



## Downtown Dublin sees Celtic serving the drinks

**D**iageo, the worldwide drinks conglomerate and brewer of the famous Guinness beer, recently announced a significant investment of €153M at the iconic St James' Gate Brewery in Dublin - the home to the world-famous brew since it was leased by Arthur Guinness for 9,000 years in 1759.

### MATURATION

A company in the Netherlands was awarded the manufacturing of the fermenting tanks and the maturation tanks -- some 27 in all. The typical length of the tanks was 22 meters, width varied from generally 5.75 meters to 6.15 meters and with a height in some cases of 6.25. Weight was typically 25 to 30 tons per tank. They oversaw the logistics from

start to finish and the entire operation involved three vessels, operating over a 4 to 5 week window, and the transportation from the harbor to the brewery was completed in four separate night-time convoys.

### SOUTHSIDE

Celtic Forwarding Limited were appointed ship's agent for all three vessels. A unique feature was the use of Dun Laoghaire Harbour, just outside Dublin Port. The harbor has been a hub for passenger ferries spanning two centuries - and has four significant yacht clubs which caters very well for the leisure activities of sailing enthusiasts on the south side of Dublin City.

Due to height restrictions of bridges

on the approach from Dublin Port to Diageo it was not possible to discharge at Dublin Port — a distance of approximately 4km away — hence the use of Dun Laoghaire.

### MODELING

Over the course of several months, meetings between the client and partners took place, regarding services such as cranes, 3D CAD modeling and all associated lifting services at every stage of the project.

The tanks were offloaded in Dun Laoghaire and positioned in the brewery

using a Liebherr LTM1500-8.1 500-ton and a Terex-Demag AC350SSL 350-ton telescopic crane.

Transportation to the site — a journey of 9km — accompanied by police escorts, took just under three hours on each occasion. Brian Lee, Managing Director of Celtic Forwarding Ltd was very pleased with the entire operation which spanned six weeks.

The last occasion a commercial vessel worked in Dun Laoghaire was 25 years ago — and Brian Lee and Celtic Forwarding Ltd were the agents on that occasion as well! [www.gpln.net](http://www.gpln.net)



## Greetings from Abu Dhabi!



See full photo collage pages 8-9

**O**ne of the highlights of GPLN'S year is its Annual Global Meeting. This year was no exception, with the meeting held at the Intercontinental Hotel in Abu Dhabi, United Arab Emirates.

The event turned out to be a huge success, with a record attendance of almost 160 participating members demon-

strating the strength and quality of the GPLN network. The special event on this occasion was the trip into the desert for dinner!

Next year, GPLN will celebrate its 10th anniversary, and to mark this auspicious occasion will go all out to ensure that its AGM next year will truly be a landmark event. [www.gpln.net](http://www.gpln.net)



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## A Word from GPLN...

**D**ear Reader,  
Before we reflect on the 2013 GPLN AGM in Abu Dhabi you should make sure to read the article by Drewry Maritime Research about the forecast of the MPV (Multipurpose Vessels) in this newsletter (*see page 15*).  
This should be of interest to all of us in the project logistics business, giving us a little bit of an insight of what might be around the corner. Although we need to keep in mind that political sabre-rattling, natural disasters, oil price fluctuations, etc. may have an impact on the growth of project cargo and the MPV fleet to handle those issues.

### Success

The 2013 annual GPLN meeting in Abu Dhabi is behind us and it turned out to be a huge success. A record attendance of almost 160 GPLN participating members demonstrated the strength and quality of the network. We would like to take this opportunity to say thank you to all participants, sponsors and spouses.  
We also appreciate all the great comments and compliments we got from many of you. We are happy about any comments or recommendations as to how we can improve further.  
A big thank you also goes to the staff of the Intercontinental Hotel in Abu Dhabi who were very supportive of our event.

### Dessert in the desert!

We had certainly some memorable moments including the desert dinner which seemed to be the social highlight of the annual general meeting.  
Concurrently with the AGM we hosted our Heavy Transportation and Lifting Course which attracted 26 participants, most of them GPLN members.  
We are very proud that so many GPLN members have sent their staff to this training



Ghazi Aridi (center) Minister of Public Works and Transportation with GPLN Executive Director Luzius Haffter (left) at TransMiddleEast in Beirut, Lebanon.

course so far. This shows the desire to deliver a better service to customers through improved technical know-how. Our members are definitely leading the industry!

### Travel mode

Shortly after the AGM, the GPLN staff got back into travel mode and headed for Moscow where they once again set up their booth at Transrussia, Russia's largest logistics exhibition. From there, the booth moved on to the TransMiddleEast in Beirut, Lebanon. The last stop before the summer travelling break brought GPLN to the bi-annual TransportLogistic in Munich. TransportLogistic Munich is almost certainly the largest logistics event in the world and GPLN has made a regular stop there for a number of years.

### Special occasion

In the meantime we have started working on next year's AGM. Next year will be the 10th year of GPLN's existence and needless to say we want to make this a very special occasion. We hope that our 10th anniversary will at-

tract yet another new record turnout and we hope also to attract those members that have yet to attend a single AGM.  
We will keep you informed about the development of next year's AGM and wish you all pleasant summer months.

### Your GPLN team

www.gpln.net

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## New GPLN Members — May/June 2013

Country	City	Company
Australia	Brisbane	Navia High and Heavy Logistics
Australia	Melbourne	Navia High and Heavy Logistics
Australia	Sydney	Navia High and Heavy Logistics
Bangladesh	Dhaka	INTASL Logistics Ltd.
Canada	Toronto	Global Shipping Services (Canada) Ltd.
France	Antony	TransProjets
Lebanon	Beirut	BCC Logistics
Lithuania	Klaipeda	Bellville Rodair International
Morocco	Casablanca	Harbour & Maritime Services Agency
Nigeria	Lagos	TransProjets Global Marine Limited
Russia	Moscow	Bellville Rodair International
USA	New York	Global Shipping Services, LLC





## Unishipping conquers obstacles on the long road to Peru

**R**ecently, Unishipping International Ltd. signed a contract for delivery from a supplier in Radomir, Bulgaria, to Varna West port of equipment for a new feed phosphates factory in Peru.

The cargo consisted of 13 reactors of two sizes – nine reactors measuring 6.17 meters long by 5.445 meters wide by 5.495 meters high, weighing 25,000kg; and four reactors measuring 5.59 meters long by 4.322 meters wide by 4.350 meters high, weighing 15,000kg.

The logistics and the traffic require-

ments of this shipment were one of the hardest operations, as due to the over height, every single voyage had to be coordinated with the national electricity company, the local electricity distribution companies, railway authorities, police authorities and others.

In one of the cities that the shipment passed through, the whole trolleybus network needed to be closed down for a few hours. In addition, some of the main power transmission lines used for export of electricity out of Bulgaria to neighboring countries had to be suspended during

the passage of the trucks.

There were also hundreds of cables which needed to be lifted, and traffic lights and billboards dismantled.

Unishipping started with three trucks in convoy – one trailer for smaller units and two trailers for bigger reactors, which was the initial plan. However due to early arrival of vessel which had to load the units in Varna port, Unishipping decided to include three more lowbed trailers and the final transport was carried out with five trailers in one convoy.

Taking into consideration that loading

and discharging locations were on the west and east sides of the country respectively, with a total distance between them of about 720km, it was a notable feat that the job was carried out in less than four days with five trucks in the convoy, driving only during the daytime and involving more than five different government and private infrastructure companies for assistance.

Finally all units were delivered and loaded on board successfully and in a timely manner without any delay and damages. [www.gpln.net](http://www.gpln.net)

## Ruslan moves giant winches for Caspian project



and gas project in the Caspian Sea, on behalf of GPLN member, CNC Freight Services Sdn Bhd. of Malaysia.

The winches weighed a total of 92,000 kilos. The largest two, each weighing 34,000 kilos, were 5.48m long and 3.58m high.

They were loaded aboard an An-124 aircraft in Singapore, using large mobile cranes and the aircraft's purpose-built loading ramp.

They were then flown 7000km

to Turkmenbashi, Turkmenistan, via Kolkata (India) and Mary (Turkmenistan), for the Diyabekir Oilfield Development Project.

The flight was one of a program of three for the same project. Ruslan operates a fleet of 17 An-124s. [www.gpln.net](http://www.gpln.net)

**R**uslan 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 movement of three giant winches for an offshore oil

## Wilhelmsen Ships Service in Iraq

Legal entity: Barwil for Maritime Services Co. Ltd - Iraq



### Key facts

- Present on ground since 2003
- No of employees: 45
- Annual vessel calls: 350
- Since Jan 2004 to 2012 WSS Iraq has successfully delivered over 1000 convoys - 6,000 truckloads - carrying a wide range of cargoes

### Offices:

- Baghdad
- Basrah
- Umm Qasr Port
- Khor Al Zubeir Port
- Erbil
- Dubai Iraq Management

### Specializing in and coverage:

#### Ships Agency

- Port agency
- Vessel Husbandry
- Crew Change
- Protective Agent
- Stevedoring
- Survey & Security services
- Custom clearance
- Largest ship agent in Umm Qasr port

#### Logistics and Airfreight

- NVOCC & LCL
- Project Logistics & Heavy Lifts
- Warehousing & Distribution
- Ships Spares Logistics
- Customs Clearance
- Inland Transportation all over Iraq
- Airfreight clearance and delivery in Baghdad, Basrah and Erbil airports

#### Service ports / terminals coverage:

- Basrah
- Basrah Oil Terminal
- Khor Al Amaya
- Khor Al Zubeir
- Umm Qasr
- Abu Fuloos Port







## Maritime Synergy moves military equipment



**M**aritime Synergy Thailand (MST) secured shipment for a job from Thailand to the Darfur 980 Taskforce, Military Project in the Sudan.

The cargo consisted of dangerous goods, containers, vehicles, trailers, breakbulk cargoes and other equipment totaling 382 pieces. The gross weight was 1,982 tons and measured 12,813 cubic meters.

The shipment was from Thungprong, Sattahip port in Chonburi province to the Quartermaster Department of the Royal Thai Army with a round-trip distance of 400 kilometers.

MST arranged shuttle service from alongside to the storage yard and also loading onto the trailer for shipment to the final site. This complicated job was handled very accurately and carefully and delivered over Thailand's long Songkran festival holiday period.

A huge number of trucks were needed — a total of 50 prime movers and 60 chassis were used to complete the job within four days.

MST's operation team was able to handle the project perfectly and achieved delivery within the required time frame, meeting the client's satisfaction with MST's excellent service. [www.gpln.net](http://www.gpln.net)



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## HEAVY MATTERS

*By Gert Vos*



### 9. Ro-Ro operations on pontoons

**R**o-Ro operations are a part of many heavy transport projects. But going from land to water is a specific operation. It's not a matter of simply driving with your vehicle onto the pontoon!

Several points are very important, for example:

- draft of the pontoon and tug/tow boats
- capacity of the pontoon and of course strength of the hull. Because during rolling on, rolling off the pontoon has to be trimmed by tak-

ing in, or pumping out water in the hull.

- length and capacity of pontoon ramps and is a good position available for a mobile crane to layout and pickup roro ramps.
- strength of quay.
- possibility of mooring.
- movement of water (tide or flowing river).
- Sufficient pump capacity for trimming the pontoon.



Driving on or off the pontoon takes time. It can take an hour or more to get on or off, because the trimming process takes some time. Especially when tug/tow boats are needed for keeping the pontoon in its place because of the movement of the water.

Cargo on pontoons also needs lashing and securing. On rivers they call it "riverlashing". This is a way of lashing especially for inland pontoon transport on rivers and canals.

When a seagoing pontoon makes a trip on sea/ocean the lashing and se-



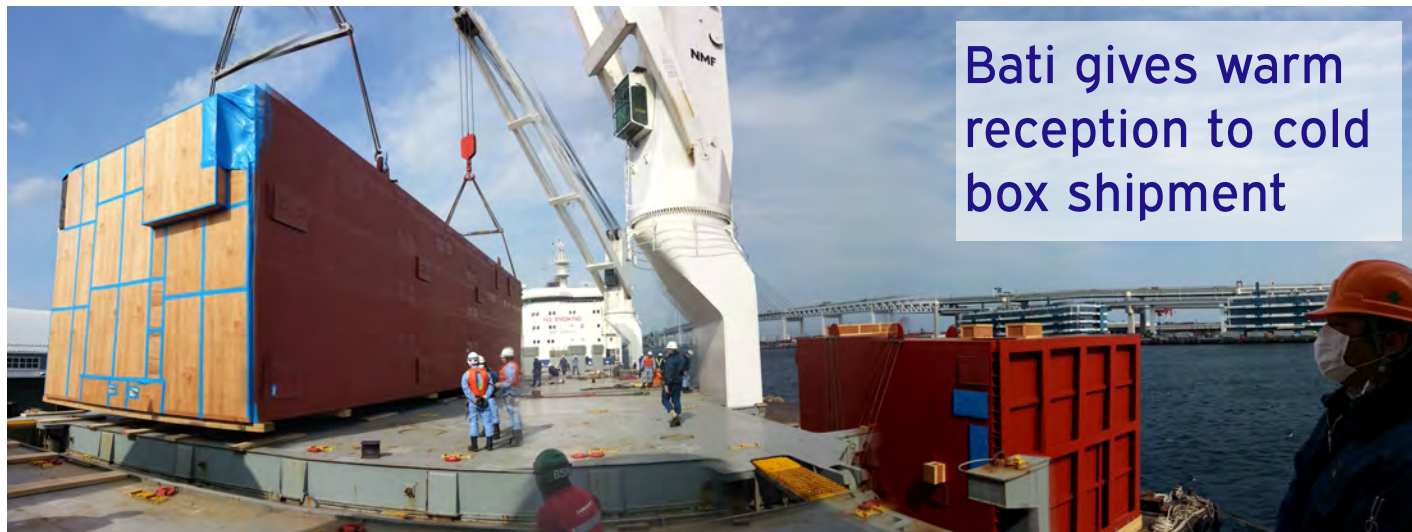
curing-part needs even more attention. Cargo is mostly secured by chains and also welding the cargo by means of stoppers is common practice. Travelling on the ocean has its limits.

When a seagoing vessel is affected and physically moved around by strong wind forces, the tug/towboat with its pontoon often has to take shelter during the trip. It's logical because the loading surface is completely open.

This kind of transports using pontoons shown on this page (transformers, turbines, etc.) are mostly done on rivers and canals. Using pontoons on sea/ocean is too risky and not recommended as we want to keep it safe !







## Bati gives warm reception to cold box shipment

**B**ati Project Logistics (BPL), a member of Bati Group, prides itself on achieving reliability in services by means of experience coming from completion of several important projects since 1992.

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

The company was recently asked to carry out the delivery of air separation plant sections and components, from

Yokohama, Japan and Mundra, India to Ereğli, Turkey.

Following a jack-up operation in the factory, four cold boxes with lengths of up to 30 meters, widths up to 8 meters and heights up to 8 meters, weighing up to 152 tons were pulled to the dockside in order to be loaded on barges by floating cranes.

At Yokohama port, in total 150 pieces measuring 6479cbm and weighing 728 tons were loaded onto a vessel from the

barge and some parts from the port.

Two tanks weighing 73 tons and measuring 433cbm were loaded at Mundra port.

Meanwhile for the transportation of the cold boxes to the final point, an assembly of 20-axle hydraulic trailers with 1/2-axle was operated in Erdemir port.

Following arrival at Erdemir port, the cargoes were discharged onto trailers, delivered to the jobsite and positioned on concrete blocks. [www.gpln.net](http://www.gpln.net)

## Eccentric load proves Ruslan capabilities

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 successful movement of a 101-tonne oil platform component from Bergen (Norway) to Busan (Korea) on an An-124 flight.

The load – comprising a “separator”, along with two support frames and other loading equipment – weighed a total of 114,000 kilos, coming close to the giant aircraft’s capacity for the route flown.

The large dimensions of the piece – 11.59m long x 3.92m wide x 6.04m high – exceeded the aircraft’s main cabin height of 4.4m, so Ruslan International’s load planners designed support cradles that enabled the load to be supported after rotating it 90 degrees. The load’s resultant offset (eccentric) centre of gravity within the cargo cabin then required special approval from the aircraft’s designers, Antonov Design Bureau.

5000 kilos of additional equipment, required for unloading at destination, were carried on a separate flight.

The An-124 aircraft flew from Bergen to Busan via Helsinki, Novosibirsk (Russia) and Tianjin (China). The flight was one of a series required for the same project.

Alexander Kravynov, Commercial Executive at Ruslan International, said: “This highly unusual cargo once again proved the exceptional capabilities of the An-124, as well as the value of Ruslan International as a provider of viable solutions for these seemingly impossible loads.” [www.gpln.net](http://www.gpln.net)

**F**or well over a decade, Globalink has been at the forefront providing a full range of logistical solutions to the various oil & gas companies in multiple locations in Kazakhstan and today is regarded as a worthy, reliable and efficient project and freight management partner in the CIS territory and beyond.

### HAULAGE

When a request to provide road freight haulage for an OOG separator from Kyzyl Orda to Zheskasgan came up,

Globalink got to work right away.

The separator weighing more than 50 odd tonnes was loaded and lashed onto 4 low bed extendible trailers for the journey to the Arysium Oilfield.

Although the road was rough and did not allow for a fast pace, the separator and related accessories were delivered on time.

This particular transportation was not as challenging as some of the others Globalink have accomplished, the implementation and swift execution is always an advantage for the customers. [www.gpln.net](http://www.gpln.net)

## Globalink builds its reputation in the CIS



## Big load a-coming!



**5**-K Logistics has successfully completed the delivery of the first of three LNG tanks for a project from New Prague, MN to Gulfport, MS.

The dimensions for these unique LNG tanks that will be critical to power commercial ocean vessels were 88 feet long by 15 feet wide (22 feet on the dolly) by 16 feet tall, weighing 238,000 lbs.

5-K oversaw and coordinated the design and fabrication of a special new dolly system trailer to haul these units over 2900 miles through 8 states to the job site.

"From the beginning -fabrication stage through delivery-our team overcame several unique obstacles in order to execute the delivery of the tank to the site," said Paul McGrath, President of 5-K Logistics.

Globally 5-K Logistics has completed many major projects in the Energy, Construction, Refinery and Transportation Infrastructure Industries. [www.gpln.net](http://www.gpln.net)





## Busy schedule for Polaris

**P**olaris Shipping Agencies LLC has been experiencing another busy schedule with interesting project moves consisting of over-dimensional loads, heavy lifts and sea charters.

Polaris Projects division successfully completed a project shipment of approximately 4900 freight tons of steel structures, which consisted of single steel structures up to 6 meters wide and 4.9 meters high with final destination Durban, South Africa.

Transportation from the supplier's yard in Dubai City to Jebel Ali was carried out overnight, arranged carefully with necessary police permissions and wide load escorts in line with local regulations.

The Polaris team carried out the route survey along with their appointed trans-

porter to avoid any last-minute obstacles at the time of movement.

Polaris Shipping are agents for several European heavy lift carriers and shipment was arranged on one of Polaris's in-house heavy lift tonnages which gave the clients a benefit with regard to full control of the operation as well as keeping their overall transport cost-competitive.

Polaris Shipping Agencies LLC is a leading agency and logistics company based in the UAE, offering diversified services to an established and global customer base.

Being agents for several heavy lift first-class European and international carriers, Polaris has access to a modern fleet of over 300 vessels ranging from heavy lifts to super jumbo lifts as well as relationships with liner owners. [www.gpln.net](http://www.gpln.net)

## Paragon's initiatives on many fronts

**P**aragon Shipping and Logistics (PSL), a GPLN member based in Doha, Qatar, has announced a number of initiatives.

The company will manage the complete freight movements of Dolphin Energy Limited, to an estimated 400 destination worldwide for the next three years.

The company has also announced its fourth state-of-the-art facility in Ras Laffan Support Service West with an area of 10,000sqm to support the oil & gas industry located within the RLIC area.

And the company has appointed Mr. Domenico Longano as CEO, Middle East and Europe. In his new role, Mr. Longano will focus on continuing PSL's growth in Middle East, Europe and Africa, which includes operations in U.A.E., Qatar, KSA, Oman, Bahrain, Italy, UK, Spain, France and Turkey.

Mr. Longano has been with the shipping industry for more than two decades and his expertise will be instrumental in the continuous improvement and strong financial performance of Paragon in Middle East, Europe and Africa".

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



## Almajdouie De Rijke signs major packaging contract

**S**adara Chemical Company, a joint venture developed by Saudi Aramco and The Dow Chemical Company, has outsourced its Packaging Center activity for solids & liquids handling to Almajdouie De Rijke Co Ltd. (MdR).

The agreement was signed in Dhahran, Saudi Arabia, on April 14, 2013 between Ziad S. Al-Labban, Chief Executive Officer of Sadara (above, right), and Abdullah A. Al Majdouie, Chairman of MdR (above left).

Signing of the contract by MdR further reflects its capacity to be a strategic and reliable partner for supply chain activities related to the petrochemical industry.

### INTEGRATED

Sadara is now building a fully integrated chemicals complex in Jubail Industrial City II, in the Eastern Province of the Kingdom of Saudi Arabia.

The Sadara complex will consist of 26 world scale manufacturing units, and first production is anticipated to come on stream in the second half of 2015.

"Sadara is the largest petrochemical facility ever built in the world in a single phase," said Mr. Al-Labban. "We will establish a world-scale manufacturing footprint that delivers a full range of value-added, performance products destined for the emerging markets of Asia, the Middle East and Africa."

Mr. Abdullah Al Majdouie, the Chairman of MdR, stated: "We are delighted to be part of the Sadara project which is in the spotlight in the Kingdom and throughout the world".

### TRACK RECORD

He assured that MdR has a proven track record and has the competence to manage such large scale operations.

The scope of MdR includes support of pre-commissioning and commissioning activities of the logistic facilities; managing all on site logistic operations, such as unloading raw materials, internal transport, packaging and storage of finished products loading finished products, handling containers and railway wagons.

With the award of this contract, MdR is one of the largest petrochemical logistics companies in the world handling over 10 million tons of petrochemical products annually.

### VENTURE

MdR is a joint venture established in 2006 between Almajdouie Group of Saudi Arabia and De Rijke Group of The Netherlands to serve the petrochemical market in the countries of the Gulf Cooperation Council through complete supply chain solutions and services by combining both partners' expertise.

MdR exclusively provides supply chain services to the polymer and liquids industry. [www.gpln.net](http://www.gpln.net)



## PSBedi gets a 'well done' for sensitive project

**D**uring the last week of April PSBedi handled a large and unique project of an extremely sensitive nature including DGR cargo, comprising of 43 OD pieces, 16 TEU and 14 FEU containers.

The shipments had to be cleared simultaneously at multiple ports of Cochin, Nhava Sheva and Mumbai and then transported to different locations such as Madh Island, Mazagon Docks, Mumbai & New Delhi.

The major challenge amongst many was not only the clearance at multiple locations but the transportation on "air ride" vehicles under escort and security clearances. Due to the extreme sensitivity of the cargo meant for the Indian Defence Forces, the entire transportation was fitted with a GPRS-enabled tracking system supported by multiple armed es-

cort teams and a "non-out-of-site" regime. Moreover, the transportation had to be deployed in convoy movements with multiple pilot and escort vehicles — the largest convoy comprising of 18 trailers.

Arrangement of special handling equipment at the many end locations including 50-ton cranes, forklifts and other gear had to be done along with mobilization of skilled labor for unloading and rigging at the customer's "isolated" points.

The entire project was executed with complete involvement of PSBedi's senior management and required coordination with security agencies of the different State Governments as well as the Defense Forces. And the final comment from the customer was: "A job very well done."

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











## Almajdouie wins 3PL award for the second year running

**A**lmajdouie Logistics has won "The Best 3PL Service Provider award" for the second consecutive year.

Almajdouie Logistics was awarded the prize after a thorough evaluation process and meeting of criteria lay-down by the jury board of the Supply Chain and Transport Awards (SCATA) as "Best 3PL Service Provider of the Year" in Middle East region.

"This is our second time winning in a row, so this is very exciting, it was great teamwork and we are very happy as a team," stated Mr. Mustafa.

### PRESTIGIOUS

The awards ceremony took place at the prestigious Jumeirah Emirates Towers hotel in Dubai and was attended by more than 200 senior figures from the regional logistics industry, where for the seventh time; companies were recognized in 17 different categories

This event was organized by ITP, publisher of [arabiansupplychain.com](http://arabiansupplychain.com) and Logistics Middle East as the ultimate celebration of the Middle East logistics industry's achievements over the past 12 months.

The SCATA recognize and reward those regional and international players that have gone above and beyond in



Mr. Khalid Al Ghamdi – COO of Almajdouie (left), and Mr. S. I. Mustafa - CEO of Almajdouie (right) receive the award from Hamad Obaidalla - Chief Commercial Officer of flydubai

terms of their industry contribution.

"We are extremely honored to receive this award as one of the Best 3PL Service Provider of the year in Middle East" said Mr. S. I. Mustafa, CEO of Almajdouie Logistics.

"Such recognitions are earned through teammates' commitment to implement timely solutions to our valued customers through improving process and delivering initial and ongoing value that makes our

and our partners success possible.

"I am receiving this award on behalf of all Almajdouie Logistics Employees as it is a great team work."

Almajdouie, the leading Project Logistics and Supply Chain Company has been in limelight as first Saudi private company to be in Guinness World Record Books for moving the World's Largest Evaporator and the heaviest load ever moved in the Middle East. [www.gpln.net](http://www.gpln.net)

## Logiventures gets ISO certification

**P**rojects & Inland Logistics Division (PILD) has obtained ISO 9001:2008 certification from Lloyds Register Quality Assurance (LRQA). The Quality Management System (QMS) which was implemented in August 2012 has assisted the streamlining of the divisions procedures including operational procedures (containerized transportation, customs clearance, heavy lift equipments and special projects) and also all the support functions, thereby improving the overall quality of services provided by LVL to its broad customer base. Due to the significant variation of type of services offered by LVL –PILD, the team faced a complex task in developing and maintaining QMS procedures.

However, with the full commitment and persistence of all Staff of LVL alongside the backing and guidance of the Top Management, the Quality System Team was able to achieve this milestone for the Company.

This is a significant milestone as LVL has become one of the few companies in the industry focused on logistical special projects to obtain ISO 9001:2008 certification thereby becoming one of the leading players in the industry with respect to quality of service. [www.gpln.net](http://www.gpln.net)

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## Upcoming GPLN Meetings & Events

### 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**



### 3rd Breakbulk China Transportation Conference & Exhibition

11th - 13th March 2014

Shanghai World Expo Exhibition & Convention Center Shanghai, China **Booth No: A-607**



### 9th Breakbulk Europe Transportation Conference & Exhibition

13th - 15th May 2014

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



### 25th Breakbulk Americas Transportation Conference & Exhibition

September / October 2014

George R. Brown Convention Center Houston, TX, USA



For all information on upcoming events,  
please contact Luzius Haffter at:  
[l.haffter@gpln.net](mailto:l.haffter@gpln.net)

## Unimasters sends out-of gauge goods to Egypt



**U**nimasters Logistics handled a project shipment of 46 out-of-gauge tanks and silos produced in Bulgaria for the building of a milk processing factory in Egypt.

The equipment was delivered by spe-

cialized trucks to the Port of Bourgas, some of the silos having dimensions of more than 15 meters long, 5 meters wide and 5 meters high. The cargo was loaded on a heavy lift vessel and shipped for Alexandria. [www.gpln.net](http://www.gpln.net)

## Multitude of jobs for Smart Cargo

**Q**ingdao Smart Cargo has handled a number of interesting jobs over the past few months. One job consisted of moving an air product cold box from Shanghai to Korea, length 51 meters, weighing 120 tons. Another involved sending from Shanghai to Mexico, heavy lift equipment totaling 20,000 freight tons, the longest item being 28.5 meters and the heaviest 350 tons.

The company also handled a shipment for the Fuqing offshore wind power project, sending goods from Qingdao, Shang-

hai by barge to Fuqing, which at 5MW is the biggest offshore wind power project in China. The items measured 16.2 meters long by 6 meters high, and weighed 124 tons.

Finally, Qingdao Smart Cargo handled Alstom transformers for the Argentina Barragan Project -- initially from Wuhan to Shanghai by barge, and then to Argentina by Heavy lift vessel.

The cargo was delivered by hydraulic trucks to Wuhan port, and loaded onto the barge with a 400-ton float crane. [www.gpln.net](http://www.gpln.net)



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## BDG wins President's "E" Award for Export Service

**A**cting Secretary of Commerce Rebecca Blank presented BDG International, Inc. with the President's "E" Award for Export Service at a ceremony in Washington, D.C. last month.

The "E" Awards are the highest recognition any U.S. entity may receive for making a significant contribution to the expansion of U.S. exports.

"We are honored to have received the President's "E" Award for contributing to the growth of U.S. exports and outstanding international trade consulting services.

"The award reflects our team's 30 year commitment to bring our clients a reliable and cost-efficient international supply chain," said Bengt Reed Anderson, President of BDG International, Inc.

"The world is seeking U.S. products due to our innovation, quality and competitive pricing. Our business is to assist these companies in achieving their international goals."

### OUTSTANDING

"I am delighted to be recognizing this year's Presidential 'E' Award winners for their outstanding contributions to U.S. exports and congratulate BDG International, Inc. on its outstanding export achievement," said Acting Secretary Blank.

"It is businesses like BDG International, Inc. that are strengthening the

economies of local communities, creating jobs, and contributing to the worldwide demand for 'Made in the USA' goods and services.

BDG International, Inc. located in Elgin, IL, is one of the leading providers of a complete range of export services including reliable global logistics, international trade consulting, community education, freight forwarding, and custom house brokerage for businesses in the U.S.

### CRITERIA

U.S. companies are nominated for the "E" Award for Export Service through the Department of Commerce's U.S. and Foreign Commercial Service office network, located within the Department's International Trade Administration, which has offices in 108 U.S. cities and more than 70 countries to help U.S. exporters.

Criteria for the award are based on four years of successive export growth and case studies which demonstrate valuable support to exporters resulting in increased exports for the company's clients.

U.S. exports hit an all-time record of \$2.2 trillion in 2012, and supported nearly 10 million American jobs.

President Obama's National Export Initiative, which aims to double U.S. exports by the end of 2014 and support an additional 2 million jobs in the United States, is opening new avenues for U.S. exporters through enhanced export assistance and a strengthened trade agenda that is targeting emerging markets and industry sectors across the globe.

A total of 57 U.S. companies were presented with the President's "E" Award this year. The award was established in 1961. [www.gpln.net](http://www.gpln.net)

## Out of gauge, but well within Globalink's range



**G**lobalink once again proved why it enjoys the reputation that it has worked so hard to achieve when it was contracted to handle the transportation of two transformers from Turkey to North Buzachi, Kazakhstan.

With the cargo being well out of gauge, Globalink ensured that all the needed arrangements were prepared well in advance prior to loading of cargo at origin.

Once the cargo was loaded and lashed on to low bed trucks, the transformers then started the first leg of their journey from Turkey to Georgia.

Upon arrival, Globalink coordinated the border formalities and monitored the shipment through their territory.

From Georgia the transformers made their way to Baku, Azerbaijan where the Globalink team took over and with the required cranes in place, transloaded the containers onto the ferry they had positioned for the journey across the Caspian Sea to Aktau, Kazakhstan.

At Aktau, Globalink's team stepped in to handle the final leg of the journey and using the required trucks from the company's own fleet, they completed the delivery at the job site well ahead of schedule. [www.gpln.net](http://www.gpln.net)

## Logiventures fuels Sri Lanka's aviation development



**L**ogiventures Sri Lanka proudly announce the successful delivery of refuelling equipment for the second international airport which opened its wings to the world recently in Hambanthota.

It is located in the southern part of the country with its natural habitats of the ocean and wildlife, giving room for more developments in the area with a sea port and a airport within a very close proximity.

The delivery of the equipment from Bandaranaike International Airport to Mattala Airport site was awarded to Logiventures and its team of experts con-

sidering the capacity and past experience contributed to the national grid from the company.

The planning of the project was done after a comprehensive route survey to see as to what obstacles they would face when delivering the equipment.

Strict safety standards were maintained when handling this over-sized cargo with tankers being 52 feet in length and 10 feet in width and height.

The cargo was transported during the night under police escort to ensure safe transportation and the tanks were lashed under supervision of surveyors. [www.gpln.net](http://www.gpln.net)



## Greenworld moves generator to Korea

**G**reen Worldwide Shipping, Atlanta has recently successfully handled and supervised the loading of one generator measuring 12.6 meters long by 3.92 by 3.72 cm, weighing 342,870 kg from Charleston, SC to Busan, Korea. "We coordinated with the actual manufacturer in the States, the buyer in Europe, the ocean carrier, and the floating crane operator in Charleston, and finally I personally supervised the loading," said Green Worldwide Project Manager Thomas Due.

The planning was several weeks in the works and a Method Statement was prepared detailing the lift and the

lashing/tie-down requirements. Upon arrival of the generator to the Port of Charleston by railcar the rigging was prepared so the actual loading operation was done within a two-hour window.

"It all went very smoothly", said Mr. Due, "all stakeholders worked as a team – it was a true pleasure."

The Port of Charleston has since the arrival of the 500-ton floating crane seen an increase in heavy lift cargo and Green Worldwide fully expects to continue to support the port not far from home.

The generator is now en route to a power plant in South Korea. [www.gpln.net](http://www.gpln.net)



## CSS and The Freight combine to handle tricky Vietnam job



**T**he Freight Co., Ltd. together with GPLN agent in the UAE, CSS, has successfully completed the first shipment of steel structures from Hai Phong in northern Vietnam to Mina Zayed in Abu Dhabi, United Arab Emirates.

The cargo consisted of unassembled transfer towers, belts and reclaim conveyors for a sulfur station and pipelines project in Abu Dhabi, UAE.

The total cargo was 406 pieces from two different Vietnamese suppliers totaling 5100 cubic meters. It was delivered and loaded at Ha Long terminal within Hai Phong old port as per the customer's request.

### RESTRICTIONS

Like almost all operations in Vietnam's ports, there were some significant issues to face, such as draft restrictions for the nominated vessel, coordination with suppliers, stevedores and supercargoes nominated by the owners. The entire loading operation onto the vessel was

done in close coordination with the supplier and vessel owner. To ensure a smooth operation, Raj George, Senior vice-president of Projects, Oil & Energy at CSS said: "Being present during the loading of the vessel was truly remarkable because of its large volume; I was also able to ensure that all the requirements of the client were adhered to and that the entire operation went according to plan."

The current project has just started, and both The Freight Co., Ltd. and CSS are confident of cooperating further with future shipments at a later stage.

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



## Long-term prospects good for multipurpose shipping sector: study

Some sectors will see 7% growth, research says

**T**he multipurpose shipping sector faces a difficult couple of years, but its long-term prospects are good, according to Drewry Maritime Research's latest Annual Multipurpose Shipping Market Review and Forecast report.

Most owners of Multipurpose ships (MPVs) were fairly upbeat at the start of 2012 and, in spite of weak freight rates, continued to be so well into the first half of the year.

However, over the course of the year the market softened further and by the year end most sectors had lost between 3% and 6% off their value for one-year period hire.

### COMPETITION

Susan Oatway, author of the Multipurpose report, explained: "Competition from the container sector becomes ever more aggressive in the face of their dire market conditions. We continue to see the lines marketing their vessels for project cargo and neo-bulks being stuffed in containers."

"And we think the situation will get worse before it gets better, however, we also believe there is a ceiling for this activity – and it is relatively low – with Drewry's container analysts forecasting an improvement for this sector in the medium term."

The other main competitor for MPV cargoes is the Handy bulk carrier – particularly Handysizes of 10-30,000 dwt – and they are experiencing something of a

comeback.

The fleet is well under control and minor bulk demand is growing steadily. As such, the outlook for this sector is very positive in terms of demand for the available vessels, which should keep those same vessels away from the MPV market.

### RISING DEMAND

The steadily rising demand for minor bulks, plus the low growth in the Handy fleet, also means there should be more of this market available to the multipurpose fleet.

Indeed, MPV volumes for this sector are expected to grow at around 7% a year up to 2017. The final bit of the jigsaw is the market share of general and project cargo.

At this level the MPV ship faces competition from Ro-Ro carriers (as well as containers).

Market share in this sector has been

"Competition from the container sector becomes ever more aggressive"

relatively steady over recent years and, although expected to dip here too to 2014, should pick back up relatively

quickly to the end of the forecast period. MPV volumes here are expected to grow at an average annual rate of about 3% over the forecasted period to 2017.

Drewry's report states that MPV market share continued to rise over 2012 as non-containerized cargo volumes overall benefited from the rise in general cargo trade.

While the total volume predicted to make up the demand for the MPV fleet is expected to rise over the period, during 2013 and 2014 this will be very flat. It is not until after 2014 that this sector can see any real improvement in demand.

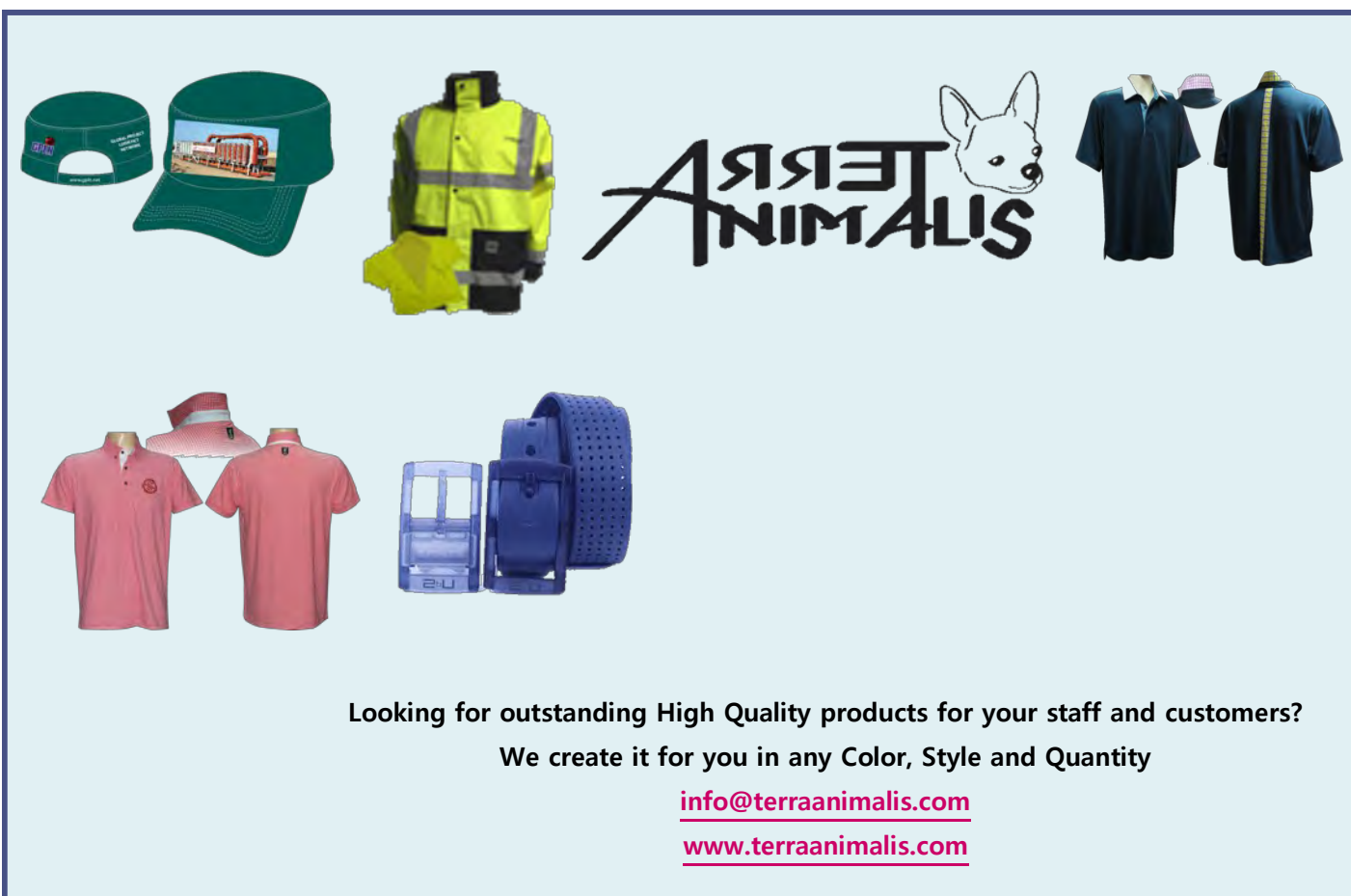
### LONG-TERM

Oatway said: "Drewry's forecast for this sector is still optimistic – for the longer term at least. The usual caveats all apply; principal among them is the global economy (another financial bubble would stop a lot of the EPC investment) and the expectations for demand."

"The number of new ships due to be delivered over the next few years is manageable with these demand levels, as long as owners do not decide that there is a greater need for new vessels."

"If shippers are honest, they must recognize that the current market conditions are not a tenable position for anyone."

So if owners can weather the next two years, when competition for cargoes will remain fierce, and promote this fleet as the value-added alternative to containers, then there is a real chance that more positive results are in sight." [www.gpln.net](http://www.gpln.net)



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## Intermax ships heavy loads for power job

**I**ntermax South West Branch recently transported 15 sets of equipment related to the Dongfang Cangnan Power Plant project.

They were first shipped to Chongqing from Deyang, and then delivered to Nantong. Intermax was responsible for the Nantong part. These pieces of equipment were both large in volume and heavy, with the maximum size of the pieces being

18.3 meters long by 2.45 meters wide by 3.1 meters high and weighing 71 tons. Even the smallest piece had dimensions of 8.34 meters by 4 meters by 2 meters and weighed 23.3 tons.

There were wooden frames and waterproof cloth packaging. The goods were transported to Chongqing Naxi Gou Port on low-plate trailers from a factory in Deyang. With its experience in transporta-



tion, Intermax ensured the safe transportation and ability to overcome weather or traffic problems. By the time the first batch of eight pieces of equipment had been transported to the Chongqing Naxi Gou Port Wharf, and the barge stopped at the quayside, the dock workers were well prepared, and Intermax's Xinglong 908 barge was berthed at the pier. As there had previously not been an opera-

tion involving such a large volume of cargo, the management of the port paid maximum attention to this shipment.

The goods were shipped on board safely with the help and co-operation of the port.

The success of the shipment proved the ability and determination of the South West Branch of Intermax in transporting large equipment. [www.gpln.net](http://www.gpln.net)



## Cory solves a weighty problem

**I**nternational logistics expert Cory Logistics solved a weighty problem when it transported four 36-ton, 20m long loading arms for loading LNG and ancillary equipment from UK fishing town Whitstable in Kent to Antwerp, Belgium.

Cory provided a 100 ton mobile crane in order to lift the four loading arms, each measuring 19.3m in length with a maximum width of 2.83m and a height of 3.71m. Each piece weighed in at 36,450kg.

Special extendable, semi-low loader trailers were then used to accommodate the loading arms on their journey to Purfleet docks where they were transported to Antwerp for shipment on a charter vessel to Indonesia.

The loading arms had an awkward centre of gravity which meant special care had to be taken to ensure they were loaded safely on to the trailers.

Once loaded, special cradles were used to support the loading arms.

Cory also provided four sliding roof mega-trailers to carry ancillary machinery, each piece measuring 919cm x 225cm x 275cm and weighing 8,900kg and three 40-foot high cube containers to load an additional 21 tons of machinery parts.

Project manager Steve Barnwell said: "As the cargo was extremely fragile and out of gauge it proved to be a particularly complicated load which required our dedicated attention throughout the two-day loading process."

John Van Bergen, Managing Director of Cory Logistics, said: "Transporting large and unusual loads like this is what we excel at. We aim to meet our clients' needs however challenging they may be and our dedicated logistics teams have excellent problem solving skills." [www.gpln.net](http://www.gpln.net)

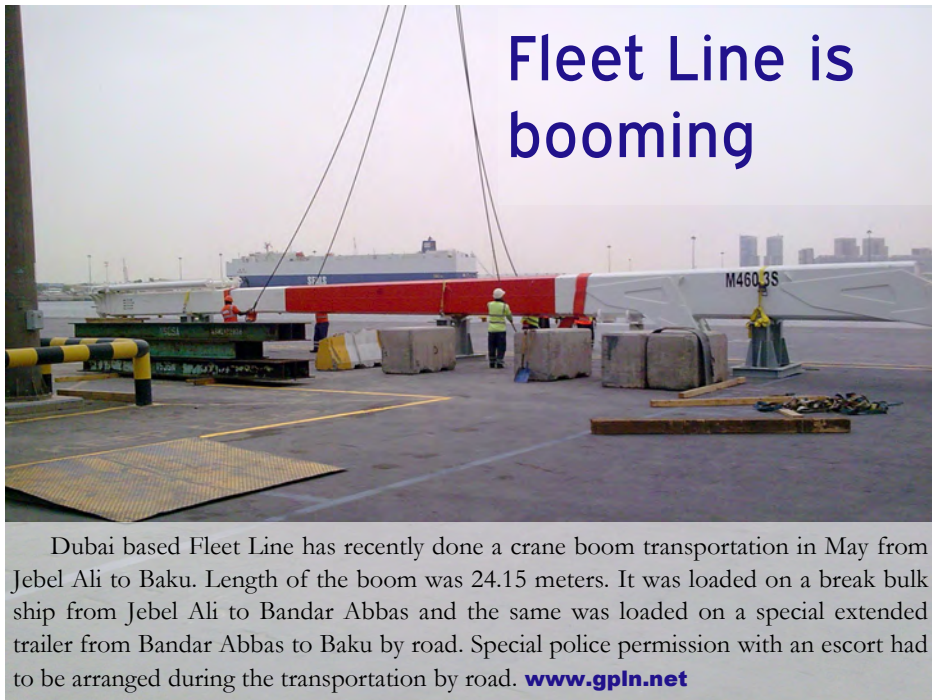


## Ultimate care is SNS's goal for transformer shipment to Iraq

**S**NS Project Team has loaded three transformers and accessories from the factory in Kartal, Turkey and transported them to the jobsite in Sulaymaniyah, Iraq.

Each transformer had 95 tons of weight and dimensions of 640cm long by 340cm wide by 400cm high.

The operation was supervised with SNS Project Team's usual ultimate care. SNS has considerable experience of shipping construction and power generating equipment to Iraq, having handled a similar job in 2011. [www.gpln.net](http://www.gpln.net)



## Fleet Line is booming

Dubai based Fleet Line has recently done a crane boom transportation in May from Jebel Ali to Baku. Length of the boom was 24.15 meters. It was loaded on a break bulk ship from Jebel Ali to Bandar Abbas and the same was loaded on a special extended trailer from Bandar Abbas to Baku by road. Special police permission with an escort had to be arranged during the transportation by road. [www.gpln.net](http://www.gpln.net)