

Kita delivers for \$3bn refinery project



Turkish member of GPLN, Kita Logistics, has finished moving 300,000 freight tons from different ports of Turkey to Izmit for a US\$3 billion refinery project.

The project consisted of moving pieces weighing up to 917 tons and with maximum dimensions of 64 meters length with 11 meters diameter.



Infrastructure

Along with road transportation, a total of 90 pieces were moved by barge from Derince port to the jobsite jetty. Those pieces could not be moved by road due to size.

In this project, Kita not only acted as a logistics provider, but also utilized all its infrastructure in logistics engineering. Various size ramps, stools and beams were constructed.

Blockage

The main difficulty in this major project was that the whole cargo arrived in a

short time such as four months, practically blocking some of the ports in Turkey such as Derince for some time.

Kita opened its own office inside Derince port prior to this project and completed all ground stability calculations months before the first shipments of cargo arrived. Considering that altogether more than 50 breakbulk vessels arrived, Kita's project team has handled a huge amount of cargo in such a short period.

Kita's highly experienced project team is ready to cooperate with all GPLN members for all projects to and from Turkey. www.gpln.net

Hindustan fits out Muscat water plant



Hindustan Cargo Ltd. has successfully completed a project cargo movement on delivered duty paid (DDP) basis for the Amal Stream site at Muscat for the movement of a water treatment plant.

The Hindustan Cargo team assessed all the logistic possibilities for the movement of over-dimensional consignment (ODC) cargo and arranged to bring a path breaking solution by moving traditionally break bulk cargo in 15 40-foot flat-rack and nine 40-foot HQ containers from Nhava Sheva port located just south of Mumbai, India, to Muscat, Oman.

Classification

ODC is classed by Petroleum Development Oman (PDO) as anything wider than 3.5 meters, higher than 4.8m, extending beyond the front or rear of the truck or trailer by more than 1.5 meters or over 46 tons weight.

Following a recent incident involving a collision between a third party and an ODC Load, which resulted in the fatality of an Omani national, PDO imposed stringent new rules in respect to the transportation of any PDO-related ODC cargo. Hindustan Cargo has complied with all the specified regulations along with its support associate partner in Oman.

Minimum requirements for all ODC cargo movement were specified as:

- ◆ ODC Cargo is expected to move with 2 x 3PL (local) escort vehicles and not just the traditional one.
- ◆ A TEP (Transport Execution Plan) must be produced for all ODC Loads.
- ◆ A Route Survey is to be completed.
- ◆ A HEMP (Hazard Effect Management Process)/Risk Assessment is required
- ◆ Lifting Plans for the ODC Loads are to be provided.

All the arrangements from the discharge port to the site were well organized with clockwork precision by the HCL team.

Approved

By selecting transport vendors who are appointed by PDO and on the panel of service provider approved vendors of PDO-Muscat, all the surface movements were carried out seamlessly.

Hindustan Cargo Ltd offer extensive support to all their customers who require to move their cargo on DDP/DDU/EX work basis.

With their tie up with various reliable logistics partners across the globe who are SME's in the same field they are able to bring customized solutions to every requirement. www.gpln.net



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FEATURED MEMBERS



Starting in this issue, we begin a regular feature profiling GPLN members from the Americas, Europe, Africa, the Middle East and Asia. See the first company profiles beginning on page 9.

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A Word from GPLN...

Dear Reader,

As some of our members may remember, our GPLN newsletter has come a long way from its first issue in September/October 2006. Originally printed mostly in black and white it consisted of eight pages only.

It has now grown to an average of 16 to 20 pages — all in color — that is issued six times a year. After so many years we are now upgrading the paper quality with the aim of giving it an even more professional look.

This present newsletter issue will therefore set a new standard for the years to come; even though we have not seen yet the actual outcome of the new print as we wrote this message, we hope that the final result will meet our expectations and we will be able to keep the new version for a long time.

In many regions the summer vacation season has set in and is in full gear. We at GPLN are using our annual mid-summer productively to catch up with some opportunities that we didn't have time for earlier and to prepare for our next travel plans and events.

Anniversary

We are also in the final planning stage for our next year's GPLN Annual General Meeting which will see GPLN celebrating its 10th anniversary on our home turf in Bangkok from March 16-18, 2014.

This is right after the Breakbulk China Transportation Conference & Exhibition which will take place from in March at the new venue of the World Expo Exhibition & Convention Center in Shanghai.

We hope this schedule will allow many of our members to combine and attend both the Breakbulk China Transportation Conference



The GPLN team, led by founder Patrick Dick (left), is preparing for its 10th anniversary early next year

& Exhibition as well as our Annual General Meeting. More details about our AGM will be announced soon on our dedicated website, but you can already start marking these dates. GPLN delegates and their partners may also consider adding some vacation days, because Thailand is well known as a tourist destination and offers many attractions in and around Bangkok and northern Thailand, including the famous Golden Triangle, plus many famous beach destinations.

After the Breakbulk Americas Transportation Conference & Exhibition which will again be in New Orleans this year, we will offer our third Heavy Transport & Lifting Course in Singapore on October 29 at the Marina Bay Sands Expo and Convention Center. We are looking forward to the opportunity for getting more project logistics professionals trained.

Mark the date

Last but not least don't forget to mark down on your calendar the Power Logistics Asia 2013 Exhibition and Conference in Singapore from October 30-31, 2013 at the Marina Bay Sands Expo & Convention Center. The high-level topics of this conference have attracted

an array of high-profile speakers from logistics companies and also from the end-user industries.

Do visit the Power Logistics Asia website now at <http://www.powerlogisticsasia2013.com> for the detailed agenda. We will keep you informed about other upcoming opportunities and developments and remain with our best wishes.

Your GPLN team

www.gpln.net

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PSBedi shifts kettle shells

During the first week of July, PSBedi's project team from its Chennai branch moved four large pieces of kettle shells each weighing about 50 tons from the shipper's premises in the rural outskirts of Hyderabad city to the Chennai harbor for final handing over to the shipping lines for their onward movement to Italy.

This activity of loading these four heavy jumbo pieces from the factory premises had to be carried out during the rainy season with utmost care and was carried out as non-stop activity from start to finish over about 30 hours.

Loading

The lashing, choking and loading on the flat-rack containers were done with true professionalism prior to the customs inspection itself.

The loaded trailers moved through hilly terrain to the Container Freight Station under PSBedi escort in a convoy with clockwork precision through precise coordination with local police and transport authorities.

The entire cargo was handed over to the Shipping Line within the "gate close time" announced by them to maintain the shortest transit time. www.gpln.net

Dako Worldwide Transport recently executed the transport of a heavy drop forging press fabricated in Germany and destined to a client about 70km outside Moscow city.

The total cargo consisted of about 12,000 tons and included five heavy pieces with unit weights between 200 and 230 tons and numerous pieces in the range between 50 and 100 tons.

Demanding

The overall transport was quite demanding. The heavy lifts were mainly loaded in the Rhine river port of Krefeld, Germany, transported by barge to Rotterdam, reloaded on sea river ships.

From there, the cargo was transported via St. Petersburg, the north Russian waterways, the Volga and Moskva rivers, up to the river port at Moscow North.

The cargo was then reloaded by 500-ton floating cranes which were organized by Dako Worldwide and transported on hydraulic trailers.

Multi-axle

Some of these trailers were 18-axle, and on occasions the company had to add an extra six axles for a total of 24 axles in order to pass bridges etc.

In one place the road had to be lowered in order to pass under a bridge and overhead power cables for trolley bus lines had to be dismantled during the

Dako presses on for Russian customer



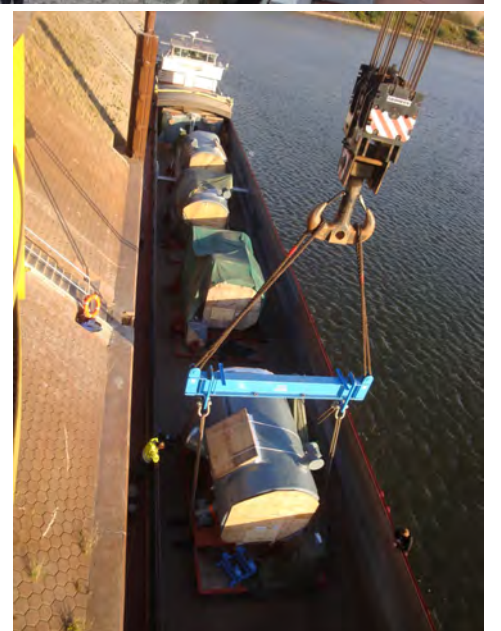
night.

Finally Dako Worldwide jointly with their sister company ZAO Dakotrans St. Petersburg and Moscow was also responsible for the very complicated construction of the heavy machinery parts in the factory of the final receiver.

Tower lift

For this purpose a tower lift system with a capacity of over 1000 tons, and lots of other equipment like the strand jacks etc. had to be brought on a temporary basis to Russia.

In the meantime the transport is completed, the construction is expected to be finished in September 2013. www.gpln.net



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A POSTCARD FROM TURKEY



Greetings from GPLN: Turkey

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MFC hauls heavy load to Sydney



Projects Division of Modern Freight Company (MFC) recently completed an export operation involving oversize cargo loaded in fifteen 40-foot OT/FR containers from Dubai, United Arab Emirates to Sydney, Australia.

The shipment involved thirteen 40-foot open – top containers weighing 193,201 kilograms and

two 40-foot flat-rack containers weighing 22,390 kilograms. Total gross weight of the shipment was 215,591 kilograms.

MFC's projects team shipped the cargo from Jebel Ali Port, Dubai to its final destination of Sydney, Australia.

The shipment arrived safely in Sydney port late last month. www.gpln.net



HEAVY MATTERS

By Gert Vos



10. Checklist for project forwarders—Part 1: Road Transport

Experience is nothing more than the sum of all mistakes. Unfortunately in the business of project forwarding mistakes often have big consequences: delays and accidents happens more than we want!

To avoid mistakes (to our regret we will never reach a zero error rate, because we are all human!) we need to learn and understand what we are doing in transport and lifting operations.

For that reason we have made a checklist that can be used when we have to prepare and manage our projects.

In this part we want to talk about road transport. We have divided the checklist in seven major topics:

A. Working area

B. Cargo

C. Means of transport

D. Documents

E. Personnel

F. Permits/Escorts

G. Restrictions

A. Working area

What is important? Of course, the road to get to the loading/unloading place: is it easily accessible, sufficiently hardened, free of obstacles (wires, gas/water, sewerage etc.). Are there basements under the transport route?



B. Cargo

What are the dimensions (length, width, height and weight) of the cargo? Where is the centre of gravity? Are there enough lashing lugs with enough capacity? Any saddles required — are they strong enough? Properly packed, tarpaulin cover necessary? Hazardous? Marked properly? Stackable?

C. Means of transport

Are the trucks and trailers suitable for the cargo? Axle weights correct? What kind of suspension: air or



hydraulic?

Stability of cargo and trailer? Enough lashing (certified) equipment? Truck and trailer approved? Loadspreading necessary? Is low-bed suitable to drive on a pontoon (Ro-Ro) or ferry?

D. Documents

Is the waybill available and correct? Required export documentation? Cargo pre-advised to transport



company, port authorities, stevedoring company? Time start/end of loading/unloading on waybill? Damages on waybill? Is method statement/task risk analysis necessary?

Pre-inspection report required and available for crossing bridges etc?

E. Personnel

The most important part is the quality of the driver (s) and trailer operators. Without good personnel you can prepare the job for more than 100% but you will never have success in your project.

F. Permits/Escorts

Are all permits for truck, trailer and the transport itself available and correct? Police escort necessary and what is the advance notice time for them? Tunnels en-route? Special permit for tunnels needed? Is adaptation of route (moving obstacles, wires etc) necessary? Is engineering expertise necessary for crossing bridges etc?

Will the cargo have to cross railways? Will electricity need to be switched off because of the height of the transport? Are extra pushing/pulling trucks necessary because of the weight of the cargo or steep roads?

G. Restrictions

Check how many hours are free for loading/



The remains of the electrical cables of a railroad after collision with an overheight trailer

unloading. It is important to check if there are any permit restrictions. i.e. in some countries it is forbidden to use transport companies from abroad.

Weather conditions — fog, snow, ice etc. can delay the transport. Check before you start. Most people don't want to pay for delays.



Permit YES!
Escort YES!
Mistake of authority: permit should not be granted.
Transport company always need to check the route.
Also with permit!

Summary

These are only a small number of specific questions you should ask yourself when carrying out projects in our business. But also with an experience of 20 years or more you will always learn new things.

Sometimes before you started the job, sometimes during or after the job. But as a word of comfort: your experience degree will increase and that's the best part of making mistakes!

This article is written for guidance purposes only. No responsibility or arising consequences will be accepted by writer or publisher for errors in this article.

Sunshine overcomes challenges at Da Chan Bay



Guangzhou Sunshine Int'l Logistics Co., Ltd. has successfully arranged the shipment of hydropower equipment from Da Chan Bay, Shenzhen to Mersin, Turkey.

The cargo included hydropower equipment consisting of three breakbulk plus four 40-foot flat-rack containers, and three 40-foot high cube containers.

The breakbulk cargo consisted of two pieces measuring 7.5 meters by 5.6 meters by 3.9 meters and weighing 81 tons, and one piece measuring 6.05 meters by 2.88 meters by 3.13 meters and weighing 68 tons.

Scope

The scope of the operation included loading by floating crane, operated by Sunshine and with a maximum lifting capacity of 300 tons; lashing and securing; sea freight; discharging, operated by Mersin Port; customs clearance and door delivery, operated by Sunshine's agent in Turkey.

This project was a big challenge for Da Chan Bay. The weight for the breakbulk was considerably more than the shore crane's lifting capacity of 71 tons, and Da Chan Bay had never operated a

floating crane for container vessel.

Given the safety issues and the layover time in port for the container vessel, neither Da Chan Bay or the shipper initially wanted to handle the cargo.

Professional

Guangzhou Sunshine's experts held many meetings between the two organizations and eventually Guangzhou Sunshine's professional approach and workable solutions persuaded them to change their minds and accept the cargo.

Before operating, Guangzhou Sunshine took all possibilities into consideration including weather conditions, the cargo's weight and width, the floating crane and container vessel's specification.

Guangzhou Sunshine coordinated with every organization in advance, including Da Chan Bay, the shipper, maritime department, immigration control, floating crane, trucking, and getting them involved at the appropriate time.

Finally this was completed successfully even though the cargo arrived in Shenzhen much later than requested.

This set a record for Da Chan Bay and even for all container terminals in South China. 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) center of gravity within the cargo cabin then required special approval from the aircraft's designers, Antonov Design Bureau.

An additional 5000 kilos of 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 Kraynov, 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 seemingly impossible loads."

www.gpln.net



The An-124 is similar to the American military Lockheed C-5 Galaxy, but has a 25% larger payload.



Bati shifts giant evaporator to Turkey

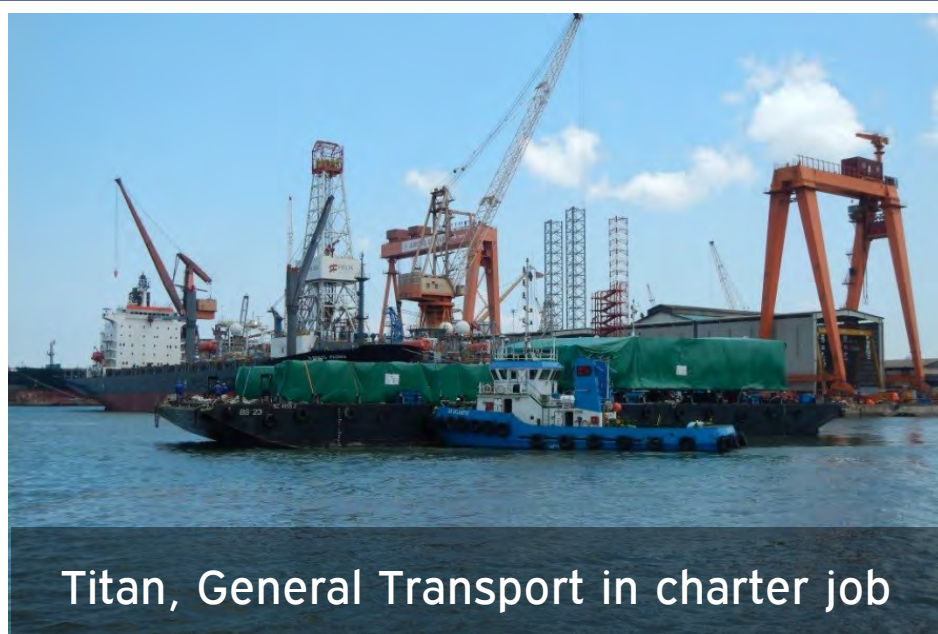
Bati Project & Heavy Lift Logistics a GPLN member from Turkey, recently carried out the shipment of an evaporator which weighed 63,780 kilograms, with dimensions of 27.25 meters long, 3.65 meters wide and 3.71 meters high.

The cargo was shipped from the Netherlands via barge to Antwerp and by

vessel to Mersin, then delivered on a low-bed trailer to its final destination in Konya.

The dedicated team of Bati Project supervised the loading and unloading of the operation.

Bati is based in Istanbul with branch offices in all the major ports in Turkey. www.gpln.net



Titan, General Transport in charter job

Two GPLN members, General Transport of Basel, Switzerland, and Titan Project Services from Singapore, recently cooperated for charter from Singapore to Israel.

The companies organized two shipments for a power station project of about 6,300cbm of piperack in a total of 20 modules. Dimensions were 24.5 meters long, 6.6 meters wide and 5.4 meters high, with the heaviest piece weighing 85 tons.

The first vessel left from Singapore for Israel in late July. Titan Project Services mobilized a 210-foot barge, a crane for setting up and a 36-axle Scheuerle SPMT (double-wide) for roll on operations.

The Ro-Ro operations had to be carried out and at the end of July, the barge was laid alongside the vessel where two of the larger modules were loaded.

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Almajdouie Logistics once again proved their capabilities as one of the trusted logistics company in the Kingdom of Saudi Arabia when it comes to abnormal, heavy and over-dimensional cargo, as they successfully moved three heavy units for Sadara project — a world-scale integrated chemicals complex in Jubail Industrial City II.

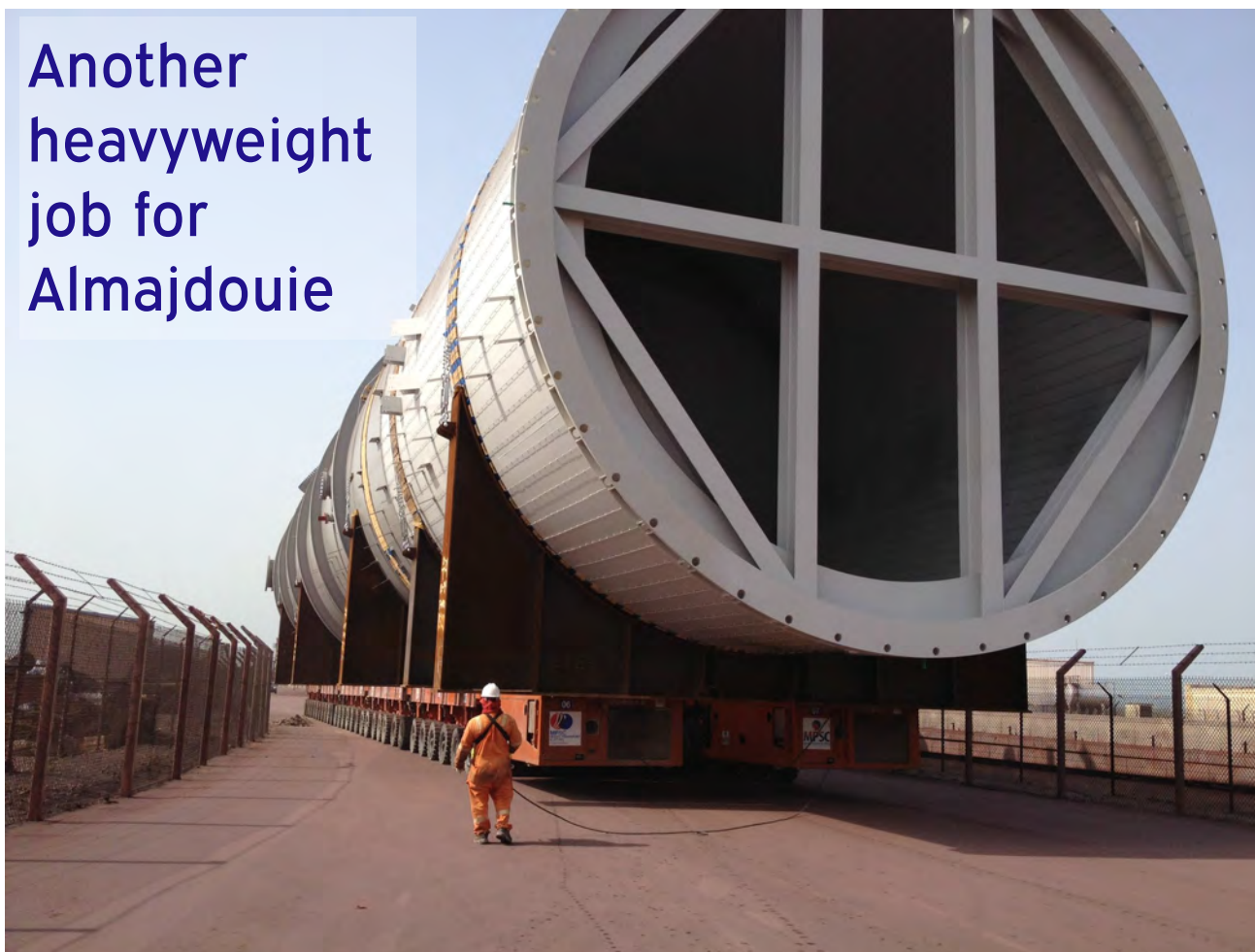
Quenched

Almajdouie recently transported two Quench Towers and one C3 splitter, from Jubail Industrial Port to Sadara project site with the full coordination of its engineering team and the lead project manager Mr. Sadiq Ahmed.

Almajdouie scope included handling the direct delivery from the vessel, import clearance and the movement of the heavy units from Jubail Industrial Port to Sadara in Jubail Saudi Arabia, which is around 34 kilometers away.

The three super-heavy units included an oil quencher tower with the dimensions of 63.97m long by 15.22m wide by

Another heavyweight job for Almajdouie



13.92m high, weighing 1,215 tons; a C3 splitter at 58.60m by 11.30m by 9.83m, weighing 1,272 tons; and a water quencher tower at 58.60m by 11.30m by 11.66m, weighing 859 tons. These were hauled safely to the site using two 35-axle and two 36-axle self-propelled modular

trailers (SPMT).

Almajdouie Logistics contract for this project started in April 2012 and is expected to transport a total of 370,000 tons of cargo until the project completed in the years to come.

On the way, the team had to remove

six light poles, seven sign boards and two signal lights for the successful delivery of the units.

These towers' function is to cool the superheated cracked gas in order to eliminate any further chemical reactions that might occur and to also decrease the temperature enough in order for the gas to be scrubbed of pollutants.

Safety

To ensure safety and to be able to transport such huge units, the Engineering Team, in coordination with its client on the project, considered potential risk and undertakes the necessary road surveys prior to planning the route in transportation and assessed the most appropriate equipment to be used for the completion of the project.

Almajdouie Logistics is a key player in Saudi Arabia in handling small to super-heavy cargoes.

Their numerous projects in Saudi Arabia place them among the most trusted logistics companies, with a well-known customer list . www.gpln.net

Gruber Logistics forges China links

Gruher Logistics, a logistics services company operating at the international level, has great things in mind for the Far East. Thanks to one of its most ambitious projects to date, Gruber will be able to offer all its clients an on-site service in China starting in summer 2013.

This summer the company will inaugurate in Shanghai its 22nd branch. For the support required by this initiative, Gruber will rely on an official partnership recently established with its Chinese partner, aiming to launch a joint venture in China.

Negotiations

A year ago started in Shanghai the negotiations between Martin Gruber, managing director of the South Tyrolean logistics services company, and the Chinese partner. Now the die is cast at last: Gruber Logistics and their partner, one of the major logistics services operators in that great country, have officially announced the start of their strategic partnership.

The idea behind the partnership is to offer a complete service in Europe and China to the highly internationalized sector of mechanical engineering. In this way, Gruber Logistics will acquire Chinese clients, providing a high level service with its own equipment and, in return,

their partner will gain better access to the European market. The next step on schedule is the joint expansion on the African continent. In other words, the two partners complement each other perfectly.

New markets

As well as exploring new markets, they also have new services in store for their customers. On one hand, Gruber Logistics will be able to offer its own clients project cargoes and heavy transport between Europe and China and within China territory.

Gruber's clients can therefore take advantage of logistics services and a wide network covering that country.

On the other hand, the joint venture will make available to Chinese clients a wide network of services in Europe, coordinating heavy transports and project cargoes through the European partner.

In this way, the European and the Chinese network will merge and customers will be able to rely on a truly complete service, easily and without hassle, by just contacting their usual logistics service provider.

With this joint venture, which allows it to become one of the most important companies in the sector of heavy transport and engineering industry services in China, Gruber Logistics further continues



its expansion in 2013. Already in March the South Tyrolean company had started a profitable collaboration with another main shipping and logistics company in Egypt. And Gruber expects more news in the future... because, as they say, good things come in threes!

Partner

The Chinese partner company was established in 1997 and is directly controlled by China's central government. The group is known as the ninth shipping company in the world and is one of the largest state-owned logistic services companies in China with eight regional branches, as well as over 200 offices in the main Chinese cities.

For over 75 years Gruber Logistics, a family business, has aimed at customer satisfaction by delocalizing its services.

And that, especially in times of increasing internationalization, is of great importance and significance.

Gruber Logistics has a staff of 590, can rely on 21 branches in eight countries and, thanks to cooperation agreement established in many other countries, has also been able to access markets outside Europe; in 2012, the company turnover was 215 million euros.

Gruber remains, however, still true to its family business origins, managing to successfully combine family environment and an ever-increasing globalization.

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BIMCO

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Busy times for CJ-Smart Cargo



CJ-Smart Cargo, which was formed out of a joint venture between Smart Cargo and a South Korean partner, has recently carried out a number of jobs.

First, the company handled an air product cold box from Shanghai to Korea, with a maximum length of 51 meters and weight of 120 tons.

The company also handled a project for a Mexican steel company, shipping heavy lift equipment from Shanghai to Mexico. The equipment weighed a total of 20,000 freight tons, the maximum

length item measuring 28.5 meters, and the biggest single item weighting 350 metric tons.

Offshore

Closer to home, the company handled cargo for the Fuqing offshore wind power project, which at 5MW is the biggest offshore wind power project in China. The cargo was sent from Qingdao to Shanghai and then by barge to Fuqing. The cargo measured 16.2 meters long and 6 meters high, weighing 124 tons.

CJ-Smart Cargo also shipped Alstom transformers for the Argentina Barragan power project from Wuhan to Shanghai by barge, and then to Argentina by Heavy lift vessel.

The cargo was delivered by hydraulic truck to Wuhan port and loaded onto the barge using a 400-ton floating crane.

www.gpln.net



Out of gauge but well within Globalink's capabilities



Globalink 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's Road Transport Division 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 another 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.

Final leg

At Aktau, Globalink's team stepped in to handle the final leg of the journey and using the necessary trucks from the company's fleet, they completed the delivery at the job site well ahead of schedule.

A superb job by all the Globalink offices and it is the company's blanket coverage throughout the region that customers have come to rely upon and enjoy.

www.gpln.net

Navia celebrates 10 years

Celebrating 10 years of service excellence, Navia Logistics has been involved in project work continuously.

Having built some of the strongest service platforms in the general freight space (fourth-largest consolidator and top 20 airfreight agents), in January 2013 Navia put a specialized High and Heavy team together.

Adding some of the most knowledgeable and experienced logistics experts and utilizing existing staff, Navia High & Heavy Logistics was born.

The team boasts a total of over 100 years' experience working on projects in the Mining, Building, Oil and Gas Used and New Machinery sectors.

Navia uses a multi-disciplined approach to moving small and large projects via sea, air and road.

Experience

Navia's experience not only covers all major ports and hubs in Australia but also other ports such as Geraldton, Port Head-

land and Dampier in Western Australia; Port Pirie in South Australia; Hastings and Geelong in Victoria; Port Kembla and Newcastle in New South Wales, and Townsville, Cairns and Gladstone in Queensland.

Network

Experience through all these ports has enabled Navia to build a strong inland distribution network in each state.

This is important as road laws vary from state to state in Australia and many of the projects' final destinations are hundreds and sometimes thousands of kilometers away from the port.

Over the 10-year journey Navia Logistics has been involved in many projects in many different industries, some of the more recent projects have included:

Ferro Moorabbin Plant relocation where Navia moved 25,000 tons of break-bulk on the road and overseas; Hiattian Direct 400-ton injection molding machine; the Crown Macau refurbishment.

www.gpln.net



Modern Freight Company LLC

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Tel.: +971 4 8819600, Fax: +971 4 8817231
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Panama's new Metro helped by Wilhelmsen's expertise

Construction has begun on a massive engineering project to build the first subway line in the Republic of Panama.

The high-profile project has already been visited by German Foreign Minister, Guido Westerwelle. Two massive tunnel boring machines, working from either end of the line, are slowly grinding their way through the ground under Panama City as the route takes shape. The machines, each

with a diameter of 9.73 meters, were shipped to Panama by Wallenius Wilhelmsen Logistics (WWL) under instruction from freight forwarder, Geodis Wilson. WWL teams in Europe and Panama worked closely with Geodis in a carefully planned operation to ensure rapid transit time and safe handling of this high value product.

WWL responsibility for the shipment included loading of the dismantled bore

units from barges in Antwerp, ocean transport to Panama and management of the subsequent discharge onto trucks for inland distribution to the construction site.

Innovative

Each stage of the project required innovative thinking, flexibility and, of course, skilled and experienced staff to handle the cargo.

"An important factor for us was the ability to load the ship at Antwerp, rather than Zeebrugge, because it saved on barge costs and reduced transit times," said Stefan Waszak, Industrial Projects Manager for Geodis Wilson.

"WWL offer regular, scheduled sailings on the Panama route and were flexible enough to arrange for the ship to make an extra call in Antwerp. "They also were able to offer port co-ordination in Panama where discharge was a really big challenge.

"It was very good to have local people who had worked together previously but also understood the issues of handling a shipment like this.

Planning

"A cargo of this size and weight should not be too difficult for an experienced operator like WWL with their RoRo system but the planning is the most important part. You have to have very good planning and professional support to succeed."

Even broken down the tunnel boring machines, designed and built by Herrenknecht in Germany, make a substantial

cargo: the heaviest piece is the main drive at 130 tons while the cutter head centre weighs 71.5 tons and is more than seven meters across. Each shipment was 42 pieces with a total weight of 1,368 tonnes – requiring 35 roll trailers for transport on the ship's main deck.

Abu Nasser, Breakbulk General Manager, Germany, says experience is essential, particularly for lifting and securing the cargo.

Critical

"You cannot just lift items of this size and weight. You need to have the right crane and also know the exact centre of gravity and lifting points, otherwise it's unstable," he said.

"This applies both for loading and discharge, so the coordination between port teams in Europe and Panama — where they hadn't handled a cargo like this before — was critical.

"Also, the planning has to work, not just on paper, but in real life. For instance, the roll trailers have to be in exactly the right order on the dockside for loading from the barges in order to reduce transit times and keep things safe.

"You need to get the right piece of cargo onto the right type of trailer. These things sound simple but there has to be a lot of information and hard work between the terminal teams, the stevedores and the management team to make it happen."

WWL has worked previously with Geodis Wilson on similar projects to both North America and Oceania, and the two companies continue to work closely together on new tenders. www.gpln.net



Holleman keeps cool on Bulgaria job

Holleman was recently contracted to discharge a 93-ton, 25.7m x 5.4m x 3.75m cold box from a river barge and transport it to the factory jobsite.

In order to unload the cold box a mobile crane and a floating crane were used in tandem to lift and position the unit on a heavy-duty trailer. The lift was executed in less than one hour.

The truck and trailer combination then set off on its 120-kilometer journey to Targovishte, Bulgaria.

The road haulage was started early in the morning to minimize congestion to

other road users.

A police escort and a team for dismantling obstacles accompanied the consignment.

To maximize safety, each bridge negotiated en-route was closed and passed only by the loaded truck.

As the customer's factory was still under construction the cool box was positioned on elephant legs; Holleman is waiting for a green light to deliver the unit to its final position on the jobsite.

Holleman's customer was an industrial group active in the fields of glass and chemical production. www.gpln.net



Sarr Freights handles over-dimensional cargoes

Sarr Freights has recently carried out two logistics projects handling over-dimensional cargo.

One of the jobs involved transporting and handling two de-aerators having dimensions of 11.5m x 4.1m x 4.7m from Vishakhapatnam to be delivered at Super Thermal Power Project Bara, Allahabad, Uttar Pradesh, India.

Sarr Freights had to secure all necessary en-route permissions from various authorities and conduct a proper route survey for safe transportation of over-dimension consignments

The second job executed successfully

was a prestigious work order for customs clearance and transportation of 85 packages from Kolkata Sea port to NTPC Barh Thermal Power Plant, Bihar.

Out of the 85 packages, eight were over-dimensional packages measuring 16.77m x 2.64m x 3.18m each and weighing around 68 tons were loaded on the hydraulic trailers.

Sarr Freights proficiently handled the entire work of customs clearance and transportation.

All the packages were safely transported to the destination within the stipulated time as per requirement of the customer. www.gpln.net

GPLN duo team up on rail job



GPLN members Trans-Trading Project (G.P.L) GmbH and Rock-It Cargo USA LLC were awarded a logistics contract for a major US rail infrastructure project.

Total volume was 70 locomotives with most major components shipping from Germany for final assembly in the US.

The first units were shipped at the end of 2012 and the job is scheduled to be completed in 2015.

The biggest and most challenging pieces were the locomotive shells 20 meters long and 4 meters high. The units were very delicate and originated from

Halle, Germany from where they had to be transported via special trailer to an ocean port and then loaded to an ocean vessel for the voyage to Port Hueneme, CA.

Upon arrival in Port Hueneme units had to be loaded to a specially modified double stretch trailer to accommodate the lengths and handling requirements for this very delicate unit.

Overall delivery from Port Hueneme to door for the first unit required four weeks of rigid planning and coordination with authorities.

The unit reached the destination in good order and on time. www.gpln.net



World first for AllSeas



Allseas Global Logistics specializes in shipping out-of-gauge cable and hose drag chains, known as Met-Trak, for cable and hose management in the oil and gas industries.

Recently, the company carried out a project involving a drag chain which was a world first of its kind at these dimensions; Allseas provided a door-to-door solution for the customer.

There were numerous challenges including: delivering the chains to the vessel on time with no issues as the intended

vessel was rerouted to avoid the port of Felixstowe. In consequence the customer had to ready the cargo two days early to meet a vessel with the equivalent ETA in Singapore.

This meant that permits and transport had to be rearranged at the last minute to ensure delivery dates were adhered to.

Delivering to door within two days of discharging from the vessel in Singapore is always a challenge but the group pulled together and all challenges were met with 100% satisfaction from the customer and consignee. www.gpln.net

L.C. van Tiel receives AEO status from the EU

L.C. van Tiel Logistics B.V. has recently received both the Authorised Economic Operator (AEO) C and F status from the European Union.

AEO status offers numerous advantages in terms of customs matters.

In the recent months our company has been thoroughly examined by the

Dutch customs.

This process involved not only checking our internal organization, our company financial health but also the company's method of working and the associated procedures.

It is safe to say the L.C. van Tiel Logistics B.V. is very proud of this achievement. www.gpln.net

Wirtz heads offshore to wind farm

Wirtz Shipping & Co, a GPLN member from Antwerp, Belgium, recently undertook to handle of windmill components in the harbor of Ostend.

The towers were discharged from a heavylift ship by a ship's crane of over 300 tons capacity directly onto Wirtz's SPMT heavy lift trailers.

The nacelle was discharged from a pontoon via ramp so the spmt could drive under the platform and driver direct onto terminal.

The blades and piles were discharged with two mobile cranes from the sea vessel to the terminal to later continue their voyage to the offshore windfarm, 28 kilometers off the Belgian coast.



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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: 222



FIATA World Congress

16th - 18th October 2013

Suntec Singapore Convention & Exhibition Centre
Singapore

Booth No: 22



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

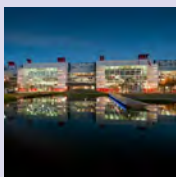
Antwerp Expo, Antwerp, Belgium Booth No: 300H4



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



AMERICA: Thunderbolt Global Logistics

Thunderbolt Global Logistics was founded in late 2007 by

Jim Shapiro and Stu Tobin.

Fast forward to Jan. 16, 2008 and Thunderbolt received its OTI License from the Federal Maritime Commission. Thunderbolt was open for business as a freight forwarder.

By the end of 2008 Thunderbolt had a total of six employees.

In June of 2009 we received our customs broker's license and were able to take care of our own customs clearance for our clients. We received our national permit a few months later.

We have our sole office in Baltimore, MD, where we are about to double our office size in October.

Development

Fast forward again to 2013 and we now have 15 total employees. Five staff members handle export shipments and five members handle import shipments. We have two people handling rate requests from customers and agents.

Our greatest asset is our knowledge as all members of our staff except one on import have over 25 years of experience in the industry.

Even though we are based in Baltimore only 50% of our business arrives or departs from Baltimore.

We arrange ocean exports from all over the country. We also clear shipments through customs all over the USA as well using Remote Location Filing (RLF).

We are set up all over the country with our own network of truckers and warehouses that can provide any type of service required.

Customer service is our number one priority.

Core business

Our core business is traditional FCL and LCL shipments however the project segment of our business continues to grow. Our definition of project cargo is anything that does not fit in a container. It can be OOG by 2 centimeters or it can weigh 100 tons. We are looking to have a solid 50/50 balance of export and import shipments.

Focus

We are mostly involved in the mining industry with a focus on coal mining machinery and accessories.

We also are focused on other industrial machinery like metal working machinery and HVAC equipment.

We do not handle food products, alcohol, used automobiles or personal effects.

We have global coverage from Aarhus to Zarate. ■



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MIDDLE EAST: Bati Group

The Bati Group of companies was founded by Capt. Caner Aydin in 1992 in Istanbul, Turkey, with a mission of exceeding customers' expectations by providing complete global logistics services and by ensuring quality and excellence in every aspect of business conducts.

The company's headquarters are in Istanbul, with other offices at Turkish ports such as Gemlik-Bursa, Izmir, Mersin Iskenderun, Derince, inland in Urfa and an airport office in Istanbul. There is a branch office in Kabul, Afghanistan.

The number of employees is currently 120.



Capt. Caner Aydin founded Bati Group in 1992

Bati is happy to provide detailed information on Afghanistan, the Caspian region, Central Asia, Northern Iraq and Iran.



Standards

Bati Group of Companies offers a wide range of services at high quality standards to its customers. We strive to be a company they can count on, and that focus has played a huge role in our success.

Services include; road, sea, and air freights. Also ISO and Flexi Tank Containers, Turkey – Commonwealth of Independent States, railway services, ship brokering/chartering, project cargo and yacht transportation.

Mission

Throughout our company history, BATT's commitment to high ethical standards has served our people, our customers and our communities. We are on the pursuit of integrity, discipline and innovation in our working environment. Our high standards have rewarded us with an enviable reputation in today's marketplace; a reputation of integrity, honesty and trustworthiness. That strong ethical reputation is a vital asset, and each of us shares a personal responsibility to protect, preserve and enhance it. ■



ASIA: CJ-SmartCargo International Services.

China-based C J - SmartCargo International Services Ltd. was incorporated in 2002.

As an executor and provider for solutions in the heavy lift shipping and break bulk project logistics field, we have been providing professional logistics services to worldwide clients for years.

Expansion

CJ-SmartCargo has expanded to 11 domestic branches (Shanghai, Qingdao, Beijing, Tianjin, Shenzhen, Ningbo, Dalian, Jinan, Zibo, Chongqing, Xinjiang) and overseas offices in Vietnam, India and Africa).

CJ-SmartCargo was ranked among the top 10 of EPC projects all over China, National AAAA Grade, and also certificated by ISO9001 quality management system au-

thentication, and has now become an international modern logistics corporation

CJ-SmartCargo devote ourselves to different industries like cement plants, steel plants, power plants, oil & gas refinery plants, using our abundant experience.

The door-to-door service includes multimodal transport by road transportation, railway, inland water, sea, air, also port handling, customs clearance, and even setting onto foundation in workshop.

CJ-SmartCargo has successfully implemented many door-to-door EPC projects to different countries, in Africa, Southeast Asia, the Middle East, Russia, and the US.

Self-propelled

CJ-SmartCargo provides two self-propelled wide-deck barges which can carry more than 3000 tons per unit along with related specialized and professional heavy lift solutions. The company is devoted to international multimodal transportation with China as the starting and transshipping hub.

We are responsible for designing transportation plans from all over China points to Mongolia, North Korea, CIS, by railway or road transportation service.

The company also carries out advance inspection on port handling capacity and technique, road survey so as to optimize the routes, emergency planning, third party surveys etc.

CJ-SmartCargo was previously known as SmartCargo, before recently setting up a joint venture with a Korean partner. ■



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AFRICA: Access Freight Africa

Access Freight Africa is strategically positioned across southern Africa to offer an efficient service to importers and exporters of all types of project cargo.

Access Freight Africa competes on an international level when it comes to project cargo and the moving of complex machinery. The process involves more than simply moving cargo.

Specialists

Access Freight plans, organizes and controls the movement of project cargo from origin to final destination.

As specialists in the transportation of large, unusual or abnormal consignments, Access utilizes all modes of transport in bringing project cargo to its final destination.

The success of any project relies heavily on planning and specific attention to details including freight negotiations, route surveys, customs duty verification, and staged consignment authority and determination of port facilities.

Access Freight Africa aims to be flexible, innovative and to facilitate an effective solution for all customers regardless of the

complexity of their requirements.

Facilities:

The company has facilities at Durban and Johannesburg (South Africa) Walvis Bay (Namibia) and Ndola (Zambia).

Services include: Customs clearing, warehousing, transport within South Africa, cross-border transport, abnormal cargo movement, turnkey projects, route surveys, staged consignment authority, access to African network, and freight negotiation.

Projects

Among the company's recent projects are:

- ◆ 14 x Caterpillar 777F dump trucks, ex-vessel Durban delivered to Frontier Mine DRC, fully built units.

- ◆ 2 x Terex RH120, gross weight 350 tons knock-down form delivered to Frontier Mine, DRC.

- ◆ 1 x 5,000 cbs, one bottom, 85 loads dispatched from Durban Break Bulk Terminal in 10 days. Delivered to Luishia, DRC.

- ◆ Sag and Ball Mill: 33 pieces with certain shells and discharge feeds exceeding 55 tons and out of gauge, delivered to KCM Chingola, Zambia. ■



EUROPE: Cory Logistics

Cory is a leading freight forwarding, logistics and maritime service provider, offering worldwide services through a network of offices and trusted partners. We offer shipping and forwarding across the world, typically industrial, commercial and business-to-business freight by sea, air or overland. Cory is backed by the strength of Braemar Shipping Services plc.

Who we are

We have been in business for over 170 years, and over that time succeeded by developing a company culture of personal service, attention to detail, good working relationships and insistence on the highest standards. That makes many years of expertise and experience working to your advantage.

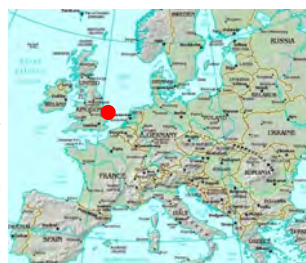
What we do

Safe, reliable, timely transport, anywhere in the world. Whatever the cargo, wherever the destination. Whether by air, sea or road, consignments trusted to us arrive on time, safely and securely. Even if you need to transport an exceptional cargo, no shipment is too difficult and no journey too complex.

How we do it

We offer a 24/7 service tailor-made to your requirements, with advice and solutions for your logistical challenges, including those that other companies may not be able to tackle.

We understand how vital our service is



Cory at work: (l-r, standing) Cliff Neal – Operations Director, Steve Barnwell – Project Manager, Les Thorpe – Development Manager, (seated) David Beeching – Operations Assistant



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How we make a difference

Our knowledgeable experts are on hand to ensure your business is managed in the way that's right for you. You'll have a named point of contact, with Cory staff specific to your account, and senior management involvement.

We continue to invest in new technology to ensure we conduct your business as efficiently, reliably and safely as possible - making the most of what we know, and who we know, and monitoring costs to ensure you get best terms.

Cory details:

Staff count: 100

Foundation date: 1842

Offices around the UK include: Felixstowe, Leith, Manchester, Cardiff, Southampton, Tilbury.

Overseas office: Singapore.

Specialties: Export & import forwarding, Supply chain, Airfreight, Ships' spares, Warehousing, Customs clearance, Europe overland and Intermodal. ■

Tuscor Lloyds helps generate power in Baja California

Tuscor Lloyds has successfully concluded the second and final part of its collaboration with the Baja California Sur IV project, led by the Spanish engineering company, Abengoa. The project consists of the construction of a power generating plant for the CFE (Federal Electricity Commission) in Lower California Sur, Mexico.



Tuscor Lloyds transported a Selective Catalytic Reduction (SCR) system consisting of 55 pieces and a Colli.

The cargo was delivered in Hargesheim, Germany and from there the regular cargo was packed into wooden crates and transported by truck whilst the Colli, the largest piece, was transported by barge to the Port of Bremerhaven.

The out-of-gauge cargo was delivered to Bremerhaven terminal where it was lashed and secured for subsequent loading onto the vessel MSC Carmen to Mazatlan, Mexico where it arrived in safe condition and damage free.

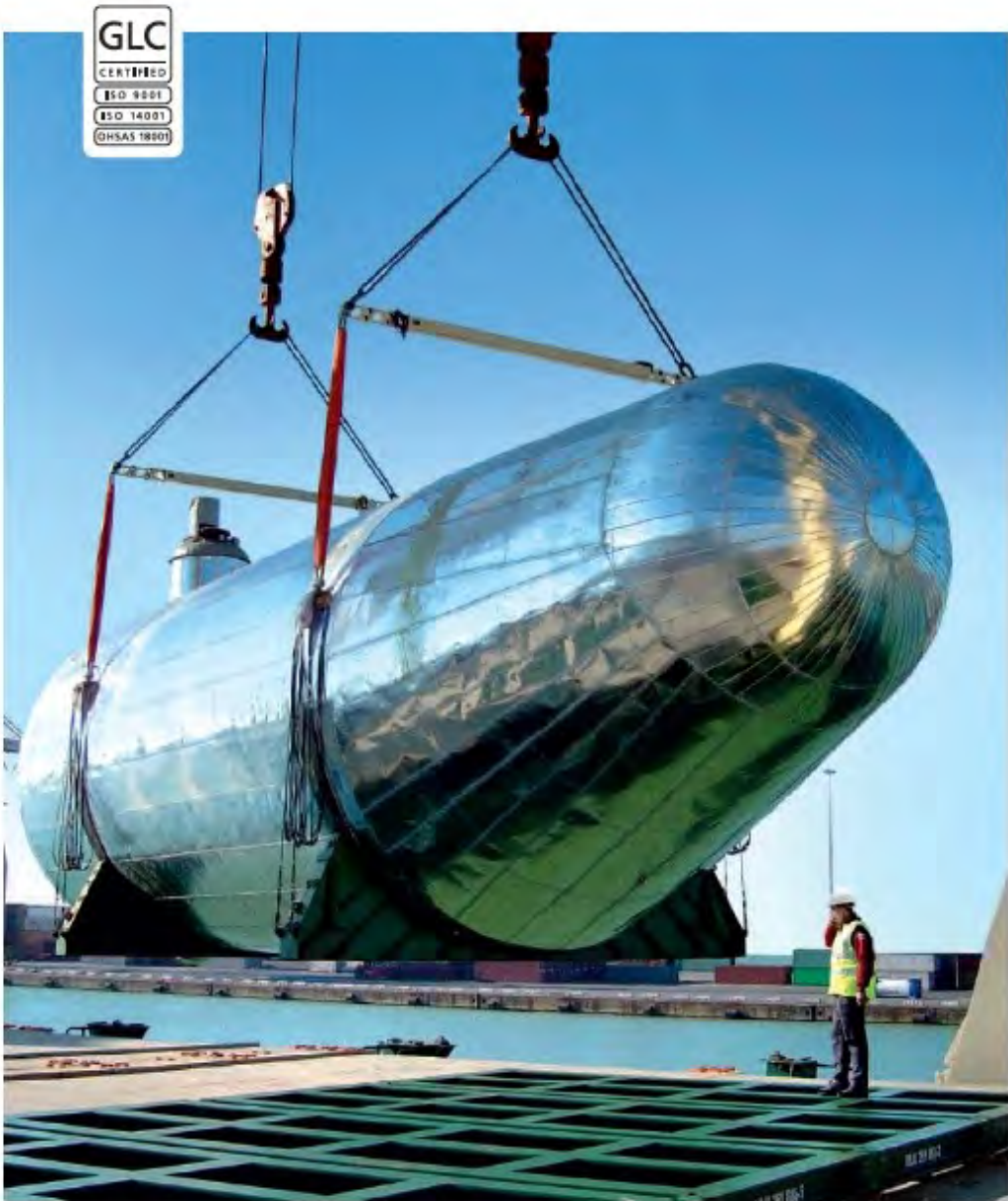
Tuscor Lloyds continues to participate in major infrastructure projects throughout Mexico and the world providing high



New GPLN Members — July/August 2013

| Country | City | Company |
|-------------|----------|---|
| Angola | Luanda | Megalog Lda. |
| China | Shanghai | City Union Logistics Co., Ltd. |
| Panama | Panama | Interoceanic Cargo Carrier (Panamá) S.A |
| Slovenia | Koper | BASE d.o.o. Koper |
| Spain | Bilbao | Sparber Group |
| Switzerland | Baar | Gutmann Heavy Logistics AG |
| USA | Houston | Global Shipping Services LLC |

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