

Almajdouie handles multi-dimension projects



Recently, Almajdouie Logistics has been handling projects of many dimensions ranging from the simple to the most complex.

In the first quarter Almajdouie Logistics handled a project for the Yanbu Export Refinery (YERP) Crude Package (EPC-2) shipment which included an atmospheric column and a vacuum column.

The company handled many cargoes for this project but the latest project cargo carried in 2013 measured 89.8 meters long by 10.93 meters wide and 13.3 meters high, weighing 1,153 tons.

For this, Almajdouie's Heavylift experts used a trailer configuration of 64 axles (2x16 + 2x16) SPMTs, open compound configuration.

Whereas the vacuum column meas-

ured 51.91 meters long by 17.10 meters wide and 22.70 meters high weighing 1,235 tons.

TONNAGE

This project has been going on for almost two years since June 2011 and in the past two years Almajdouie has handled around 200,000 freight tons.

The customer awarded this contract to Almajdouie for customs clearance and transportation.

Almajdouie Heavylift and Almajdouie PSC Heavylift are handling this shipment based on direct delivery; receiving from vessel and stooing at custom temporary laydown area and delivery; transportation from Yanbu Industrial Port to YERP Project Site, EPC-2.

A lot of careful preparations for this challenging project had been taken to guarantee that every plan is as per client's

standard requirement approved by PMT-YERP Project.

Through the constant and combined effort of Almajdouie Logistic professional operations team the two biggest heavy lift cargo (vacuum and atmospheric columns) had smoothly and successfully delivered to its final destination at YERP Project site.

It safely reached the site causing the customer's staff to applaud the skill and effort of the project team.

The successful completion of this job stands as another great performance achieved by Almajdouie Logistic Co.

As every project move is unique, Almajdouie knows it is important to plan for the unexpected and learn from experience, so as to continue towards achieving its goals in a timely and economical way.

www.gpln.net

Intermax quenches Tanzanian thirst for Budweiser



Intermax (ITM) recently arranged the transportation of the beer fermenters to the newly established factory of Budweiser in Tanzania.

It consisted of two tanks and five wooden craft of spare parts which were 980.46 cbm in volume, weighing 68,600kg.

The bodies of the fermenters were thin iron alloy iron which could not be squeezed nor be allowed to collide during the whole process. ITM arranged two lifting cranes to lift the fermenters to-

gether in order to have a more stable lifting.

The tanks were loaded at Port of Zhangjiagang, where was no shipment requiring two lifting cranes to work together previously.

The management of the port attached great importance to the shipment as did ITM.

ITM co-ordinated the operation at the site and lifted the fermenters and other cargoes on the vessels safely.

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INSIDE THIS ISSUE

Logiventures delivers for Sri Lankan tunnels	3
Intergroup clears the pipes	6
Global P&L tackles gigantic lift to Africa	7
Pfaff helps build next-generation port	8
Ruslan moves first of record helicopter order	8
Totallogistic powers up Ireland	10
TFC reaps benefits of successful 30-year Myanmar ties	12

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A Word from GPLN...

Dear reader.

We are very excited! The annual GPLN meeting is approaching us rapidly in April and it is shaping up to be the biggest ever and that by far. The latest headcount towards the end of April showed that around 160 project experts and GPLN members from around the world will congregate in Abu Dhabi. This is delegates only, not yet counting spouses. Close to 100 persons signed up for the desert dinner on the last evening which is yet another record. A ride into the desert with SUVs and a dinner under the clear desert sky (at least we hope so) promises for a great ending to what seems to become a milestone event in project logistics networking. We would like to thank all the participants in this event for their support and hope their trip to Abu Dhabi will be rewarded with a lot of new business opportunities, friendships and a great experience in the Arabian Peninsula. ‘

Once again we are offering our Heavy Transportation and Lifting Course conducted by experienced heavy lift specialist Gert Vos. So far 28 persons have signed up for the course and last-minute bookings can still be made. We encourage all our members to send one or two of their staff to attend this course in order to improve the technical know-how giving all our members a better platform to compete in our daily lives.

Earlier in March the GPLN team headed for Shanghai to attend the Breakbulk China Transportation Conference & Exhibition where we met many GPLN members. Presently we are attending a logistics event in Dakar, Senegal in the branding of GPLN in this part of the world and in the hope of possibly finding some quality members in



Brij Datta, NTL Logistics Plus, India with GPLN's Luzius Haffter at the GPLN booth at Breakbulk China in Shanghai

some of the open territories in this region.

Shortly after the annual GPLN meeting in Abu Dhabi our team will travel to Moscow where we have exhibited for several years at “Trans Russia”. This is probably the largest and most important logistics event in Russia and the connecting countries.

More travelling is following in May and June. In May we will be in Antwerp at the Breakbulk Transportation Conference and Exhibition where we surely will meet lots of our members. A couple of weeks later we can be found in Beirut, Lebanon at the 9th “Trans Middle East”. Finally in June before travelling takes a summer break we will exhibit at the “Transport Logistic” in Munich, Germany. This bi-annual event is probably the largest logistics event in the world and it has for a number of years become a regular venue on our itinerary.

For those members interested in joining us

at one of the logistics events around the world please go to our events page on our website where you can see all events we’re attending this year.

We are looking forward to seeing you all in Abu Dhabi.

Your GPLN team

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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>

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Logiventures delivers for Sri Lankan tunnels

A complex, high-precision logistical operation of gargantuan proportions was recently executed in Sri Lanka by Logiventures, a subsidiary of the Hayleys Advantis Group, when it undertook to deliver two Tunnel Boring Machines to the Uma Oya Multi-purpose Development Project.

The giant mechanized boring machines from Germany, which defied normal logistics dimensions, were cleared from the Port of Colombo, transported to the Logiventures Project Cargo Yard at Nawalokapura.

DISMANTLED

They were dismantled under client supervision, loaded on to a fleet of specially-modified carriers and delivered to the Ella-Wellawaya site of the project, in a first of its kind exercise in the country.

The two tunnel boring machines are to be deployed to drill 22 kilometres of tunnel for the Uma Oya project, which will generate hydro power and irrigate farm lands in the Moneragala, Badulla and Ampara districts in the south east of Sri Lanka.

BENCHMARK

"This logistical operation set a new benchmark for specialized cargo logistics handling by a Sri Lankan company," said Janitha Jayanetti, director of Logiventures (Pvt) Ltd. "It required the formation of a dedicated team of experts, the modification of transporters and re-working of containers to accommodate units that were above permitted sizes, the enforcement of special safety precautions, pre-delivery route surveys and transportation under police escort, in view of the dimensions of the cargo."



He said Logiventures had deployed specialized super low-bed carriers in a flawless execution of its mandate, resulting in the unique cargo being delivered and unloaded to the project site on time.

"Being entrusted with the handling of very high value project cargo of this nature comes down to the confidence that the logistics provider can inspire in the client," Mr. Jayanetti said. "Logiventures is justifiably proud of its achievement in transporting this vital piece of equipment to the Uma Oya project."

In addition to transporting cargo from point to point, Logiventures offers a complete solution to project cargo customers who move heavy and over dimensional cargo to site locations in remote areas where infrastructure is at a bare minimum.



Wherever needed, specialized equipment is utilized to ensure cargo safety and the company also liaises with transportation authorities and local law enforcement authorities to obtain the necessary permits to transport such cargo on behalf of its customers.

The company is credited with being the pioneer in developing a car carrier trailer in Sri Lanka to transport cars on a large scale. www.gpln.net



MFC moves Combifloats

The Projects Division of Modern Freight Company (MFC) are in the process of transporting combifloat shipments from the United Arab Emirates to Turkmenbashi, involving 10 Quadrafloats, 4 Duo Float, 2 Trifloat with dimensions of 12.30 x 3.20 x 2.13 meters, 6.25 x 3.20 x 2.13 meters and 9.30 x 3.20 x 2.13 meters respectively with a total gross weight of 245,000 kgs.

Due to the non-availability of suitable direct flight, the MFC Projects Team moved the cargo through a combination of barge and trucks to the final destination of Kiyanly, Turkmenbashi.

The shipment was scheduled to arrive safely in Kiyanly by mid-March 2013. www.gpln.net



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Hindustan Cargo completes two long-distance projects

Hindustan Cargo has recently completed two long-distance shipments – a second-hand plant from Greece to Kolkata, India, and delicate mirror glass from the US to Rajasthan, India.

The cargo from Greece weighed 300 tons distributed across eight separate pieces. Hindustan's scope of work included dismantling, crating, inland transportation, and ocean freight. It was a time bound break bulk cargo.

There was no direct vessel available to Kolkata from Elefesis Port, so the cargo moved from Elefesis to Abu Dhabi, was unloaded there and then reloaded the materials on a Kolkata-bound vessel. The total movement took 30 days.

The second project for a solar plant in Rajasthan consisted of 2,822 tons of mirror glass. Each mirror was 3.2 meters by 2.25 meters and just 2.9



millimeters wide.

These were packed into 158 containers, with eight crates per 20-foot container.

Hindustan's scope of work included placement of empty container at supplier premises, stuffing, lashing, chocking properly into container, inland transportation from supplier's works to Los Angeles Port.

From there, Hindustan arranged freighting from Los Angeles Port to ICD-Jodhpur via Mumbai's JNPT Port, and inland transportation from ICD-Jodhpur to the job site.
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HEAVY MATTERS

By Gert Vos



9. Lifting with two cranes

Lifting cargo with two cranes can be complicated, especially when the cargo is not symmetrical. Imagine that the centre of gravity is not in the centre of the cargo. Then you have to check what forces will occur on the two cranes (its lifting equipment).

In the drawing (*top right*) the centre of gravity is more to the right side of the cargo. What will be the force in the slings of crane A and crane B?

$$\begin{aligned} \text{Crane A: } & 25306 / (27131 + 25306) = 0.4826 * 150 \text{ mt} = 72,39 \text{ mt} \\ \text{Crane B: } & 27131 / (27131 + 25306) = 0.5174 * 150 \text{ mt} = 77,61 \text{ mt} \end{aligned}$$

What happens to these forces if for example crane A lifts the cargo faster than crane B? The centre of gravity will gradually shift to crane A. For that reason it is crucial to have continuous contact with both crane drivers via a supervisor/foreman.

More measures for a safe project include:

- creating a lifting plan with full details.
- use two cranes with sufficient overcapacity. When the position of the centre of gravity or the total weight is not ideal, than it is good to have some extra capacity for both cranes.
- An advantage of lifting with two cranes is that the lifting angle is directly vertical and that for that reason the lifting equipment does not have to deal with extra forces because of uncomfortable steep angles.

CENTRE OF GRAVITY

It is also possible to determine in a longitudinal direction the centre of gravity:

If in the drawing (*center right*) crane A lifts 80 mt and crane B 70 mt, than we can calculate the centre of gravity.

$$(70/150) = 0.5333 * 32437 \text{ mm} = 15137 \text{ mm.}$$

That means that the centre of gravity is 15137 mm from the lifting point of crane A to the right.

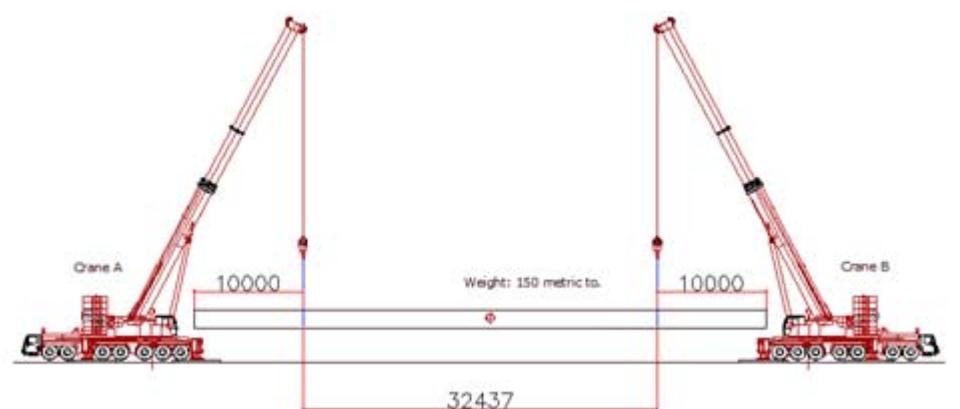
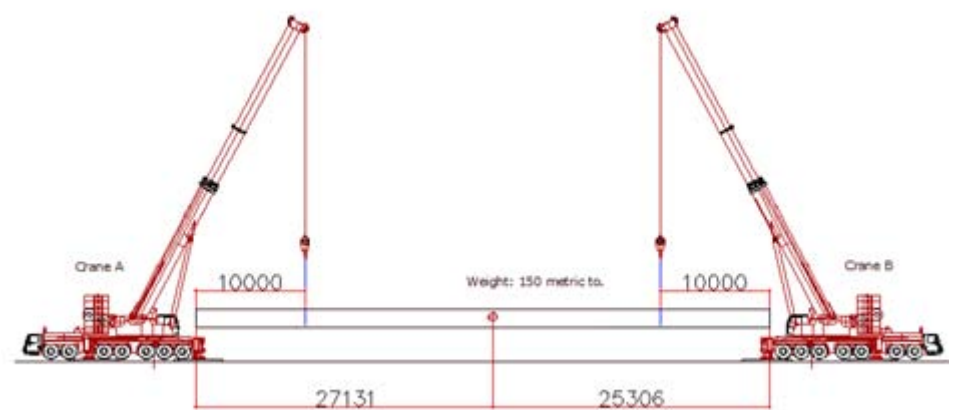
Is lifting with more than two cranes forbidden?

No it isn't -- but you have to reconsider this way of lifting a few times before starting.

Important items are:

- What type of cargo is it?
- What is the weight and centre of gravity position?
- What is the experience of the crane drivers in general and for this type of work?
- What lifting equipment is necessary and available?
- Is another solution possible? (such as creating a lifting frame)
- Is using roller shackles possible?

Accidents often occur because people underestimate the necessary engineering process, which is a process that should always be gone through for all lifting and transport jobs. But especially for these kind of operations.



Upcoming GPLN Meetings & Events

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:
l.haffter@gpln.net



Intergroup clears the pipes

Intergroup Shipping (IGS) has recently handled a very good project involving ductile pipes for a very well known Qatari/Saudi construction group.

The shipment included 1210 ductile iron pipes and fittings with a volume of 6953 cbm and weighing 2355 tons via the vessel *Osprey Arrow* which arrived at Doha Port after a journey from Lianyungang, China.

The scope of work included:

- ◆ the direct delivery of pipes on special trailers;
- ◆ loading of pipes/chocking and placing stopper on each trailer for maximum safety;
- ◆ managing port to site insurance; specific survey at vessel, loading time and unloading time at site;
- ◆ customs clearance at Doha Port;
- ◆ transportation and a continuous four-day 24 hours-a-day job involving over 200 trailer trips using special trailer with wooden/iron brackets to maintain safety of pipes;
- ◆ offloading & stacking of pipes (using two 30-ton cranes) with a total of 10 riggers at the site.

To work out better costing for client, IGS worked out a loading plan of six pipes on each trailer. This helped to reduce the total number of trips to the site

as well as ensuring that the breakbulk vessel would be empty within 3-4 working days.

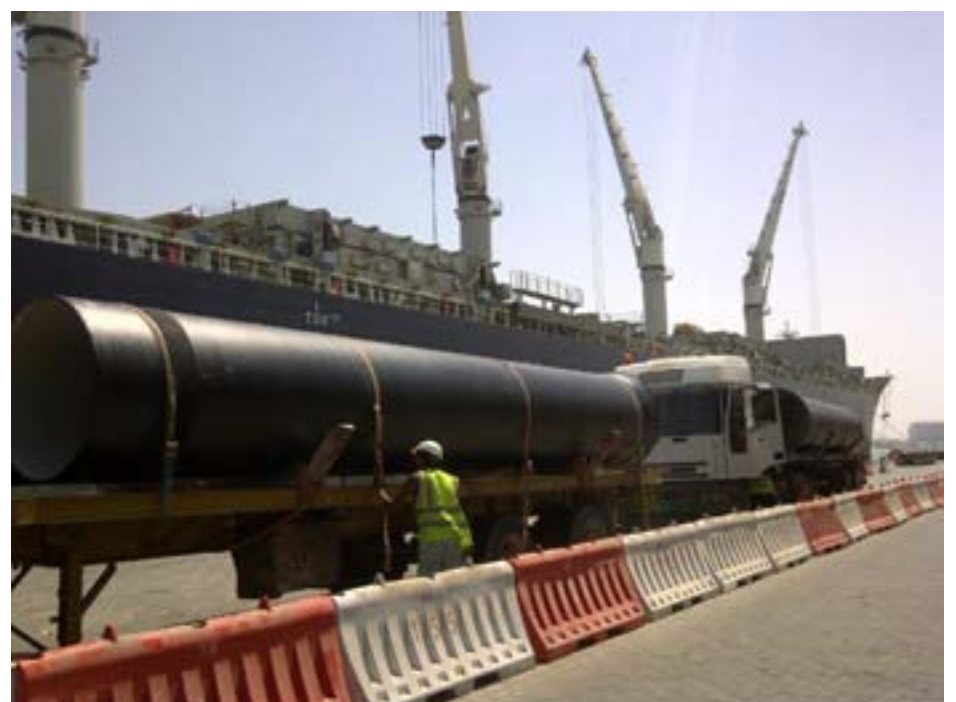
Initially, while loading pipes on the second layer (the fifth and sixth pipes) some of the pipes were slipping at the bottom, because of the small 0.9 meter diameter of the pipes.

After two trailer loadings, IGS called on its past experience and good knowledge on pipe handling, and changed and added wooden stoppers/wedges and provided riggers at the port to perform proper lashing and chocking of pipes.

"To get this project in our favour, we had to win against many competitors including multinational and local project logistics companies," an IGS spokesman said. "But the client awarded business in IGS's favour, considering its long experience in handling pipe direct delivery shipment and because of its proactive and professional operation team.

"Usually other companies bid and try to get projects based on lower quotation. IGS always tries to give landed cost analysis to clients and work on the 'open book' concept where the client knows what they are paying and for what and have full confidence that the IGS team will make ensure all work will be taken care with full safety and client's requirement in mind."

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Global P&L tackles gigantic lift to Africa



Global Project and Logistics (GPL) has proudly and simultaneously achieved a gigantic and a delicate logistics missions by successfully moving a large cargo from South Korea to Africa.

For the three days from the 4th of February to the 6th, the Korean port of Masan was busier than usual. The workers

at the port were imbued with seriousness.

Just like other busy ports of Korea, Masan Port is always full of cargos and handling equipment with hustling and bustling people.

However, it was definitely different from other days because two different exceptionally gigantic cargoes were loaded simultaneously:

- ▶ eye-catching loading due to the size of the huge freight – a 550-ton barge and
- ▶ delicate operation due to the astronomical value of the cumbersome freight, risers of total value US\$22.6 million.

GPL and its team were in the center of one of the most difficult logistics operations. The size of the barge was 55m in length by 16.8m wide by 5.9m high with 550 tons of weight including the auxiliary equipment.

The number of risers loaded totaled 82, exceeding the total volume of 10,900 cbm including the affiliated materials.

CHALLENGES

Because each riser reaches 24 meters in length, GPL faced continuous challenges during the inland transportation stage. However, none of the challenges could prevent GPL and its team from completing their mission. The tight cooperation with relevant authorities and the engineering teams, the challenges hidden at every corner of the route were resolved.

With all those efforts and team work,

the barge safely arrived at the destination port, Porto Amboim in Angola after a month's sailing. Even though a series of big swells ran into the boat, the team of GPL's count-partner managed to safely unload without a single instance of damage.

The barge will be used as a test barge for weight test for a crane installed in Porto Amboim Estaleiros Navais Lda (PAENAL) Yard and the risers will be employed by a Petroserv drill ship.

FREEZING

After confirming safe delivery of the cargos, the team leader of GPL said: "Every moment of the operation for moving the two different types of freight is no different from military action. The temperature during the operation was far below freezing point. I appreciate all the experts closely working together with GPL regardless of tough environment."

Throughout the tough and delicate operation, GPL added another turning point to position the company in the high-end market in the logistics industry in the world. www.gpln.net

Rolitrans brings power to Bangladesh's ascending economy



Lack of infrastructure always poses a challenge to logistics companies, as Jakarta-based Rolitrans International Projects is well aware.

"When a US customer first contacted Rolitrans about delivery of a 80MW Gas Turbine Power Plant with sub-station into a remote area of Bangladesh we knew it was going to be a difficult job," said Projects & Sales Director Stephan Behrmann.

With its track record on heavy- and super-heavy-lift operations covering all aspects from sea freight, barging, trans-loading, haulage and foundation scope, it turned out that Rolitrans was the right choice.

"Bangladesh's infrastructure and transport equipment is even less developed than Indonesia's. A real challenge throughout the project," Operations &

Sales Director Marcel Schweizer added.

After having shipped the power plant from overseas and with no proper road access to the job-site and with only uncertified barges available within Bangladesh, Rolitrans opted to barge the entire US\$30 million consignment from Singapore into the Bay of Bengal and further north through a maze of rivers starting from the Ganges delta to a jetty nearby the job-site.

The jetty, an old Russian construction from the 1980s, was rebuilt and utilized to roll-off the heavy-lifts. "We brought in many of our tools and equipments from Jakarta to warrant first-class service and the client's high-level HSE requirements," Mr Behrmann said.

Another job under the belt of Rolitrans International underlines its expertise to deliver transport solutions with commitment. www.gpln.net

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Pfaff helps build next-generation port

The JadeWeserPort in Wilhelmshaven is Germany's first and only deep-sea port for the next generation container ships. It took about 16 years to plan and 4½ years to build it.

Economists forecast that the annual capacity adds up to 2.7 million TEU and that a major proportion of all container traffic to the European market will be transhipped in Wilhelmshaven. That would make the JadeWeserPort a very important part of Germany's economy.

Pfaff International was entrusted with the delivery of over 371 components for three of the high performance gantry cranes. Bearings and beams with a length of 47 meters and a weight of 36 tons as well as frames with a width of almost 6 m had to be handled.

The main challenge consisted of transporting these big crane parts from three suppliers in Poland, Slovakia and Austria to the harbor just in time under strict conditions.

For over four years now, a new harbor is being built in Rotterdam, Maasvlakte 2. It will soon provide 1,000 hectares of industrial ground and is estimated to be a new top European location for port activities. After Pfaff Interna-

tional had proven its reliability and steadiness in the first big project, the crane manufacturer trusted them again with challenging transports. This time over 1,000 crane parts for 26 cranes with a total weight of over 3,000 tons have to be transported from suppliers in Slovakia and Czech Republic to the construction site in Rotterdam. Again, due to the professional work of Pfaff International, these beams and frames with similar extraordinary dimensions as in the Wilhelmshaven Project will find their way to their destination safely.

No matter to what, no matter where, Pfaff International is your reliable partner for challenging projects. www.gpln.net



CSS handles the pressure

The Projects Oil & Energy division of Consolidated Shipping Services Group (CSS) recently completed yet another successful movement of pressure vessels from Hamriya Port in Sharjah to Ras Laffan.

The three units weighing 53 tons each was a part of the ongoing Barzan On-shore Project.

As an initial phase a complete route study was undertaken and required permissions and escort put in place prior to the start-up.

Three 6-axle low-bed trailers were



positioned for the loading and movement of the units to the site. What made this movement more interesting was the height of the units which were 4.9 meters each.

This was resolved by well planned route study and the knowledge of the region by the CSS team.

The units were delivered on time and the Projects, Oil & Energy division had accomplished yet another successful movement. www.gpln.net

Ruslan moves first of record helicopter order

Ruslan International – the company which manages and markets the combined Antonov An-124 fleets of its shareholders Antonov Airlines and Volga Dnepr Airlines – has arranged the transport of a brand new Sikorsky S-92 helicopter from Stewart International Airport in New York State to Stavanger in Norway, where it will be used for flying to and from offshore oil rigs in the North Sea.

The aircraft is the first of a record order of 16 S-92s, all of which feature special equipment and systems necessary for operations in the North Sea region - including flotation devices, auto-deployable life rafts, satellite flight following communications and main rotor blade ice protection systems.

The first machine and its spares were



carried on board an An-124 belonging to Ruslan International partner Antonov Airlines.

The flight was accompanied by Norsk Helikopterservice A/S MD Bjorn Seljevoll.

The Sikorsky S-92 is a four-blade, twin-engine, medium-lift helicopter with around 200 examples now in service for military and civilian operators around the world.

The aircraft has a 17m long x 5.26m wide fuselage, 17.17m diameter 4-blade main rotor, a two-man crew and can carry up to 19 passengers or a 5000 kilo payload. www.gpln.net



Project Cargo for "La Cangrejera", Petrochemical Complex - From Spain to Mexico www.tuscorlloyds.es



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GLOBAL LOGISTICS

HEAVY LIFT BREAKBULK LCL/FCL



Bati Project Logistics (BPL) is part of Bati Group and achieves reliability in services by means of the experience coming from completion of several important projects since 1992.

BPL always meets — usually exceeds — expectations with its qualified logistics services and staff.

Recently, BPL transported 103 tonnes, a 17 meters long fluidized bed boiler from Ostrava to Beypazari. The drum which was 17m long by 2.58m by 3.11m was transferred from Ostrava to Trieste with land transportation on a low bed riding the RO-RO from Trieste to Pendik, then from there to Beypazari, Ankara - the jobsite of Adularya, Yunus Emre a coal-fired generation facility of 2 x145 MW.

BPL had to fight against bad weather and road permission delays however thanks to the staff and solution providers, the piece reached Ankara safely and timely. www.gpln.net



Superchain ships crawler crane to Dubai

Superchain has shipped a Sany 250-ton crawler crane from Tianjin to Dubai.

Superchain was recently nominated to handle all the operations including export document preparation and customs clearance, domestic barge pre-carriage, inland transportation, terminal handlings, disassembling, lashing and loading on board the vessel *King Success*.

All the operations were completed within six working days.

SHIPBUILDING

The crawler crane belonged to a shipbuilding plant located in Dalian. Initially, the buyer planned to ship directly from Dalian port, but Dalian is not a principal port for breakbulk vessels and Superchain's cargo volume is not big enough to justify an additional call.

Finally, the customer adopted Superchain's suggestion to disassemble the machine into 34 pieces and move it to Tianjin for shipping, from where it is much easier to find regular breakbulk and heavy lift vessel schedules.

The basic machine with the crawler disassembled weighs over 61 tons, which



is still overweight for road transportation and strictly forbidden on the highway.

After examining several different solutions for the transportation, it was decided the most cost-effective way was to use barges to transport the basic machine from the factory to Yantai, Shandong and then load it onto a flatbed truck for the trip from Yantai to Xingang.

TRANSPORTATION

Along the way, Superchain helped the shipper save on the inland transport costs. All trucks arrived at the terminal shortly before the vessel's arrival and the goods were successfully loaded on board by the early morning of the third day.

Due to the accurate timing of each sector, a good balance between safety and efficiency was maintained. The customer appreciated the efficient handling and cost-effective logistics solutions.

Another four brand new pipe layers are due to ship in mid-April with Superchain nominated to also handle this shipment www.gpln.net



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Corporate Office
P.O. Box 27802, Dubai, UAE. Tel: +971 4 3248884
Fax: +971 4 3249994, Email: infoprojects@cssdubai.com
Visit: www.cssgroupsite.com

Consolidated Shipping Logistics Center - 1
P.O. Box 61334, Jebel Ali Dubai, UAE. Tel +971 4 8872333
Fax +971 4 8872335, Email: infoprojects@cssdubai.com
Visit: www.cssgroupsite.com

Consolidated Shipping Services L.L.C. - Abu Dhabi
P.O. Box 32454, Abu Dhabi, UAE. Tel +971 2 6431717
Fax: +971 2 6431919, Email: infoprojects@cssdubai.com
Visit www.cssabudhabi.com

Totallogistic powers up Ireland



The project division of Totallogistic was in charge during last months of the transfer of the heat recovery steam generator (HRSG) portion of the new 460 MW combined cycle power plant that is currently under construction at Great Island, Co. Wexford, Ireland.

Totallogistic has been in charge from the preparation of cargoes for shipment in Compostela to the delivery in the port of Waterford including activities such as packaging, maintenance, port operations, road and sea transport and customs formalities. The project was performed over four months from the design and creation of viability studies, design of logistics patterns, engineering through to the delivery of cargoes.

Cargoes were shipped in the vessels *Jumbo Fairlift* and *Jumbo Spirit* from the

port of Ferrol (north of Spain) to the port of Waterford (south of Ireland).

Both shipments with more than 50 heavy and oversized cargoes with 3.100 tons and 8.400 CBM were delivered to our client in time with total satisfaction.

Cargo included: 21 HRSG tube blocks with weight between 53 and 150 tons and length over 23 meters; 21 casing structure packages with weight between 14 and 52 tons and length over 26 meters each; three drums with weight between 16 and 78 tons and length over 14 meters each; 10 40-foot open top containers with materials

Equipment used in the project included: Modular semi-trailers with 22 axles with both trucks; cranes up to 400 tons capacity; lowloader semi-trailers; reach Stackers 40 tons; self-propelled telescopic gantries. www.gpln.net

Highland handles oversize job for GPLN partner

Highland Project Logistics has handled delivery to the US of a large machine for fellow GPLN member Pfaff Germany.

It weighed 53,000 kgs and was 433 cm high. It arrived New York via Wallenius Ro-Ro service.

The final destination was just outside of Boston, about 400 km away.

The height posed a problem because the maximum limit for transport on this route was 428 cm (5 cm less than crate height). With customer approval and under their supervision Highland decided to uncrate the cargo in the port and put the machine on a double drop low profile double-wide truck. This brought the height to 427 cm.

Highland shrinkwrapped the machine

to protect it from moisture. Shortly after arrival in New York the blizzard of 2013 came dumping almost one meter of snow in Connecticut.

No permits were issued for more than two weeks. Highland kept the machine (value \$1 million) safely in its New York warehouse at no extra charge to the customer.

Finally after all roads were cleared of snow the permits from four states (New Jersey, New York, Connecticut and Massachusetts) were issued and the delivery was made in two days to the destination.

Highland Project Manager Mrs. Hanc was personally present during delivery making sure everything was completed to client's full satisfaction. www.gpln.net

Interfracht ships wind test facility



Earlier this month, Interfracht loaded different heavy cargo packages for the first Wind Turbine Drivetrain Test Facility worldwide.

The 11 packages with a total weight of more than 540 tons came from Augsburg, Germany and are destined for Clemson University in South Carolina. The test facility will become 35 meters long and investigate the efficiency of wind strength under different conditions. With the

better judgment of achievement and reliability investors and countries have a better security to optimize their concepts in renewable energies.

The loading in Bremerhaven on board of the *Athens Highway* took about six hours until the cargo was seaworthy secured and lashed. It was a smooth loading, in spite of cold and black ice.

Interfracht is very proud to be a part of this exciting project and wishes all the best for bringing the test facility into service. www.gpln.net

Holleman manages tricky load



GPLN member Holleman recently handled a transport job in eastern Europe.

The route of this transport was from Ploiesti in Romania by Ro-Ro operation via the port of Oltenita to Constanta Port.

The cargo consisted of two identical pieces, which were both 11.97 meters long by 4.1 meters wide by 6.34 meters long.

The weight of each piece was 105,000kg.

The main challenge of the transport was the height of the pieces. This caused restrictions on the road transport, meaning that both pieces needed to be transhipped from trailer, with Holleman's own gantry crane on a Ro-Ro pontoon in Oltenita Port.

The final destination of these pieces will be Australia. www.gpln.net

New GPLN Members — March/April 2013

Country	City	Company
Bahrain	Manama	Al Sharif International Freight Services
Djibouti	Djibouti	MARILL SARL
Poland	Gdynia	Uni-Logistics Sp. z o.o.
Russia	St. Petersburg	TIS Ltd.

PSBediGroup helps Delhi Metro get up and running



PSBediGroup, a GPLN member from India, has been handling several infrastructure projects in the recent past.

One of the latest one is the door-to-door logistics of four Diesel Hydraulic Tunnel Locomotives for DMRC (Delhi Metro Rail Corporation) project, which was assigned by Continental Engineering Corporation, New Delhi.

The project comprised door-to-door movement and all connected logistics support services for four locomotives and their accessories. The heaviest part weighed more than 50 tons measuring 35 feet long, 7 feet wide & 9 feet high.

PSBediGroup services which included Ex-Works pick up from Germany, export Customs Clearance at Hamburg seaport, handing over the locomotives to the shipping line, import Customs Clearance and handling at Nhava Sheva seaport near Mumbai, loading at port and inland transportation of these locomotives on hydrau-

lic trailers to the project site in New Delhi.

Handling the movement of a critical consignment all through this distance was a demanding task ensuring detailed attention, precise planning and unmatched execution.

Team PSBedi planned, strategized and executed the movement of locomotives and the accessories meticulously with zero error output. The locomotive movement also involved transportation through busy streets in New Delhi.

For this, a lot of coordination had to be done with traffic authorities and local police.

With clearly defined approach, consistent efforts and tailor made solutions, PSBediGroup successfully accomplished the This has been a regular feature of PSBediGroup in handling highly sensitive, super critical and time bound shipments in the most efficient manner.

www.gpln.net

BRIEFS

Tuscor gets ISO 9001:2008

After passing the AENOR audits, the freight forwarder Marítima Tuscor Lloyds obtained the certification ISO 9001:2008 for their Quality Manage-



ment System in their three delegations in Spain: Barcelona, Madrid and Valencia.

The project led by Celia Ballega, Operations Manager in Spain, formalizes the commitment of the forwarder with its customers, to offer personalized services and solutions with an excellent quality-price ratio, generating relationships based on tranquility, security and trust. This philosophy of person-to-person attention has reported during the years a remarkable level of customer loyalty and, this time, obtaining the certification of its Quality Management System.

Obtain and ensure quality in the provision of maritime freight forwarding ac-

tivities as FCL, LCL, Project Cargo and Breakbulk, among others, aims not only to make of Tuscor Lloyds a reference in the freight forwarding industry in Spain, but also consolidate their delegations, ensuring a sustainable growth and the continuous improvement of the quality of their services.

Navigators opens new office

It gives us immense pleasure and pride to inform about Navigators New Office Inauguration in Mumbai, India on 21st Feb 2013 in the presence of key company offices and delegates from shipping trade.

Navigators have consolidated our existing offices, which were in three different locations in Mumbai under one roof at Boomerang building. Our new office is 3,700 sq feet in area and houses over 50 employees in one single location. *Navigators Logistics Pvt Ltd., A - 108, Boomerang Building, Chandivali Studio Road, Chandivali, Andheri East, Mumbai 400 072, India. Tel : 022 42281000. Fax : 22 42281079.*

info@navigatorslogistics.com

Flinter Shipping N.V. agent for Hugo Stinnes Schifffahrt.

Since March 1 2013, Flinter Shipping N.V. has been appointed as agents for Hugo Stinnes Schifffahrt. They are specialized in the transportation of breakbulk cargoes, such as steel parcels and projects.

The Sanmex Service offers a monthly sailing from Antwerp and Bilbao to Mexico (Vera Cruz, Altamira/Tampico). US Gulf, Puerto Limon, Puerto Cortes, Santa Marta, Cartagena, Rio Haina or any other Caribbean wayport on inducement basis.

VCA for Heavy Logistics

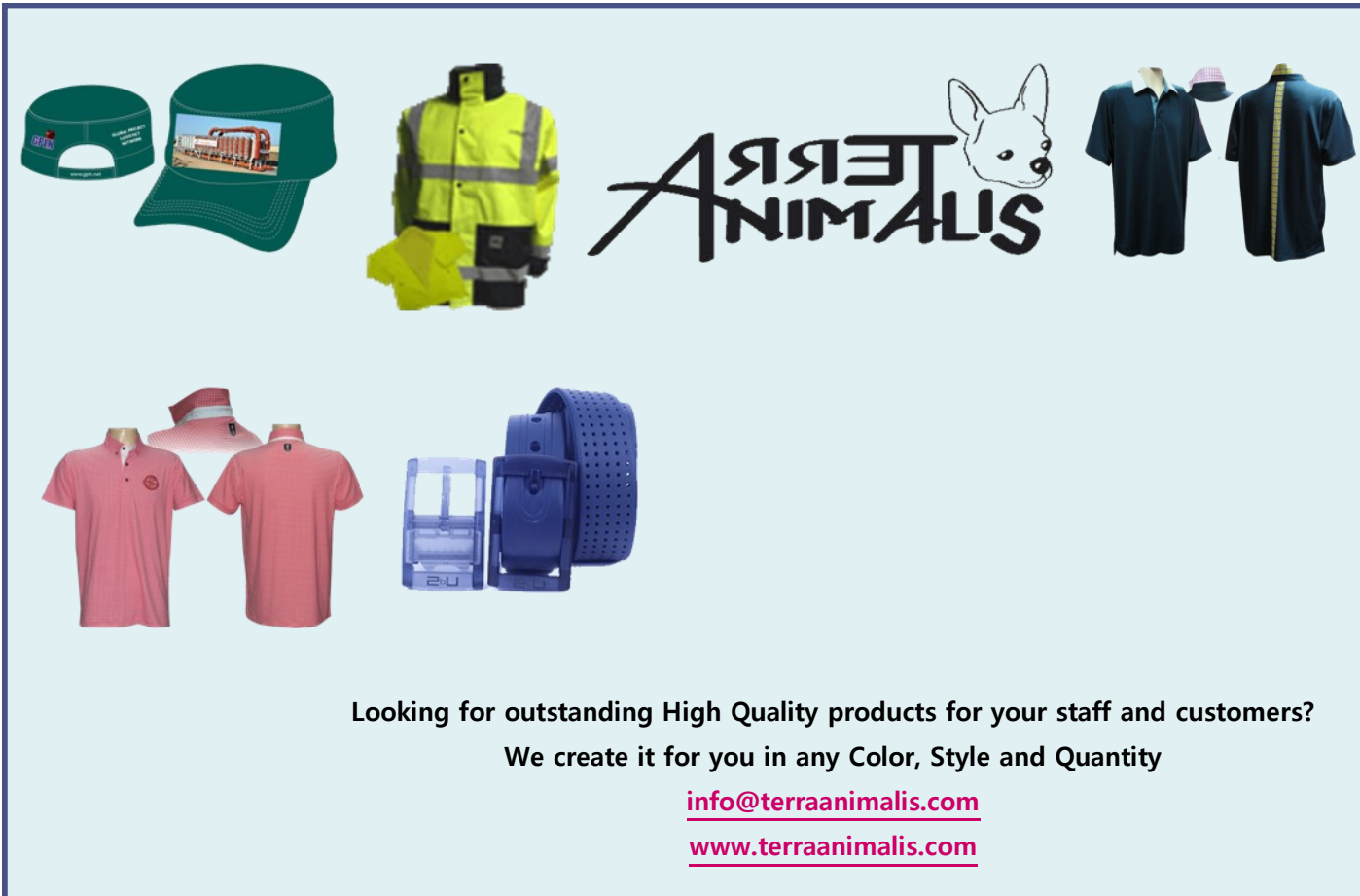
Heavy Logistics proudly announces that it has recently obtained the VCA-certification after assessment of the safety management system.

The certification is related to international/exceptional transport, storage of cargo and the assembling of cargoes. This is a logical but important step in order to meet with the growing standards of the project cargo industry.

Celtic opens Dun Laoghaire for cargo operations again

Celtic Forwarding has docked the first commercial cargo vessel in Dun Laoghaire Harbour, Ireland, since 1988. The cargo consisted of tanks which were some 22 meters long by 6.6 meters wide and 5.4 meters in height weighing 30 tons each — a total of 10 this sailing — for the Guinness brewery extension.

They were brought in the vessel *MV Myrte* which docked at the Carlisle Pier in Dun Laoghaire,.



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TFC reaps benefits of successful 30-year Myanmar ties

Roughly 30 years after having handled a large hydro power plant project for Siemens Germany, Patrick Dick of Thailand-based project logistics specialist The Freight Co., Ltd. has returned to Yangon to take care of the local logistics of two complete power plants.

In those days, Myanmar (or Burma as it was known then) was completely isolated from the rest of the world.

Despite the most difficult circumstances such as being only able to work with locally available antiquated equipment, the handling of the project turned out to be a big success.

Now, the experience gained and the contacts made and upheld over 30 years came in handy to convince the client that TFC was the right partner for them in Myanmar.

Another big part was played by Captain Soe Min Aung, The Freight Co's local

The used power plants are of two x 120MW donated by the Thai government to Myanmar.

COMPLICATIONS

The project brings along a number of complications as the city of Yangon has never seen such a complex move and no suitable heavy lift equipment is available in Myanmar.

The two power plants were shipped in two lots. The first one was carried on a BBC Chartering vessel and the second one was loaded on a Hansa Heavy Lift vessel.

Both ships needed heavy lift gear as there is not suitable heavy lifting equipment available in any of the ports.

After lengthy clarifications with ministries and government authorities it was found that each of the two vessels carrying one of the power plants had to discharge the general cargo at one port be-



discarded in light of a safer discharge directly onto the hydraulic trailer on the jetty.

ANCILLARY

As there is no hydraulic trailer available in Myanmar a 14-axle line Goldhofer trailer together with prime movers and other ancillary equipment was shipped with the first lot from Thailand to Myanmar.

Due to severe power shortages in Myanmar resulting in regular street demonstrations, this project was assigned top priority status in Myanmar.

In order to guarantee smooth operations numerous meetings with the following bodies were necessary:

- ◆ Ministry of Energy (Thailand)
- ◆ Electricity Generating Authority (Thailand)
- ◆ Myanmar Ministry of Electric Power
- ◆ Myanmar Electric Enterprise
- ◆ Yangon City Electricity Supply

Board

- ◆ Government of the Yangon Division
- ◆ Myanmar Port Authorities
- ◆ Bo Aung Kyaw Port
- ◆ Asia World Port,
- ◆ Myanmar Customs
- ◆ Myanmar Railways
- ◆ Myanmar Police

"The experience gained and the contacts made and upheld over 30 years came in handy to convince the client that TFC was the right partner for them in Myanmar."

The first plant was successfully delivered to the customer in February and the vessel with the second plant has berthed in Yangon on 24th of March. The general cargo was discharged at Bo Aung Kyaw Port and delivered to the customer within 72

hours.

The heavy lifts are about to be discharged at Asia World Port after the vessel was shifted there from Bo Aung Kyaw Port.

It is expected that the heavy lifts will be delivered in another eight days just in time before the long New Year water festival holidays in Myanmar.

www.gpln.net



The Freight's Captain Soe Min Aung is interviewed by the Myanmar Television Station.

partner in Myanmar. Captain Soe Min is one of the most experienced locals having been involved in oil offshore supply and other energy related logistics business since 1993.

He brings in the necessary contacts to the various government offices one has to deal on a daily basis in this country.

fore shifting to another port to discharge the heavy lifts weighing up to 220 tons.

No port was either able to provide sufficient space to discharge the roughly 13,000 cbm of each plant or had a jetty strong enough to receive the heavy lifts.

Other options such as using barges or landing crafts were also analyzed but were

Interesting moves for Fleet Line



Fleet Line Shipping Dubai has two interesting moves in March. First one was to charter a ship to bring 7100cbm of pipes from Kandla, India, which was then offloaded at Mina Saqar port in Ras Al Khaima and Jebel Ali respectively.

Second movement was to reach three MAN truck-cranes of 13.5 x 3 x 4.25 meters, 30 tons each from Abu Dhabi to Nhava Sheva. Since it was a time bound shipment and there was no Ro-Ro ship available, FLS has loaded the same into their own 3x40' Flat bed containers. The crew did the loading and lashing carefully as the tire to tire width of trucks was 270 cms against 240 cms of container width. After securing and lashing these items were then loaded on a container ship and reached the destination safely.

Multimodal US shipment for Unimasters



Unimasters Logistics arranged the through multimodal shipment of a 120-ton body press from a factory in Russe, Bulgaria to New York, USA.

The press was first lifted on a special 10-axle truck from Russe and trucked to the Port of Belene on the Danube river, where it was loaded on a barge heading to Linz, Austria.

In Linz, the press was transferred on another barge to Antwerp, Belgium, where it currently awaits to be shipped by a MAFI truck on an ACL Ro-Ro vessel to New York.

The last stretch of the press's journey was arranged in cooperation with another GPLN member - Heavy Logistics NV, Belgium.

The whole transportation cycle will take about 50 days. www.gpln.net