



# Global Project Logistics NEWSLETTER

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

September-October 2013

Issue No. 35

## Unishipping delivers gear for world's largest copper recycler

**I**n August, Unishipping International Ltd., a GPLN member based in Varna, Bulgaria, arranged delivery of equipment from India for the world's largest copper recycler and his production plant situated in Bulgaria.

The equipment consisted of six large wet electrostatic precipitators (WESP) with unit dimensions 11.7 meters by 5.9 meters by 5.9 meters and weighing 15,303 kg, along with other small parts shipped in standard containers.

The large WESP was shipped from Mumbai on flat-rack containers to Constanta Port, Romania.

Then the units had to be repacked from containers and transshipped onto a convoy of one river vessel and two barges for river transportation on the Danube to Port of Lom in Bulgaria.

In Lom, the cargo was loaded on trucks to the final destination at the job site in Pirdop, Bulgaria.

### Partner

A Unishipping partner arranged the

sea freight booking to Constanta and local operations in India, so Unishipping had to take care of the cargo from Constanta to final delivery point in Bulgaria.

The project started with road surveys, analyzing several possible routings in Bulgaria and recording all obstacles and possibilities for bypassing them, in order to choose the most workable ones for safe and cost-efficient delivery.

### Branches

Due to the nature of the cargo – reinforced plastic and fiber glass material, they had to be very careful in order to avoid any possible damage.

Even the branches of the trees during the local trucking in Bulgaria could have been a threat to the integrity of the cargo.

For this reason, after Unishipping had chosen the optimum route, the company was obliged to cut back all the tree branches over a distance of about 230km from the port to the job site.

The routing included mountain crossings on a road from north to south Bul-



garia which is very rarely used by vehicles and the space between the trees on the road was only wide enough for a single car.

Unishipping therefore had to widen the road, and then close it to public access during the mountain crossing of the giant trucks.

The trucks were escorted by police

during entire voyage and at various places by staff from Bulgaria's national electric company which arranged the switching-off of high-voltage electricity so that trucks could pass safely underneath.

The cargo was delivered successfully and timely without any delay or damage on three voyages by two low-bed trailers in convoy. [www.gpln.net](http://www.gpln.net)



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## FEATURED MEMBERS



We have recently begun a regular feature profiling GPLN members from the Americas, Europe, Africa, the Middle East and Asia. See the company profiles beginning on page 13.

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## A Word from GPLN...

### Dear Reader,

During the past few months (on many continents widely known as summer holidays) we have kept busy all the time. Since the last GPLN annual meeting in Abu Dhabi we were finalizing our remaining events of this year and our upcoming AGM in 2014.

At the time of writing Luzius Haffter, our executive director, is once again off to the Breakbulk Transportation Conference and Exhibition which is taking place this year in New Orleans, US. In New Orleans our booth will be joined by Bati Group/Turkey, Cory Logistics/UK and Thunderbolt Global Logistics/US.

Shortly after this event, the second PowerLogistics Asia 2013 is opening the doors and GPLN will naturally promote our members and brand there. The dates for this Conference and Exhibition are the 30th and 31st of October 2013 and the venue will be once again the spectacular Marina Bay Sands Expo and Convention Center in Singapore. Ahead of this event our technical expert Gert Vos, will be conducting our Heavy Transportation and Lifting Seminar in Singapore.

We would also like to take this opportunity to remind you of our next year's annual meeting in Bangkok and hope that you have already reserved the dates from 16th to 18th March 2014. The meeting will follow the traditional agenda with a cocktail reception on the eve of 16th March, followed by two full working days. The venue, The Landmark Hotel, is a five-star hotel, located directly in bustling downtown of Bangkok and next to the BTS Skytrain (elevated mass rapid transit system) Nana station offering access to various shopping areas. This hotel is a perfect mix of excellent business facilities, comfortable rooms and leisure facilities.



The GPLN team, led by founder Patrick Dick (center), will mark its 10th anniversary next March in Bangkok

We are looking forward to yet another large attendance and encourage all new GPLN members to join us in Bangkok to celebrate our 10th anniversary and to meet plenty of fellow GPLN members. There are also a number of existing GPLN members that have never attended an annual meeting or haven't for some time and we equally encourage them to join what seems to develop into a great turnout. With member turnout between 140 and 170 persons for the last two years we expect a similar or even larger turnout next year.

You can see the agenda and also details about our two social events on our dedicated website. On 15th March you will have the opportunity to enjoy a delicious Thai dinner aboard a beautifully converted rice barge while you will cruise up and down the majestic Chao Phraya River, passing Bangkok's illuminated landmarks such as the Temple of Dawn and the magical Grand Palace by night. If you are not able to participate in this dinner cruise you can join us the following day on 16th March on a combined Bangkok city and canal tour which brings you to the impressive Em-

erald Buddha Temple, or "Wat Phra Kaew" and the adjacent Grand Palace, before you continue by boat through the canals and stop at 'Wat Arun', also known as the Temple of Dawn.

We are looking forward to meet those who join or visit us at our GPLN booths at the various exhibitions and conferences.

### Your GPLN team

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

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## City Union handles CNPC jobs



In recent years, City Union has been handling projects of many dimensions ranging from the simple to the most complex for China National Petroleum Corporation (CNPC).

### High-value cargo

From May to August in 2013, City Union handled a project with total volume of 2000 cubic meters for CNPC where most of the cargo weighed over 40 tons per single piece

Each piece was also of high value, so that they could not be compressed nor be

allowed to come into collision during the whole process.

For this, City Union's heavy lift experts used 20 low-bed trail-

ers and arranged six lifting cranes to lift the cargo together in order to have a more stable lifting.

City Union's heavy lift team has been handling this shipment based on direct delivery, receiving from the vessel and storing at custom temporary laydown area



and delivery transportation from Luoqing and Yangshan terminal to the job sites.

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

### Professional operations

Through the constant and combined effort of City Union's professional operations team the heavy lift cargo had

smoothly and successfully delivered to its final destination.

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

The successful completion of this job stands as another great performance achieved by City Union.

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

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## Postcard from ... Saudi Arabia



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## AARAS keeps busy in oil & gas

**A**ARAS Shipping Agencies (Pvt.) Ltd. recently handled three vessels *Xiang Guimen*, *Hong Prosperity* and *M.V. SE Pelagica* simultaneously, which were carrying cargo for the oil & gas industry.

The cargo included design fabrication, supply and commissioning of an amine sweetening unit (complete amine unit with acid gas flare system and d-min water system) and hot rolled H-beam and other equipment, heavy equipment and vehicles including coils, hot rolled steel sheets, loaders, excavators, breaking hammers, dump trucks, mixer trucks and garbage trucks and equipment and units for oil and gas processing and steel billets.

The cargo totaled 6093 packages with a total weight of about 39943 metric tons.

The vessels were handled under AARAS's agency and the company provided stevedoring for the vessels and unloaded the cargo from the vessel.

The whole process of discharging was commenced by AARAS's own discharging equipment by the company's trained labor force and under the supervision of a company technical team, who looked after every minute of the discharging.

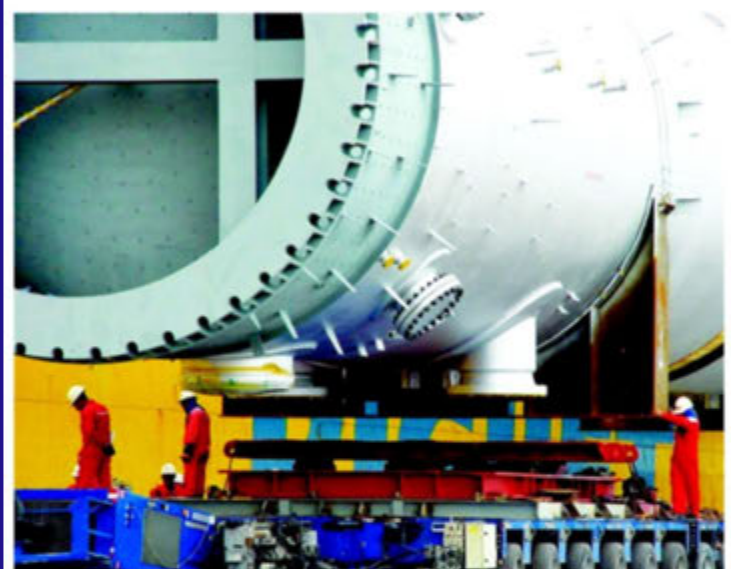
The discharging of the cargo from all three vessels was completed in an average of approximately 48 hours.

AARAS stacked the cargo at port area and then loaded it on transporting units to move the whole lot of cargo from port to the company's warehouse, so that the consignees could take delivery of the same.

AARAS also provided transportation services for the cargo of Vessel *M.V. SE Pelagica* to the site.

Some of the consignees of the cargo have also nominated AARAS's associate clearing agents for customs clearance and transportation to the site.

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## HEAVY MATTERS

By Gert Vos



### 10. Checklist for project forwarders—Part 2: Inland barge & pontoon

In this part, we will review the undermentioned topics in related to transport per inland barge and pontoon.

We have divided the checklist into 7 major topics:

- A. Working area
- B. Cargo
- C. Means of transport
- D. Documents
- E. Personnel
- F. Permits/Escorts
- G. Restrictions

#### A. Working area

When an inland barge or pontoon is used, the most important question, is the most elementary one: is it possible for the barge/pontoon to come to the loading/unloading location: draft and air draft are very important issues.

Further we have to check the mooring possibilities and if any fenders are available. Fenders can help you to position the barge or pontoon, but also increases the radius of a crane, when cargo is loaded from the quay into the barge or eventually on pontoon.

For a roll on-roll off (RORO) operation on a pontoon we should check:

- mooring lines : where to be fixed ?
- pump capacity for trimming.
- how long should the RORO ramp be?
- height difference between upper waterlevel and RORO quay.
- do we need assistance of extra tug/tow boat to keep the pontoon in position?

In a canal, normally the water level is regulated. But moving on rivers with its strong differences in water level (wet/dry season or tidal influences) is not an easy task. F

or cranes and vehicles it's important to know what the allowed ground pressure is on the quay and if loadspreading is prescribed by port authorities. Of course a check-up of the capacity of shore cranes and eventually the availability of a sheerleg in the near area is also standard procedure.

#### B. Cargo

As with transport by road, the following items are also important for transport on canals and rivers.

But there is a further important matter: load spreading. An inland barge or pontoon has a support construction under its decktop.

Cargo should be positioned in a way that most of the supports are used.

You cannot position a transformer of 300 to without loadspreading, but neither you can load a pile of 70 meters with a weight of 150 tonnes, using only two

supports.

Further standard questions are:

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

Because of the fact that cargo in inland barges is mostly not lashed/secured, it's good to know what the route will be.

Also lakes can create big waves with strong wind. So lash and secure if possible (welding extra lashing lugs) and don't cross lakes with strong windforces.

#### C. Means of transport

Important to check:

- What barge / pontoon / vessel to be ordered: capacity? How many holds? Width of hold (s) ? Double hull ?
- Drive in or normal pontoon? Ballast capacity? Pumps necessary for trimming?
- Maximum pressure per sqm. on deck?
- Capacity for taking ballast (sand, stone), water in hull?
- Dimension bottom (trusses: mostly 50 cm).
- Extendible steeringhouse? Prescribed when moving overheight cargo.
- Radar on barge?
- Enough lashing lugs with sufficient capacity?



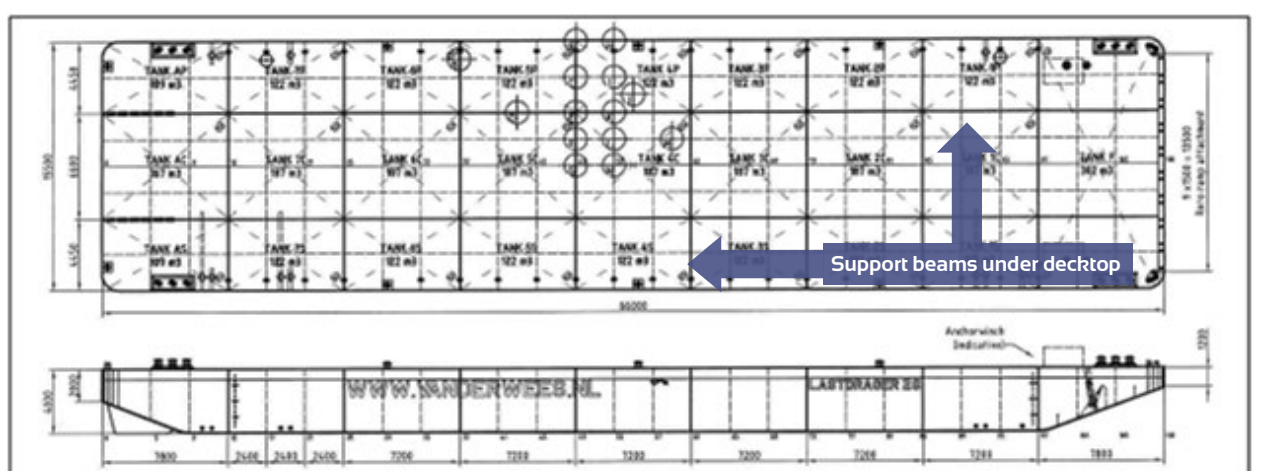
- Extra lashing lugs to be welded ? (and later to be removed after unlashng) ?
- Captain works on Sunday ? Is sometimes a problem in Europe.
- Bowthruster available ?
- Crane for roro ramps of pontoon ordered (is not in freight) ?

Cargo with overheight in barge/on pontoon is no exception. Often you need to trim the pontoon with water in the hull. But some inland barges can also be trimmed (in the hull and/or under decktop).

But in cold winters with frost you cannot pump water into the hull. Sometimes sand, coal or other heavy ballast material is used to bring the barge deeper in the canal or the river.

#### D. Documents

Inland Bill of Lading is often used. Check for necessary export documentation. Cargo pre-advised to transport company, port authorities, stevedoring company. Time start/end of loading/unloading on Bill



## 10. Checklist for project forwarders—Part 2: Inland barge & pontoon



of Lading. Damages on Bill of Lading. Method statement/Task risk analysis necessary ?

### E. Personnel

Most important part is the quality of the captain and its personnel. Captains should be approved for certain areas, rivers etc. Good to check.

### F. Permits/Escorts

Canals and rivers have restrictions in barge/pontoon dimensions. Sometimes authorities grant larger barges or pontoons, but than you should apply for a permit.

### G. Restrictions.

- Water level in rivers ok?
- Weather conditions.
- Good possibilities to fix mooring line?
- Flow of the river: how many tugs for

assistance?

- RORO ramp dimensions (too long and too short: both is possible).
- Height restrictions because of high water? Draft restrictions because of low water?
- Ice problems?
- Problems with working hours of sluices? Blockings to be expected?
- Draft in receiving port? Fenders in various ports? Restrictions on ground pressure on quay ? Quay closed in weekend or other time ? How many hours free for loading/unloading? (demurrage / detention).

*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.*

## Heavylift record for Liburnia

**L**iburnia Maritime Agency, a GPLN member located in Opatija, just southwest of Rijeka on the Adriatic coast of Croatia, now holds the Croatian heavy-lift record with their recent shipment of two new build asphalt barges from Rijeka to Colombia.

Both of the barges measured 60 meters long, 15 meters wide and weighing

650 tons. They were placed on the Hansa Heavy Lift vessel *Richards Bay*.

This is only the first lot, and a second one will follow end of September again with two barges.

A further challenge for the company will happen in November when seven barges will be floated on a semi-submersible vessel, a project which will also be repeated in January 2014.



## Ruslan moves giant rotor



**R**uslan International has arranged the transport of a giant rotor from Chengdu, China to Šiauliai, Lithuania. The cargo was placed on board one of the 17 Antonov An-124s which it manages for its shareholders Antonov Company and Volga Dnepr Airlines.

### Payload

The load — which weighed a total of 116,800kgs with its specially-constructed cradle and the necessary loading equipment — was close to the maximum payload for the aircraft, and was one of the

heaviest loads carried on an An-124 between China and Europe.

The aircraft routed via Urumqui, China and Aktyuinsk, Kazakhstan.

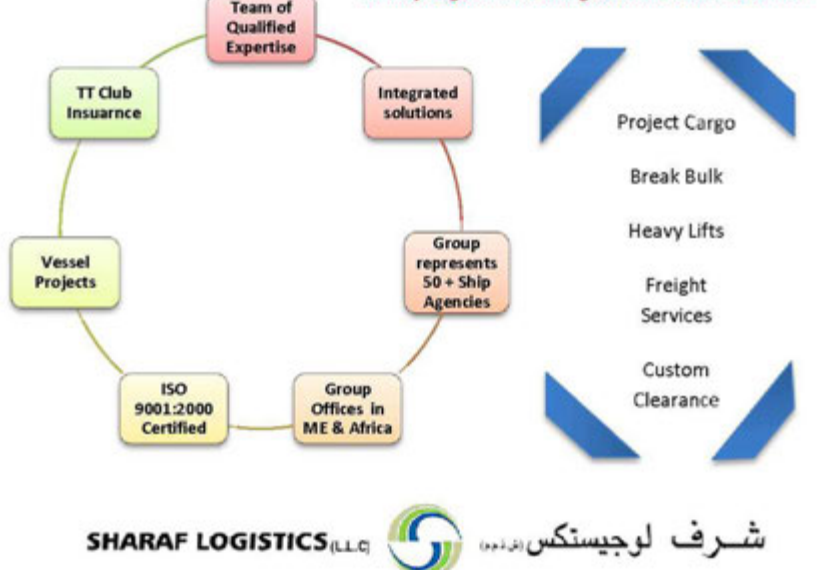
At 14.33 meters long, 4.51 meters wide and 3.88 meters high, the rotor was also a close fit in the aircraft's main cargo cabin.

Two mobile cranes were required to position the cargo on the loading track, for winching on board the aircraft.

Before the flight was finalized, Ruslan International sent a representative to visit the shipper in China, in order to advise on preparation of the cargo. [www.gpln.net](http://www.gpln.net)



Sharaf Logistics Erecting Menthol Plant at Oman



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## CNC carries out Italian job



**C**NC was awarded a contract earlier this year to transport some hot strip mill machinery by Southern HRC Sdn Bhd (a subsidiary of Southern Steel Bhd) from Italy to Penang on Fob Origin port up to the site at Prai Industrial Estate.

The total shipping volume was 1849 tons of breakbulk cargo and four 20-foot flat-rack containers, two 20-foot OT containers, five 40-foot OT containers and four 40-foot HC containers.

The main over-dimensional & heavy pieces were:

- A piece measuring 6.6 meters long by 4.9 meters wide by 5.2 meters high and weighing 157 metric tons.
- A piece measuring 5.9 meters long by 6.0 meters wide by 3.9 meters high and weighing 140 metric tons.
- A piece measuring 6.6 meters long by 4.8 meters wide by 4.25 meters high and weighing 115 metric tons.
- A piece measuring 5.7 meters long by 3.0 meters wide by 5.4 meters high and weighing 60 metric tons.

A detailed road study was carried out well in advance by CNC's project team to plan for the transportation of the plant equipment coming from Italy.

The original dimension of one of the

main machinery — the crank shear — as a complete unit was 6.0 meters long by 4.4 meters wide by 6.3 meters high and weighing 260 metric tons.

From the route survey, it was established that there was a high tension power cable crossing with a height of 9 meters along the route, making it impossible to transport a piece of equipment 6.3 meters in height when loaded on a trailer with an adequate degree of safety

### Split up

As there was no other alternative, the crank shear had to be split into three smaller pieces for transportation.

When the shipment arrived in September, all the oversized cargo was transported under police escort and shutdown of the high-tension wire was arranged to allow the trailer to pass through with the over-dimensional cargo.

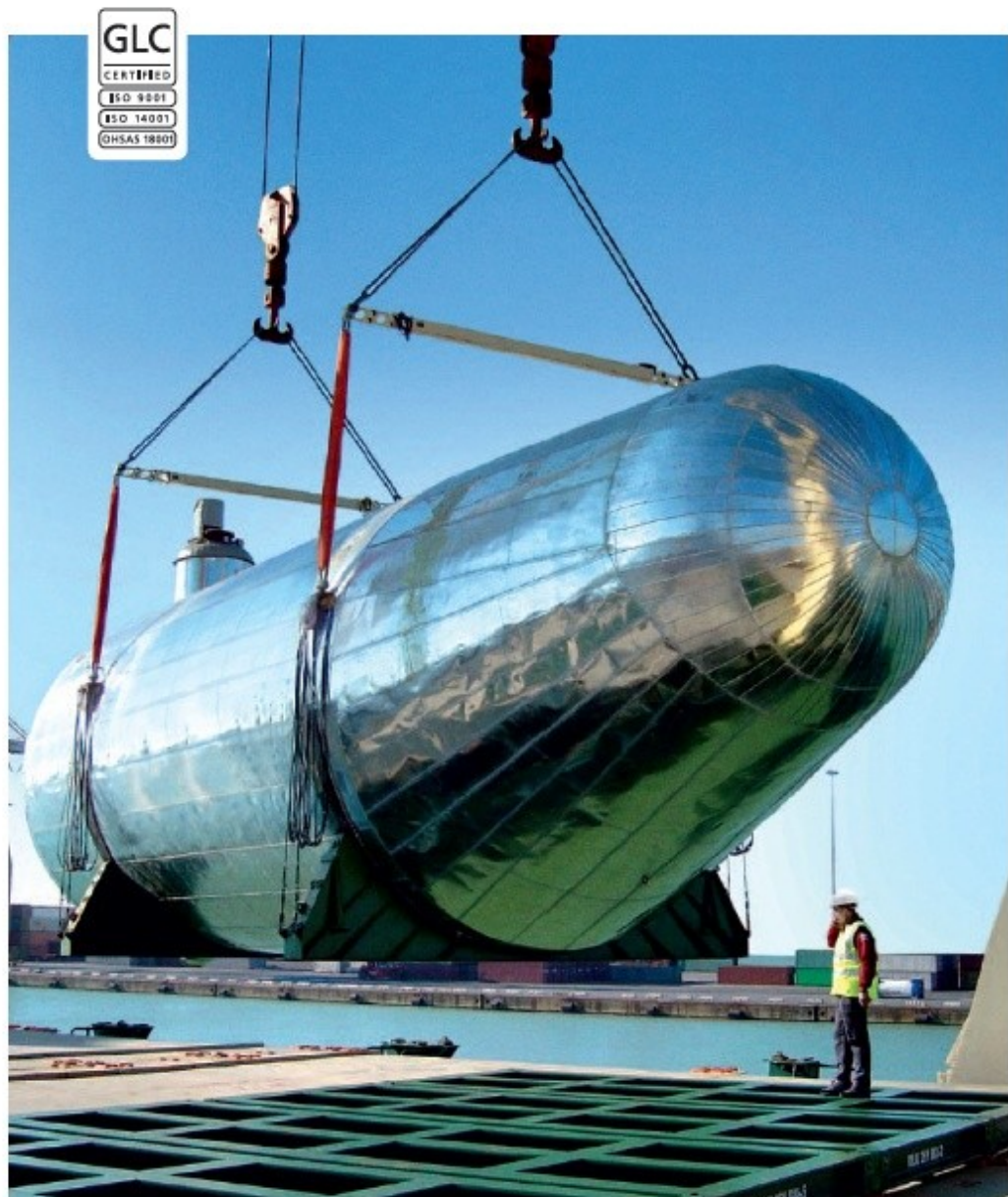
All the cargo was delivered safely to the factory jobsite without any untoward incidents.

### Professional

The client was completely satisfied with the professionalism shown by CNC.

The successful outcome of the project proved that they have made the right decision in selecting the company against several other multinational freight forwarders that participated in the bid to handle this project. [www.gpln.net](http://www.gpln.net)

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5. Check List for Project Forwarders
  - Create your own checklist and thus eradicate mistakes



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## WWL shepherds high-tech load across the Atlantic



**W**hen the Copenhagen office of an International forwarding company started looking for a supplier to carry a shipment of helicopters from Sweden to the USA, it needed one that could offer a reliable, top-quality ocean service, combined with the specialist cargo-handling expertise needed for this kind of assignment.

The choice soon fell on Wallenius Wilhelmsen Logistics and its agent in Denmark.

“As forwarders and specialist transporters, it is our opinion that RoRo shipments offer a higher standard of safety than ‘general cargo’ shipments on LoLo

vessels,” said the head of the company in Denmark. “For me, the key safety factors are slow, careful cargo handling, along with the ability to pay close attention to the loading operations.”

### High-tech

“As with any specialized, high-tech equipment, a helicopter needs to be shipped with the utmost care and consideration for the safety of the cargo,” he added.

The job involved shipping six helicopters from Gothenburg, Sweden, to Tacoma, Washington, US, in two separate shipments. Standing tall at 4.25 meters, each helicopter weighed approximately 9.5 tonnes and accounted for 130 cubic meters of space on board.

### Challenge

The height of the units created a major challenge for stevedores during loading and discharge. The problem was solved using WWL’s super-low, 0.45-metre Mafi trailers, on which the helicopters were transported all the way from

loading at the Port of Gothenburg, through to transshipment in Zeebrugge and final discharge in Tacoma.

Together with its partners in Denmark, the company developed a creative solution for its customer based on WWL’s RoRo service.

### Unusual

“This is an unusual type of helicopter, with a high lifting capacity and particularly large fuselage. We had to request a lot of dismantling before the aircraft could be moved by road to the port of shipment and on to their final destination in the United States.”

### Challenge

“The height of the fuselage also presented the most significant challenge in terms of shipping.” “Even though we devised a dismantling plan together with the owner, the height of the helicopters threatened to create a logistical nightmare, as the door openings at the rear of many vessels were not high enough to fit them.”

The head of the company in Denmark went on to explain that it was the company’s contacts with its agent who initially suggested that WWL’s super-low Mafi trailers – with a height of only 0.45 meters — could provide a solution to the problem.

WWL and its agent were awarded the

contract and the super-low trailers were ordered from WWL’s terminal in Bremerhaven.

However, in preparation for the first shipment, WWL’s team in Gothenburg realized that the Mafis needed to be modified, in order to support the three resting points of the helicopters. They engineered and carried out the necessary adjustments at very short notice and were ready to load the first three helicopters as scheduled.

The line manager at the Denmark, agent travelled to Gothenburg with the representatives to watch the first helicopters being loaded onto the *MV Mignon*.

“It was exciting to see how it all happened,” he said.

### Narrow

“Even though the space between the top of the helicopter and the vessel door was very narrow at times, it was handled with the greatest of care and confidence by the stevedores and vessel crew.”

The head of the company confirmed that all parties concerned and the end customer were satisfied with the outcome of the first two shipments.

“I’m very impressed with the work carried out by WWL and their agent, as well as the terminal teams and vessel crews, on this assignment.” he concluded.

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

### Tuscor Lloyds wins AEO certification

**T**uscor Lloyds has been certified as an AEO (Authorized Economic Operator) thus officially becoming a trusted company for the customs authorities worldwide for international trade.

The certification process started in April 2012 with the support of the consulting firm Guix, and in July 2013, after passing the audit, the Spanish Tax Authorities assigned Tuscor Lloyds the status of AEO.

The project, developed by Elena Martinez, Operations Executive in Tus-

cor Lloyds Barcelona, represents a key step for the company towards its international projection anticipating the demands of the increasingly globalized market.

Among the advantages of becoming an AEO, the company benefits from a simplified customs procedure, optimization of its export/import processes as well as greater fluency in daily operations, adding value and more guarantees in terms of quality, security and transparency when providing its services. [www.gpln.net](http://www.gpln.net)



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**GPLN** GLOBAL PROJECT LOGISTICS NETWORK

**W**aiver Logistics has just completed a large project in Chile. The project was for a wind power plant located at Cochabamba, Bolivia.

All the equipment was travelling from China and was unloaded at Arica Port.

The cargo consisted of:

- ♦ one base ring measuring 4.2 meters long by 4.42 meters high by 1.65 meters long, weighing 8.7 tons transported on a lowboy trailer;

- ♦ several turbine blades with dimensions of 38.0 meters by 3.52 meters by 3.10 meters, weighing 24.5 tons.

- ♦ a generator with dimensions of 5.3 meters by 5.00 meters by 3.41 meters, weighing 46 tons

- ♦ two sections of the turbine tower weighing 25.4 tons and 33.3 tons respectively

and measuring over 20 meters long.

Waiver was responsible for unloading from the vessel using a combination of platforms, vessel cranes and extensible hydraulic trailer.

#### Transport

Waiver Logistics was also responsible for transporting them from Arica port in Chile up to Cochabamba in Bolivia, which is a distance of 900 kilometers. Waiver is currently handling the first two sets of the 15MW Qollpana project.

Bolivian president Evo Morales presided over the deal, signed on 9 March with the state utility Corani, which is developing the project. The Chinese ambassador in Bolivia was also present.

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

## Waiver handles turbine project in Chile



## Sarr Freights on top of over-dimensional cargo

Sarr Freights recently carried out two jobs; first, it executed a prestigious work order for the customs clearance and transportation of 85 packages from Kolkata Sea port to NTPC Barh, Bihar.

Out of 85 packages, eight were over-dimensional packages, measuring 16.7 meters by 2.6 meters by 3.18 meters and weighing around 68 tons were loaded on the hydraulic Trailers.

Sarr Freights proficiently handled the entire work of customs clearance & transportation. All the packages were safely transported to the destination within the

stipulated time as per requirement of our customer.

On its second job, Sarr Freights successfully transported and handled two BHEL deaerators having dimensions of 11.5 meters by 4.1 meters by 4.7 meters from Vishakhapatnam to be delivered to the Bara Super Thermal Power Project, Allahabad, Uttar Pradesh, India.

Sarr Freights had to take all necessary en-route permissions from various authorities and conducted a proper route survey for safe transportation of such large consignments. [www.gpln.net](http://www.gpln.net)



## Heavy job for GPLN partners

**C**NC Freight Services recently secured an order for door-to-door transportation of two units -- an amine drain drum and a hydro-carbon drain drum (HDD) from Malaysia to Canada.

As there was a lack of conventional sailings to Canada, the over-sized HDD had to be shipped separately to a different port of discharge, namely Seattle in Washington, US as breakbulk cargo on a container vessel.

The amine drum was shipped together with 12 stand pipes in four 40-foot open-top containers through Vancouver, British Columbia, Canada.

The amine drum measured 11.10 meters long by 3.66 meters wide by 4.08 meters high, weighing 56,247 kilograms.

The HDD measured 7.69 meters long by 2.14 meters wide by 2.51 meters high, weighing 10,317 kilograms.

CNC consulted at a very early stage with a GPLN member from Canada, Rohde & Liesenfeld (R&L) Canada Ltd., in order to ascertain viability of the port to be used, route accessibility from the seaport and road permits issue.

#### Planning

With advance planning and close coordination with R&L Canada, the breakbulk piece was delivered smoothly taking a total of 27 days from vessel departure date up to the jobsite.

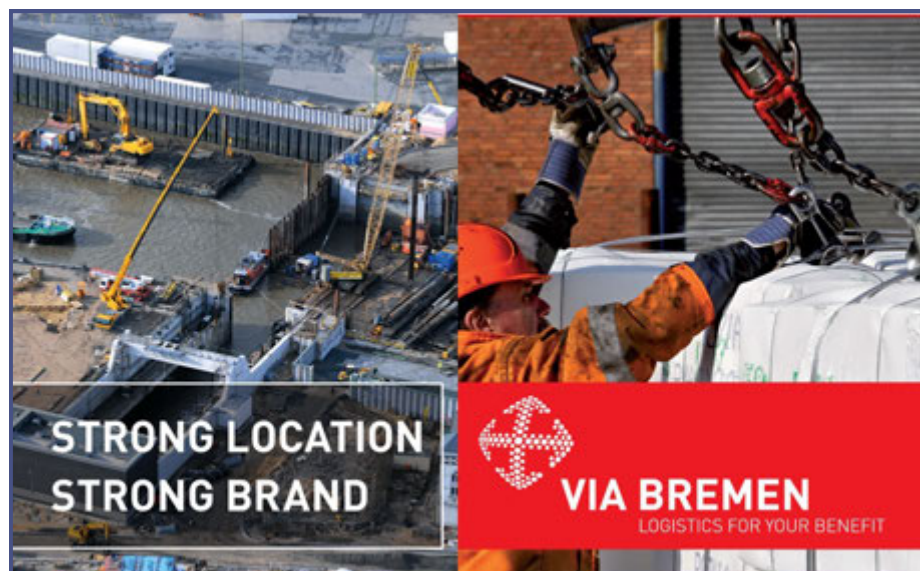
The road journey from Seattle port to Tofield, Alberta itself took five days.

For all the open-top containers, R&L

Canada arranged to strip the cargo at Vancouver and transport it to consignee's premises as breakbulk cargo.

The Malaysian customer was extremely pleased with CNC and its Canadian agent on the timely and efficient delivery of their cargo.

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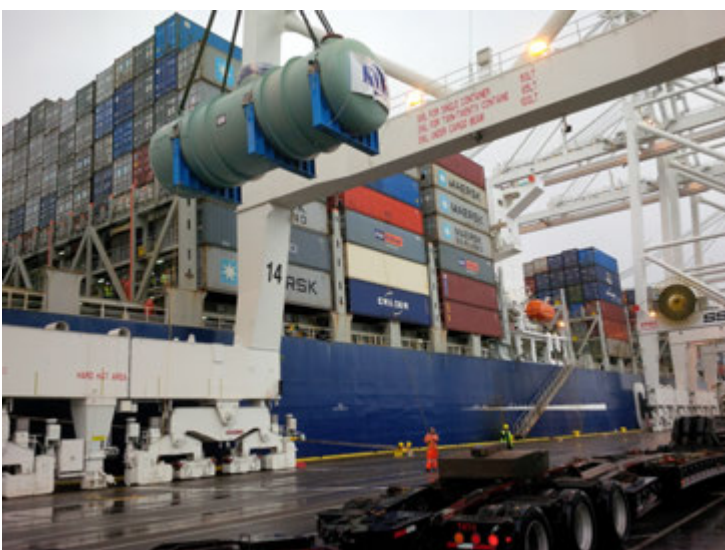
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## Cory Brothers and partners support fund for community

**U**K-based GPLN member Cory Brothers is proud to be associated with the port of Felixstowe's unique Port Community Fund to help the needy in the local community.

Felixstowe's unique Port Community Fund has reached two milestones – it is celebrating its fifth anniversary and, at the same time, it has now awarded 100 grants

worth more than £200,000.

### Pool

The Port Community Fund was created in 2008 by a group of companies in and around the Port of Felixstowe, to pool their resources, support local charities and build a mutually supportive relationship with the local community.

Before the Fund was set up, the com-

panies each provided support to a range of local causes in a largely uncoordinated manner.

### Strength in numbers

The Port Community Fund, managed by the Suffolk Foundation, provides a focal point for fund-raising and has proved that there is real strength and depth in numbers, raising greater amounts



of money and providing stronger support for the local community than would be possible when acting alone.

"We are proud to be celebrating the fifth anniversary of the

Port Community Fund and delighted to have passed the £200,000 milestone," said Alan Long, managing director of a Felixstowe-based cargo company which one of the fund's founder members.

"Over the past five years we have supported a huge range of local causes, and are proud to have made a real difference for thousands of people."

Among the latest grants awarded by the Fund are:

- ♦ £2,000 for Headway Ipswich and East Suffolk, to provide support for people with a neurological condition who live in or near Felixstowe;
- ♦ £1,000 for Autism Suffolk, to help with the set-up and running of a support group in Ipswich;
- ♦ £2,000 for Suffolk Cruse Bereavement Care, to help with volunteer expenses and helpline phone costs;
- ♦ £1,000 for Suffolk Accident Rescue Service, to help with annual running costs; and
- ♦ £1,000 for the Felixstowe Town Pastors, to help with radio hire, first aid training and other expenses in the year ahead. [www.gpln.net](http://www.gpln.net)



## Globalink helps Kazakhstan install world's largest flagpole

was erected right in the center of the capital and across from the Palace of Nations. With the installation complete, Globalink was tasked with handling the transport of the crane back to China.

### Substantial

With a weight of over 700 tons and a length that presented a substantial challenge, our Globalink's projects team got to work right away.

With rail being the optimal solution, they proceeded with dismantling and crating the crane and loading them into 22 wagons.

Availability of wagons was not an issue as our team had carefully planned the entire operation well in advance.

**G**lobalink made headlines after the successful handling of the transportation of a crawling crane from Dushanbe, Tajikistan to Alashankou, China.

This crane was initially brought to Dushanbe on the directive of the President of Tajikistan in order to install the world's tallest flagpole.

### Presidential

With a height of 541 feet, the flagpole

### Formalities

With dismantling and loading completed in a brisk manner, export formalities were conducted just as rapidly and the entire shipment departed from Dushanbe station right away and arrived at destination as planned. Truly an example of excellence in execution. When it comes to project logistics services, Globalink's professionalism and reputation is unquestionable. [www.gpln.net](http://www.gpln.net)

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## Upcoming GPLN Meetings & Events

### 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

30th September - 2nd 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

## ASIA: AARAS Shipping Agencies



Karachi, Pakistan-based AARAS Shipping Agencies (Pvt.) Limited was incorporated in 1992 by a team of professionals who had accumulated more than 20 years of experience in shipping and logistics management, and they took only two years to make the company one of the country's key growing shipping & logistics providers. The company has staff of about 50 people at its Karachi head office.

At present, AARAS is one of the leading shipping & logistics agents in Pakistan, having experience of more than 20 years in the shipping field. We know the art of handling any type of project, heavy-Lift, break-bulk, over-dimensional and complicated cargoes.

### Expertise

Our quality, expertise, well-trained staff & well-maintained equipments are the reasons why we have been entrusted, by our clients world-wide, with the arrangement and supervision of loading and discharge operation of more than 25 vessels carrying project cargoes calling Pakistan sea ports per annum.

We are specialized in handling any type of project cargo, we know the art of handling any type of project cargo. We are specialized in all the services which are required for windmill, hydro-power or any other power generation project.

### Services

We provide services such as road survey, transportation, customs clearance, loading, unloading, heavy lifting, project handling and so on, very efficiently and actively without any delay.

We have our own container terminal having 40-foot and 20-foot all container types including but not limited to standard, open-top, reefer, flat-rack and so on. We also own our very own warehouse for stacking cargoes.

We have our own fleet of vehicles,

containers and other discharging equipment and our fleet of vehicles comprises 450 tons capacity multi-axle trailers, low-bed trailers of capacity up to 200 tons, crawler and mobile cranes which can handle loads up to 250 tons, 100 tons and 90 tons and 90 tons capacity hydraulic cranes, telescopic and lattice-boom cranes with capacities ranging between 10 to 250 tons.

We have an affiliate company which is registered as a Clearing Agent with Karachi Customs House through which effective and efficient custom clearance services are being provided. Whether the goods are foodstuffs, machinery or personal effects, the affiliate has experience and expertise in the clearance to their



particular requirements - whether they be imports, exports, transshipments or re-exports. The most prominent aspects of cargo clearance is documentation - filling of bills of entry or shipping bills, applications for duty exemption, preparation & attestation of documents etc with chamber of commerce, general industrial corporation or any other authority are processed in a timely manner.

Apart from head office in Karachi, AARAS has offices in China, Afghanistan and Malaysia. ■

## MIDDLE EAST: Modern Freight

**M**odern Freight Company (MFC) was established in May 1977, and commenced business as a liner agency with only five staff.

Since those early days, the company has established itself as a world class international freight solutions provider to a global customer base employing over 260 staff in offices located in Jebel Ali, Dubai airport, Abu Dhabi,

MFC has since expanded into all areas of Contract Logistics and Freight Forwarding by providing clients with superior services across its full product range.

### Accreditation

MFC also ensured it provided clients with assurances on the products they provide by becoming accredited for ISO 9001:2008, ISO 14000 and finally OHSAS 18001.

Today, MFC not only provides services in logistics (with its two fully owned warehousing units in the Jebel Ali free zone of Dubai), air and sea freight forwarding, local and international transportation and local customs brokerage, it also provides specialist services in project management, office/house relocations and full container depot services.

### Specialist

These specialist services complement the core logistics and forwarding services where they continue to provide the highest service levels for which MFC has become synonymous.

To help clients navigate the complex requirements in transportation of heavy and over dimensional equipments, MFC's International Projects Department offers project cargo management, which includes providing freight services for oversized cargoes (voluminous, weight, or quantity), vendor management and assembly/disassembly of complex components.

MFC provides all of these services in

all major sectors including oil and gas, power and energy, automotive, construction and military. Another of these



specialist services are those offered at MFC's Container Depot facility, under the name 'MFC Container Concepts LLC' based in the Jebel Ali industrial area. It is here that they have one of the largest facilities within the UAE, providing full container handling services, container storage and IICL standard repairs.

### Conversion

To complement products, they also provide container conversion and modular fabrication units for the oil/gas and construction industries, as well as the specialized DNV off-shore units, all of which are designed and professionally manufactured at the facility. The success of this venture has allowed MFC to expand its operations into Doha, Qatar and other GCC countries.

In the coming years MFC will continue to invest in buying assets whether they are warehouses, to cater for the expansion in its logistics services, trucks for its local and international transport needs or cranes for its depot/projects divisions. ■



## AMERICA: Global Shipping Services LLC

**G**lobal Shipping Services LLC was founded by Mr Morten Olesen on 10th September 2004 in Hillside, NJ, USA. Over the last nine years, Global Shipping has grown and developed into a full service Project Freight Forwarder with four offices and 36 personnel throughout North America.

### License

We received our OTI license from the FMC in December 2004, and over the coming months and years have expanded our operations to meet the demands of our clientele, partners and the industries we serve. In January 2005 we opened our own office and warehouse in Miami, Florida USA

In 2008, we started Global Customs Services LLC, a full service Customs Brokerage Company providing full import customs service and guidance on all customs-related topics to customers and partners.

In 2010, we opened our dedicated project office in Houston, Texas, US, to manage large scale oil & gas, power pro-

heavy lift crane and rigging and breakbulk liner and charter vessel services.

The company's Miami office is located near Miami airport with 8,800 sq ft and six personnel. Focused on general freight forwarding to Latin America, Central America and the Caribbean Islands.

### Full-spectrum

Global Shipping Services LLC provides the full spectrum of logistics and freight forwarding services ranging from full containers, LCL, airfreight, warehousing, heavy haul trucking, barge, rail, port side services and break bulk project cargos.

Global Shipping Services is focused on several industries: oil and gas, power generation, civil engineering and mining.

In April 2010, we expanded our Project operations to include our Springfield NJ and we now offer full project logistics



jects and general liner break bulk and vessel chartering operations.

In 2012, we started a JV operation in Mississauga, Ontario, Canada with a focus on the Alberta Oil sands region.

### Headquarters

Our North American HQ is located Springfield NJ and now covers 55,000 sq ft warehousing/Office with a staff of 37 people.

Located close to all the airports and ocean terminals in New Jersey and New York, its ideally located for air, ocean and projects operations in the north east and east coast USA.

In Houston, Texas, we have 6,000 sqft and seven personnel, our focus in Houston is pure projects, out-of-gauge and oversized modules, providing services via road freight, rail, barge,

from Houston and our Springfield locations.

Safety and the highest standards of service are always our number one goal. From the choice of road carrier, terminal operator and vessel owner to the choice of partner overseas.

At Global Shipping Services we are focused on providing service to our clients and our partners, we recognize that without our excellent partners overseas we cannot provide the excellence of service we need to support our own customers' projects. ■



## AFRICA: Afriguide

Afriguide Logistics has recently completed the construction of a new head office in Durban, South Africa. The new structure in Forest Hills, Durban is a covered area of 345sqm offering plenty of space to grow into.



Afriguide also welcomes their newest member of staff to the fold – Lance Schneider who brings with him a wealth of knowledge and experience in the cross border Africa operations sector.

Afriguide Logistics is an African freight and project cargo specialist based in the continent's busiest port, Durban, South Africa.

Africa is a vast, diverse and challeng-

ing environment. Moving cargo into and out of this continent efficiently requires intimate knowledge, a hands-on approach and solid network of experienced operators. Afriguide Logistics specialises in just this.

Afriguide Logistics was founded by Brad Stephens and Dean Lailvaux in early 2011 with its head office in Forest Hills, Durban, South Africa. We also have a satellite office in Durban North managed and run by Mr Dean Lailvaux.

Our current staff complement is a nimble team of six.

We are a project cargo only operation and specialize in cross-border Southern Africa cargo and cross trade cargo across sub-Saharan Africa with a strong focus on mining, construction and industrial and manufacturing sectors. ■



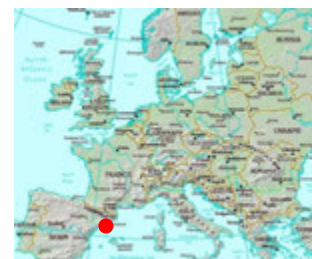
## EUROPE: Marítima Tuscor Lloyds S.L.

Tuscor Lloyds is an international shipping agent and freight forwarder specializing in complex multimodal project cargoes and container shipments to locations all over the world.

Founded in 2004, Tuscor Lloyds Barcelona was the first delegation opened in Spain and is the key office of Tuscor Lloyds Spain.

However the company is truly global, employing over 150 people working in 14 own offices in Mexico, UK, Netherlands, Hong Kong, Italy, India and U.A.E.

In addition a network of over 200



gauge, abnormal loads, conventional and break bulk shipments.

Our people are universally respected within the freight industry for their professional excellence and integrity. They undertake regular container (LCL and FCL) shipping for some of the planet's largest corporations and retailers all over the world, as well as full and part ship



shipping agents in more than 80 countries provides extensive service coverage over the globe, including local multimodal services over road, rail and inland waterways.

### Partners

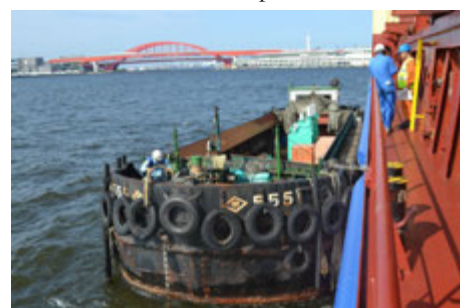
Tuscor Lloyds' freight forwarding team and partner agents have a wealth of specialist knowledge in heavy lift, out of

chartering services for heavy industry and manufacturers.

### Wide range

Our customers belong to a wide range of sectors such as oil & gas, machinery, power generation, construction, agricultural, textile, and engineering, just to name a few.

Tuscor Lloyds is also proud to be a forwarders' forwarder of choice, serving the freight industry in partnerships based on mutual trust and respect.

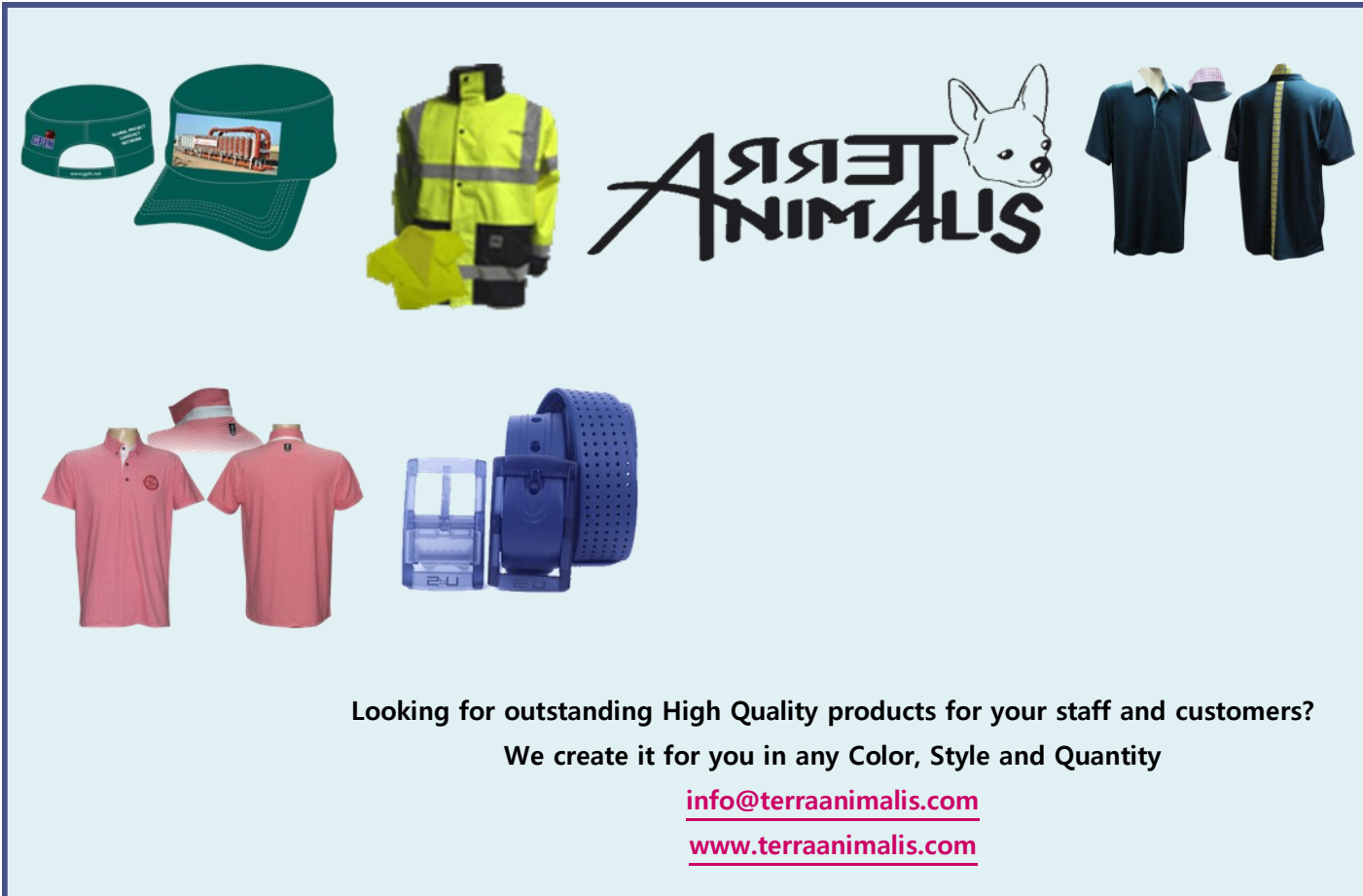


With specialisms in project cargo and break bulk shipments, the company has an enviable reputation as a highly effective worldwide operator in all types of projects from entire oil fields to major construction sites.

### Expertise

The company has moved thousands of project consignments and has gained expertise in heavy transportation and oversized loads alike.

We have over 200 containers located mainly in Mexico, mainly for retail and construction industry. ■



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**M**anufacturing 95 new rail-cars for the City of Lima's metro system was easy – but transporting them between Spain and Peru was another issue.

To help ease congestion and transportation among its eight million inhabitants, the City of Lima is investing heavily in its metro rail system.

As a result, a world leader in the manufacture of trams and rail cars was awarded a contract to provide 19 metropolis train sets, each consisting of five carriages.

However, once the carriages are complete, they are faced with the logistical challenge of transporting them from their plant in Santa Perpetua, Spain, to Lima, Peru.

"Security conditions during sea transportation are a priority for us, and loading under deck is a non-negotiable condition," says the company in charge of shipping this cargo.

"We also have to adhere to a strict delivery plan, and meet high delivery capacities of up to 15 cars a month.

"Our margin of error is very low. We need to be very careful regarding the reliability of the vessel schedule, but we also have to make sure that our subcontractors offer sufficient railed equipment and space capacity on board."

#### Arduous

To assist with the assignment, the transportation company contracted forwarders, who in turn appointed Wallenius Wilhelmsen Logistics (WWL) for sea transportation between Spain and Peru – the longest and most arduous part of the journey.

Being able to offer a monthly direct



sailing between Spain and Peru, as well as guarantee space on each sailing, is obviously an advantage, however WWL's biggest asset is its strong fleet of roll trailers and RoRo vessels, which are perfect for cargo of this type.

#### Solution

"Our vessels are the right size and we brought a solution for shipping the metro cars on roll trailers fitted with rails," says Patrick Mead, Key Account Manager at WWL. "This means that the metrocars can be rolled directly onto the vessel. There is no lifting involved, which is much safer and better for the cargo."

As a result, the forwarding companies

arranged the loading of the metro cars directly onto railed semi-trailers at the plant in Santa Perpetua.

From there, they are trucked to the port in Santander, and then transferred directly onto WWL's roll trailers.

"The schedules are mostly respected and WWL equipment is also new, in a good state and very clean," said Mead.

#### Maintenance

"We also pay particular attention to the state and maintenance of the vessels, which shouldn't be less than 25 years old."

So far, most of the metro cars have successfully been transported to Lima,

with the final assignment expected to be delivered in time.

"This RoRo solution is economically attractive too," said Mead. "Transport costs are a big challenge for us but we were able to agree on some technical and economic conditions to preserve the profitability of the project."

In total WWL will transport 95 metro cars between Santander, Spain and Lima, Peru.

The cars are between 16-18 meters in length, 2.9 meters wide and 3.9 meters high. Combined all 95 metro cars account for 19,000 cubic meters of space. [www.gpln.net](http://www.gpln.net)



## Indial Shipping imports railway locos

**I**ndial Shipping, a GPLN member based in Mumbai, has handled the import of a Duomatic locomotive engine for a large corporate house based in India.

The Duomatic engine manufactured & patented by Plasser & Theurer, Austria is used for tamping and laying of railway tracks.

The scope of work for Indial Shipping involved loading of the machine on board the container vessel at Antwerp using the port cranes,

sea freight and unloading at Mundra Port.

The unpacked locomotive with a total weight of 51 tons and a volume of 185 cubic meters was lifted and stowed underdeck on combined flat-tracks engineered as a platform to take the weight of the cargo.

The vessel *CMA CGM ROSSINI* sailed from Antwerp Port on Sep 6., and the cargo was scheduled to be discharged on Oct. 5 at Mundra port. [www.gpln.net](http://www.gpln.net)

### New GPLN Members – September/October 2013

Country	City	Company
Croatia	Opatija	Liburnia Maritime Agency Ltd.
Kenya	Mombasa	Cargo World Logistics Ltd
Philippines	Taguig	R.O.Ilagan Project Logistics, Inc.
Romania	Constanta	Eastern Shipping SRL