-modal logistics solution.

Impressed with the handling of the above ambulances, the customer then contracted Globalink to also manage the transportation of 84 incubators and other equipment items needed for the maternity wards of various hospitals in Kazakhstan.

Once again, this was accomplished professionally, effortlessly and on time by the Road Transport Team despite adverse weather conditions. [www.gpln.net](http://www.gpln.net)

## Contitrans cleans up with India job



**T**he project division of Contitrans, a GPLN member based in Germany, recently transported equipment and parts for gas cleaning from Mumbai, India up to Plovdiv in Bulgaria.

The cargo comprised 77 packages weighing about 107.4 tons. The biggest cargo was a fibreglass-reinforced plastic tank, 1574 cm long with a diameter of 372 cm. The shipment also contained piping material and other accessories for the construction at the site.

The FOB delivery was carried out by two suppliers. Contitrans arranged for an Indian partner for delivery of the cargo to the port of Mumbai.

A part-load-charter was used for the sea transport from Mumbai to Bourgas. GPLN member Unimasters was responsible for the port handling and the transport with truck to the site in Plovdiv, Bulgaria.

In total 22 trucks were used, delivering the cargo as per the requirements of the site in Plovdiv. [www.gpln.net](http://www.gpln.net)



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CSS handles the pressure

Recently the CSS open yard in Jebel Ali, UAE received a substantial cargo volume of 3000 cubic meters which included SGC compressors and accessories which were received at Jebel Ali Port and moved to CSS’s yard for storage.

They received three 120-ton SGC compressors on 10-axle hydraulic trailers, which were offloaded onto the ground using cranes.

In addition they also received 15 other over-sized and heavy pieces for movement which were loaded onto heavy duty



low-bed trailers for offloading at the CSS open yard.

Sreenath V, Senior General Manager, Project’s Oil & Energy/Operations said: “The whole project was handled extremely professionally from start to finish, and allowed for CSS to show-

case its continuous commitment to its clients to provide the highest quality of service.”

The entire operational team was present on site to ensure that the client’s needs were not only met, but their expectations exceeded. [www.gpln.net](http://www.gpln.net)



Mills to the islands for Rolitrans

It is without doubt that Indonesia, South-East Asia’s largest economy, needs more and more cement to sustain its impressive year-on-year annual growth.

It came as no surprise when Jakarta based Rolitrans International, heavy- and super-heavy-lift transport specialist was commissioned to execute multi-origin worldwide transports for two brand- new 2.5 million-ton per annum cement mills to the islands of Java and Sulawesi.

“Having secured a large chunk of the transports we went to work putting our expertise in ocean and barge transport into action,” Stephan Behrmann, Projects & Sales Director explained.

Multiple heavy-lift charter shipments, hundreds of containers and dozen of barges with all heavy-lift cargoes landed on our elevated stowage systems underline Rolitrans capabilities to handle large heavy-industry projects regardless of origins and/or destinations. [www.gpln.net](http://www.gpln.net)



Maritime Synergy reels in cables

Maritime Synergy (Thailand) Co. Ltd., a GPLN member in Thailand, has recently successfully moved cable reel drums under DDU terms from Sattahip commercial port to supplier factory in Sattahip, Royal Thai Navy, Chonburi.

The cargo was discharged earlier this month from the vessel *M/V Hai Phong 05*, which had brought the cargo from Myanmar.

The total shipment consisted of

three package units weighing 143.2 tons with a volume of 924 cubic meters, of which two of the cable reel units were extra over-sized, both being 9 meters high and weighing 68 tons.

Maritime Synergy provided floating barge crane, stevedore discharging, import customs clearance, inland transportation, obstacle removal, low and high voltage lifting through to the completion of the off-loading at the jobsite within one day. [www.gpln.net](http://www.gpln.net)

## New GPLN Members — January/February 2013

Country	City	Company
Angola	Luanda	Megalog Lda
Belgium	Antwerp	Heavy Logistics NV
China	Xiamen	Xiamen Superchain Logistics Development Co., Ltd.
Oman	Muscat	Comet International Freight Services LLC
Qatar	Doha	International Freight Services
Qatar	Doha	Intergroup Shipping WLL
United Arab Emirates	Dubai	Polaris Shipping Agencies L.L.C



## Unimasters starts long project



**U**nimasters Logistics, a leading logistics provider in Central and South-Eastern Europe was recently brought in to handle a project concerning shipping of three pieces of breakbulk cargo from Burgas to Alexandria. The scope of work included the transportation of a raw milk silo, a mixing tank, and a set yoghurt tank each of 25,000 liters capacity.

### ONGOING

The project will be ongoing through mid-February 2013. The load consists of 62 pieces and weighs 187.5 tons with 3277 cubic meters overall capacity. The two tanks and the silo will be loaded on a break-bulk vessel in Burgas and from there the cargo will travel to Alexandria via the Black Sea. As for all movements, the entire project will be supervised by Unimasters Logistics staff from the time it arrives at the port until the heavy pieces are delivered to the final destination.

Headquartered in Bulgaria, Unimasters Logistics has more than 20 years of experience in the field of transportation,

freight management, logistics and supply chain management. Thanks to its advanced working tools and business processes the company provides high-quality logistics solutions for projects of any size and type. Through its presence in three countries and eight offices Unimasters Logistics offers full range of project cargo services, specializing in planning and delivery of over-dimensional, heavy lift cargo by land, sea and air.

### SENSITIVE

As a company also experienced in the handling of time-sensitive projects, last year Unimasters Logistics fulfilled a contract for transportation and installation of a wind farm situated near the city of Somovit, Bulgaria.

The whole wind collection consisted of 84 units making the total weight of the consignment 1162 tons.

As the company was responsible for all aspects of the delivery, Unimasters' project team ensured the availability of the over-dimensional equipment within the specified time frame and avoided any



indirect delivery problems such as demurrage or detention.

When it comes to challenging transportation needs – the company executes its projects as if there are no physical boundaries. Whether tall, long or heavy, selecting the most efficient and cost-effective option for cargo transportation is based on in-depth know-how, well-trained project team and a history of numerous projects accomplished.

The TTP Maritsa East 2 Rehabilitation Project was a job that Unimasters Logistics has executed for the delivery of nine complete wind turbine kits to nearby Kazanlak. This job involved intermodal transportation including import by sea and river, followed by inland trucking. Oversized parts were shipped by three breakbulk vessels to Burgas port. The remaining over-dimensional breakbulk cargo — hubs, gearboxes, and generators — arrived on barges via the Danube River to the port of Ruse. The collection

consisted of 27 blades with dimensions: 44.16m length, 2.66m width, 2.67m height and individual weight of 12.5 tons, nine towers consisting of five parts each with a total weight of 216.2 tons, and nine bases. All components were afterwards trucked to the final construction site thanks to efficient planning and coordination by the project team. [www.gpln.net](http://www.gpln.net)

### Briefs

#### Modern Freight

Modern Freight Company – Projects recently completed an export operation involving movement of one fire-fighting truck and four pallets of fire-fighting foam. The movement was from Jebel Ali, Dubai to Umm Qasr, Iraq. Gross weight – 17,500 Kg. The shipment was sent to Umm Qasr Port by sea from Jebel Ali Port and reached the client's destination on time, completing the move in 12 days.

#### Gruber opens Italy offices

Italian project freight forwarder Gruber Logistics has opened a new office in Trieste, to serve what it calls the burgeoning trade route to Turkey.

Gruber has also expanded into Verona, where a new office will coordinate loads to Russia; as well as Mediterranean countries. Initially, the new branch will employ four staff with the addition of five more employees over the course of 2013.

#### Star brings cranes to Izmir

GPLN member Star Shipping recently transported three items weighing a total of almost 1000 tons from Karachi to Izmir in Turkey. The items included a crawler crane (600 tons), a mobile crane (250 tons) and a smaller crawler crane (100 tons).



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## Aaras Shipping delivers full windmill project



**A**aras Shipping Agencies Private Limited has successfully completed the windmill power project for wind energy at job site in Jhampir in Pakistan which is a distance of 110 Kilometers from the Port Muhammad Bin Qasim. Aaras handled four vessels in this project from Spain namely M.V BBC Emsland, M.V BBC Arizona, M.V BBC Kusan, M.V BBC Quebec.

### PROUD

Aaras feel very proud to announce that we are the first agent in Pakistan who handled the windmill power project and offered complete range of logistics solution for entire windmill power project to their final destination safely and efficiently within time frame.

### ACCESSORIES

The vessel carrying energy project cargoes, including wind turbine generator, wind blades, wind tower, nacelles, hubs and other inter-connecting accessories like cable, switches and transformers for windmill power project. The total weight and dimensions of the turbines was 7,577 tons with a volume of 70,574 cubic meters. The cranes and trucks weighted 1,136 tons with a volume of 1,355 cubic meters; the Alstom generator/ Vestas Turbine 366 tons and 1,100 cubic meters, the batching plant and containers

263 tons and 998 cubic meters. The total weight of cargoes was 7322.75 metric tons and the measurement of the cargo was 54367 cubic meters in the four vessels.

### RANGE

Aaras provided complete range of services (door delivery services) in the said vessels. The area of our services included the discharging of the cargoes from the vessel, stacking the same at port Muhammad Bin Qasim storage area after clearance of the cargoes, loading of the cargoes on the vehicles, packing and lashing of the cargoes, transportation (transportation was provided after surveying the road and it was on our own fleet of vehicles), delivery to the site, discharging and unloading of the cargoes at site.

The whole task of providing the total logistics solution was not at all difficult for us, as we are used to handle giant, heavy and dangerous cargoes. We completed the task efficiently and quickly.

We provided total logistics solution and our all services to entire windmill power project to their final destination.

Our operation department is also closely involved in the discharging of cargo operation and efficient storage and safe delivery at site.

Our clearing department is also done their good job for cleared the all cargo.

Aaras gives their all services efficiently, smoothly with our hardworking and professional staff.

We successfully completed the project cargo for windmill in short time of six months.

*“Aaras gives all their services efficiently, smoothly with our hardworking and professional staff.”*

