



Global Project Logistics NEWSLETTER

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

November-December 2013

Issue No. 36



SNS handles chemical cargo job

SNS Project Team recently handled the movement of cargo for a major French chemical company which is a world leader in gases for industry, health and the environment.

This cargo being shipped from China was marked for set-up at their facility at Aliaga near Izmir in Turkey.

The material arrived in November at Petkim Port, Izmir and after working through the formalities of a private port under tight security, discharge operations went smoothly

The material included pieces as large as the Argon cold box that was up to 35 meters long with various other items to include additional cold boxes, turbine and air purification skids.

While there were some heavy lift pieces, the largest was up to 185 tons.

Accompanying these oversized items were various other components and brought the cargo to a total weight of over 1,300 tons in one shipment. During the project, the challenges included maneuvering this cargo on very narrow roads in a chemical plant setting to be stored in an area that is estimated to have less than 2,000 square meters of space.

With constant repositioning of equipment and long trailers plus the restrictions of only working during daylight traffic hours around the site, it proved to be an interesting and rewarding job and was successfully completed with no damage.

SNS specialties include sea, air and land freight including heavy weight and over dimensional cargo, multi-vendor consolidation, warehousing and buyer's consolidation. www.gpln.net

Pfaff overcomes tricky conditions

Earlier this year Pfaff International was tasked and entrusted with the transportation of parts from the Thüringen producer to Ohio, USA.

Some of these parts weighed 72, 83 and even 119 tons. Road transport was not possible because German authorities do not allow weights over 100 tons.

Pfaff International therefore utilized overland road transportation only to deliver the parts to the closest domestic port.

Thereafter the construction parts were moved by inland water vessel to the seaport in Brake, close to Bremen.

Flooded

As reported widely in the press, the river Elbe's water level rose considerably in June. Unfortunately, it could not be

helped that the Elbe ports were flooded, just before the cargo was supposed to be loaded.

Hence, delivery to the seaport and trans-shipping were no longer possible. The booked vessel in Brake could not afford to be delayed. To at least be able to ship the parts below 100 tons and avoid construction stops in Ohio, Pfaff International conveyed these parts by road to Brake. However, for the biggest construction part with a weight of 119 tons, there was no

other option but to wait for flood levels to subside before another transatlantic ship would be booked.

Flexibility

Pfaff International reacted quickly and flexibly and was able to find another vessel, although there are only very few ves-

"The Elbe ports were flooded, just before the cargo was supposed to be loaded."



sels available for transatlantic shipments arriving via Lake Erie at Ohio.

Different regulations regarding road transport and the differences in equipment particular to the respective countries were additional challenges encountered within this project.

In Germany one truck-combination with only 30 meters length and 200 tons total weight was used to transport the 119 ton part to the domestic port.

Compared to this, in the United States a truck combination with over 60 meters length, more than twice as long as the one in Germany, was necessary to

transport the part from the port to its destination. Also the total weight of 260 tons clearly outstripped the German vessel.

While in Germany the emphasis is on short and agile combinations, the weight distribution using longer truck-combinations is more important in the United States.

Pfaff International offers not only all this know-how but a service oriented mindset, flexibility and a willingness to face foreseen and unforeseen challenges – in short it offers dynamic solutions for a changing world. www.gpln.net



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A Word from GPLN...

Dear Reader,

Another year is rapidly coming to an end. And what a year it was. We had a record breaking annual meeting at the InterContinental hotel in Abu Dhabi with around 160 GPLN delegates. We broke new ground at new events such as Trans Middle East in Beirut, Lebanon. It was a very busy year for us, attending and exhibiting at 11 different logistics events on almost every continent all over the globe.

One of the highlights was Power Logistics Asia which took place the last two days of October 2013 at the spectacular Marina Bay Sands Expo and Convention Center in Singapore, a Heavy Transport and Lifting event for industry professionals, which attracted many quality visitors from South East Asia, but also Europe, Middle East and Africa.

Next year's annual GPLN meeting has been announced and will be held from 16th to 18th March 2014 at The Landmark Hotel in Bangkok, Thailand. The Landmark Hotel is conveniently located in bustling downtown, the main business, shopping and entertainment area. The Nana station of Bangkok's BTS Sky train system is also next to the hotel and access to the hotel by car to all important expressways is easy.

Up to now we have already received over 90 registrations from our delegates and we are looking forward to probably the largest attendance in GPLN history! As you may know, our annual meeting and both tours will be taking place shortly after the Breakbulk China Transportation Conference & Exhibition. This event is scheduled from March 11-13, 2014 at the World Expo Exhi-



The GPLN team, led by founder Patrick Dich (center), sends all its members their best wishes for a successful 2014

bition & Convention Center in Shanghai.

Another great opportunity is the "BIMCO-GPLN Seminar" which offers topics such as "HEAVYCON and the knock-for-knock liability regime", "PROJECTCON" etc., held on 19th March in the morning after our AGM. Final details will be announced in due course.

In the meantime our regular work goes on with one event coming up before the end of the year at which GPLN participates as exhibitor.

Luzius Haffter will represent GPLN's interests at the 11th Intermodal Africa South, running from 21st to 22nd November 2013 at the Boardwalk Convention Centre in Port Elizabeth, South Africa.

Intermodal Africa is the biggest and most established annual market leading Container Ports; Shipping and Transport Logistics Exhibition and Conference B2B trade event on the African continent and this

event is a great opportunity to increase the GPLN brand awareness in this area.

As this is our last newsletter for 2013 we hope that you all can look back on a successful year and wish you all the best for 2014.

Your GPLN team

www.gpln.net

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The Global Project Logistics Newsletter is the official news of the Global Project Logistics Network (GPLN), the world's largest independent project logistics network serving the project cargo, chartering and heavy lift industry.

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TFC delivers when the heat is on

Mr. David Hitchcock (aka Danny, pictured right), sales manager at The Freight Co., Ltd. in Bangkok, Thailand led the transportation team and equipment of two 80-ton mobile cranes, one hydraulic trailer truck, one low bed trailer truck, three flat-bed trailer truckers to the Saphli Railway Station in Chumphon, Southern Thailand.



Danny and his crew faced high humidity

On track

There, they were tasked to lift, secure, lash, chain and transport five Plasser & Theurer rail track laying machines to Laem Chabang port where they were loaded onto the BBC vessel *MV. BBC*

Mapel Lotta and shipped to Genoa, Italy.

Plasser & Theurer, an Austria-based company, is the world's foremost manufacturer of rail track laying equipment.

Lifting and loading four of the five locomotives went as scheduled.

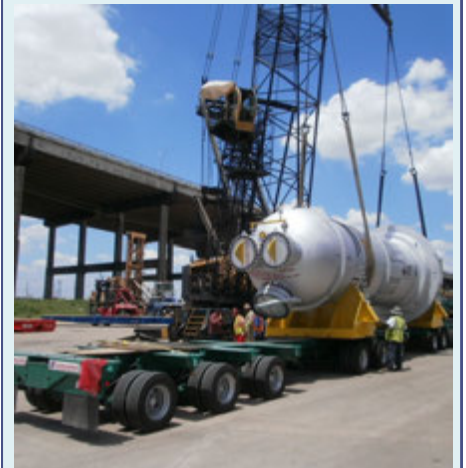
The team had to brace the heat and high humidity close to the end of the monsoon season.

Subsidence

Particular attention had to be paid to the placement of the mobile cranes and spreading out steel plates to prevent the cranes from subsiding as the ground had been softened by persistent heavy rainfalls in the days before the operation.

Watching the last locomotive being lifted on board the *MV BBC Mapel Lotta* was a good thing, according to Danny, because working a few days day and night in the sweltering heat and humidity had taken its toll on the crew. www.gpln.net

GPLN partners team up on oil industry job

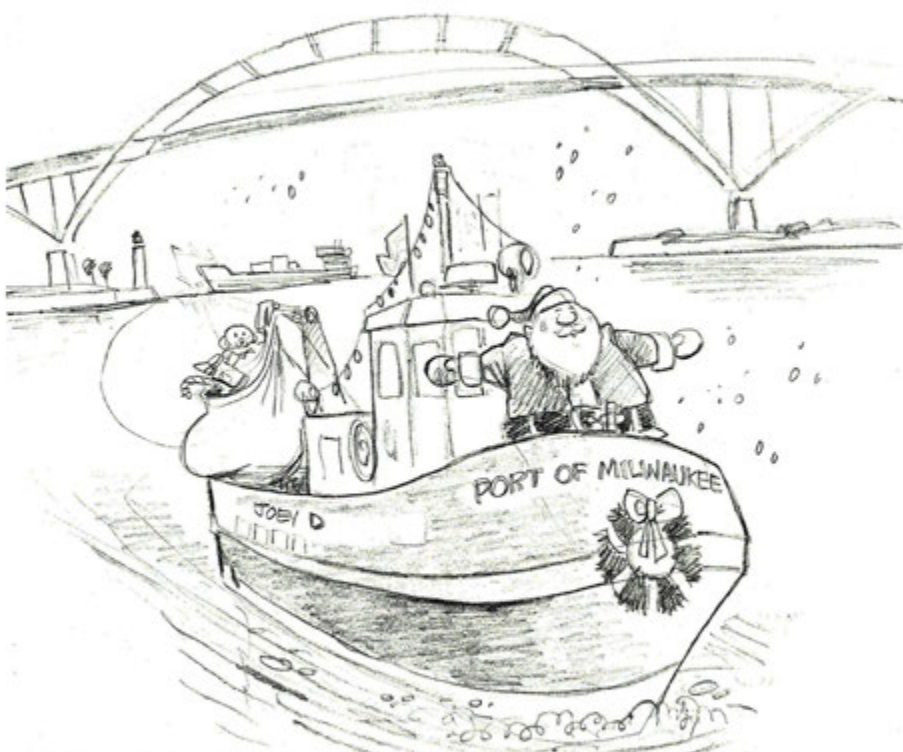


Logistics International, Inc. recently managed the port services and road delivery of two heat exchangers each weighing 69.30 tons each and measuring 14.22 x 3.74 x 3.88 meters from the port of Houston to a Port Arthur Texas refinery on behalf of GPLN member CERL France for a major oil company client.

Bill Durkin, Vice President of Logistics International said: "Early planning and close cooperation resulted in problem-free on-time delivery and a satisfied customer. We are proud of our association with first-class project forwarders CERL France." www.gpln.net



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TIL keeps busy with special handling jobs

Within the last few months, Trans International Logistik Sdn Bhd (TIL) have handled movement of heavy lift pieces and lengthy items via air and sea. These projects included:

TIL completed project cargo movements of two units of strippers and small equipment from Shanghai to Pasir Gudang, an industrial site for power stations, with a heavy lift volume of about 51 tons for each unit and dimensions of 12.25m long by 5.15m wide by 5.5m high

For the heavy lifts, on-carriage to site was arranged immediately upon vessel arrival on multi-axle trailers.

Special handling

The project required exceptionally special handling techniques and also required extremely quick delivery due to the tight project time line of this fast-tracked plant expansion.

TIL also moved 41 tons of a Vacuum De-aerator Tower C4360 together with the spare parts cargo ex-factory in Shah Alam to Port Klang port to catch a direct



vessel at Port Klang to Kuching port. All these operations were carried out in close cooperation between the custom agent, transporter and the shipping line. The dimensions of the vacuum de-aerator were 17.5m long by 2.7m wide by 2.5m high.

TIL credits its experience and reactivity for its ability to manage successfully all logistic constraints of this demanding operation.

Professional


TIL's professional airfreight team was handling shipments of four deck plates weighing 44 tons with dimensions of 6.19m long by 2.21m wide by 0.73m high.

Each plate from the factory in Belgium to the final delivery to the site was designed for a well-head support for an oil and gas structure. The operation went smoothly and the movement of all cargo to the site was executed without any delay or damage. www.gpln.net


Postcard from ...

GLOBAL PROJECT LOGISTICS NETWORK

Local Support – Global Reach!



**A POSTCARD FROM
SOUTH AFRICA**



Greetings from GPLN: South Africa

**SETTING THE
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GPLN is the premier project logistics network.
Our members are the world's top professionals in moving heavy and oversized cargo by sea, air and overland.

For more information contact: info@gpln.net
Or visit our website: www.gpln.net



Project proves a goldmine for Globalink

Another massive turnkey project that Globalink was asked to handle was that of the delivery of three mills for a gold mine project in Balkhash, Kazakhstan.

Originating in China, the total weight of the cargo was about 650 tons each but due to the dimensions, the cargo had to be disassembled into components.

The largest part of the mill had a weight of 50 tons and a size of over 150 cubic meters. Being

an out-of-gauge shipment, the transportation, as well as the loading and unloading processes required the employment of special equipment.

Globalink packed all the cargo at the point of origin and even crated some of the mill parts for containerization.

The cargo was loaded with special cranes onto low-bed trailers and afterward moved from Luoyang city in western Henan province, China, to the destination

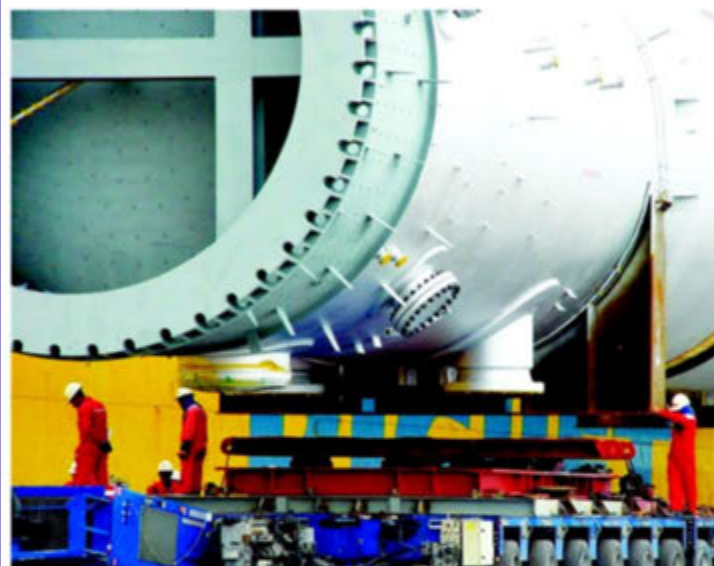
city, via Khorgos station which sits on the Sino-Kazakh Border.

At Khorgos station, Globalink cleared the cargo upon arrival and with no interruptions, the shipment crossed the border and headed straight to the site in Balkhash, Southeastern Kazakhstan.

At the destination, the cargo was swiftly offloaded so that the customer could start operation right away. www.gpln.net

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HEAVY MATTERS

By Gert Vos



10. Checklist for project forwarders—Part 3: Crane operations

We have divided the checklist on crane operations into seven major topics:

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

A. Working area

Before starting with any lifting activity with a crane, you should check the location where you want to position the crane (see picture, top right):

- ◆ accessibility of the area (enough space to get on site, stable road)
- ◆ allowed ground pressure on site
- ◆ any obstacles above or under surface: sewerage, waterworks, gaspipe, electrical or any other wires etc.
- ◆ work area with enough space to maneuver
- ◆ position in port: direct on quay side or some meters from quay side! Check with port authorities.

B. Cargo (Load)

Important matters are:

- ◆ weight and dimensions of the load (cargo)
- ◆ position of centre of gravity
- ◆ where are the lifting lugs/trunnions
- ◆ what lifting equipment to be used: spreader/lifting beams, nylon or steel slings, grommets, shackles
- ◆ necessary capacity of lifting equipment
- ◆ lifting with one or two cranes?
- ◆ in general: safe/stable lift

C. Means of transport

How is the transport of counterweight and lifting equipment organized?

Enough space for all counterweight trailers? Who delivers the special lifting equipment (including transport)?

D. Documents

Certificates of the crane (valid approval) and of course valid certificates of all lifting equipment is necessary.

Method statement, task risk analysis.

Before lifting: make or ask for a lifting plan with all details. (see centre, bottom right)

E. Personnel

Tool box meeting before lifting with all personnel. Very important are riggers "under hook" to hook and unhook.

These people should also be as experienced as the crane driver!

Use personal protective equipment (PPE): helmets, gloves, safety shoes etc. And check before you start working: special PPEs required?

F. Permits/Escorts

On many locations it is necessary to obtain permits to lift. For instance from private companies and port authorities.

For many cranes you need permits for transport on roads and also permits for the trailers with counterweights.

G. Restrictions

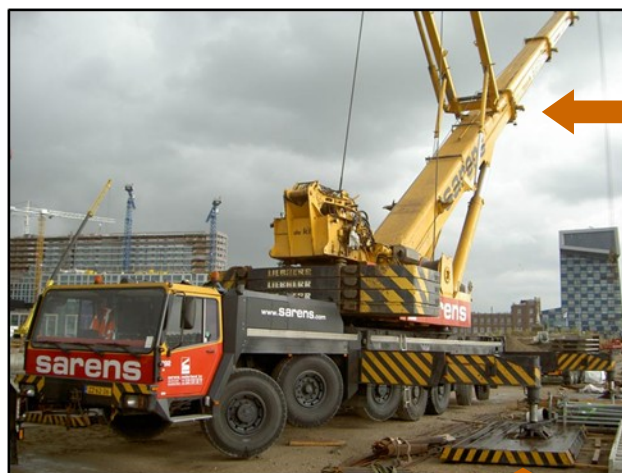
What are the weather conditions?

Wind/frost (reduction on capacity) / thunderstorm etc.

Max. windforce: 6 Beaufort (in general). Sometimes less (light cargo lifted with a long boom on a high position).

Gert Vos

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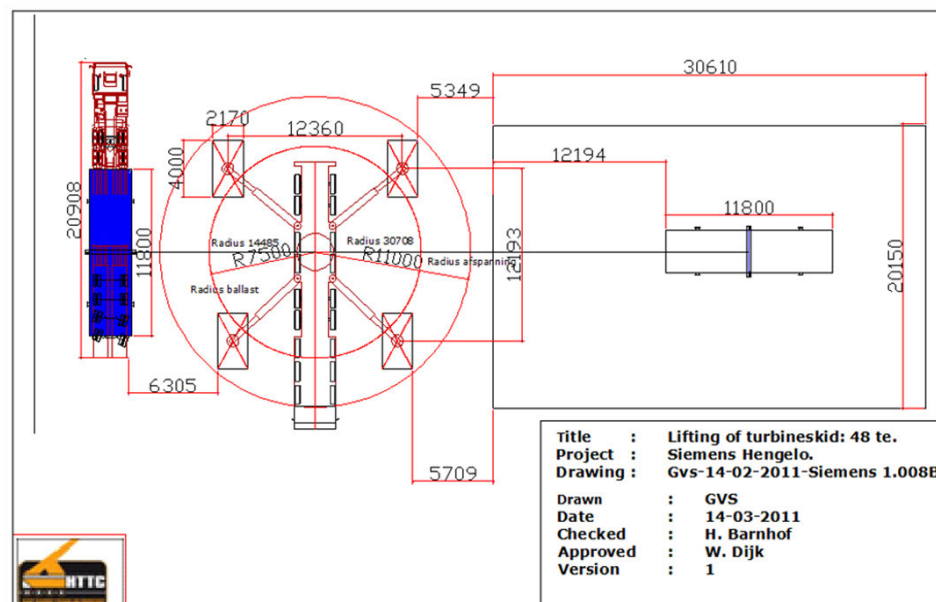
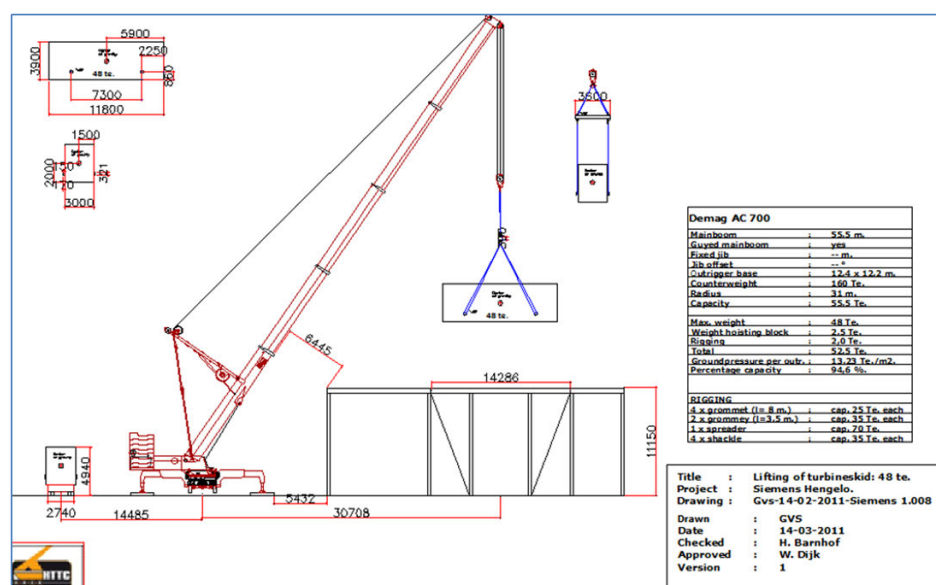


Enough space to guy the boom?

(turning boom between or near buildings)

Ground pressure?

Always use outrigger plates and maybe extra load spreading





Intermax goes offshore

Intermax Logistics Solution Ltd. from China arranged its first offshore marine project for Diesel Marine Dalian Limited DMI (DL).

DMI specializes in renovation and manufacturing of the main components of marine diesel engines.

This batch of equipment is mainly used in tower yokes and was located in 30-40 meters of seawater of the site of the oil industry customer.

It guarantees FPSO (Floating Production Storage and Offloading), can rotate 360 degrees around the tower, and protects against the effect of waves during oil exploration.

The cargo was shipped from Dalian to Singapore via Shanghai. InterMax arranged a barge to deliver the cargo from Dalian to Shanghai and transloaded it to a vessel to Singapore.

The weight of the two main components was 125 tons and 90 tons respectively. It took two days for lashing and loading and under the professional supervision of InterMax. The barge sailed afterwards to Shanghai in three days. Then they had to wait to transload the cargo to the vessel for Singapore.

InterMax used a floating lift to load the two main components directly onto the vessel. www.gpln.net

CSS delivers time sensitive cargo

CSS Projects, Oil & Energy recently handled and successfully delivered 12 skids, each weighing more than 33 tons to their final destination in Yemen.

All of the 12 skids were loaded using 200-ton cranes onto low bed trailers and were lined up in the loading area for onward road transportation.

The entire operation was undertaken and supervised by the CSS Projects team to ensure the project was undertaken seamlessly with no delays encountered as it was a highly time-sensitive and critical cargo.

"The fact that the entire cargo was delivered to its final destination in nine days is evidence of the hard work and commitment the team at CSS Projects puts in regardless of the type of cargo, or its final destination. I would like to extend congratulations to the entire team for a



job well done," said Raj George, Senior VP, Projects, Oil & Energy, CSS. www.gpln.net

Aaras handles import-export shipments at Karachi



Aaras Shipping Agencies (Pvt) Ltd. handled two export and import shipments in the months of October and November, 2013 and loaded and unloaded the cargo from two vessels namely *M.V. MPP Triumph* & and *M.V. Yong Fa Men*, carrying general and hydropower project, oil, gas and steel cargo respectively.

Aaras commenced loading the export shipment containing of general cargo including oil and gas survey equipments, on the vessel *M.V. MPP Triumph*.

The company completed the whole process of loading of total 15 packages with a total weight of 242.1 tons (including two heavy packages weighing 75 tons each) in approximately three hours, at Karachi Port. The vessel was then ready to sail towards its next destination, Yemen.

tion, Yemen.

The vessel *M.V. Yong Fa Men* arrived at the Karachi Port in early November under the agency of Aaras Shipping Agencies (Pvt) Ltd., carrying steel, hydro power and oil and gas cargo, loaded from Xingang, Tianjin China.

Aaras completed the discharging process within about 32 hours.

The cargo contained about 3960 heavy and break-bulk packages of approximately 7425 tons of total weight, consisting of a transformer, oil and gas cargo equipment, steel pipes, HRC coils, and other accessories.

Aaras loaded the cargo on to transporting units and moved the cargo afterwards to a specific port area to stack the cargo and also provided custom clearance for the same goods. www.gpln.net

Heavy industry for Dacotrans



Dacotrans de Centroamerica S.A. with its head office in Guatemala and branches and sister companies all over the Central-American area and especially with their heavy lift transport sister organization Daco Heavy Lift de Centroamerica S.A. is extremely active in handling and transportation of industrial plants, heavy lifts and over-dimensional cargos in the Central American/Caribbean area.

The company has recently executed several projects and heavy lift transports in Panama and is at the beginning of opening their own office in this hot spot of heavy transport operations. A recent highlight of very big transports has been the handling of four coal silos from the incoming vessel for intermediary storage in the port area of Samba Bonita and subsequent on-carriage to Manzanillo.

The silos had to be rolled on to the deck top barge. Samba Bonita is a place in the province of Colon, Panama.

The weight of one unit of these coal silos was 100 tons with a dimension of 21.50 by 7.90 by 8.10 meters. The operation was very successful and the Panamanian client was happy with the delivery of the cargo.

In addition to this project, several wind farm projects have been executed in Honduras, Nicaragua, Costa Rica and recently also in Panama.

Daco Heavy Lift de Centroamerica provides all necessary equipment which includes more than 50 hydraulic axle lines, including axles with transport widths of 4.80 meters, blade trailers for wind generating units which can carry blades of up to 55m, special trucks for nacelles etc. www.gpln.net

PSBediGroup hauls cargo for New Delhi metro



PSBediGroup — a GPLN member from India — has completed yet another project of moving bulk cargo shipment from Mumbai port to New Delhi, a distance of approximately 1600 kilometers.

The group was awarded a project of shipment clearance and inland transportation of a tunnel boring machine being imported for the Delhi Metro Project.

The task assigned was to provide an end-to-end solution from the port to the site. The consignee wanted the entire movement tracked till the destination point.

The total weight of the shipment was 585 tons with 14 different pieces and

some loose parts loaded in three 40-foot SOC containers.

The heaviest piece weighed 115 tons with a diameter of 6.7 m and the shipment also had five pieces each weighing over 50 tons.

PSBediGroup had a solution which was very cost-effective starting from organizing "under hook" loading on the trailers at the port and movement of the pieces/trailers as a convoy through to the destination point at New Delhi.

The entire movement either on the highways or within the city limits was properly monitored with approvals taken in advance from the regulatory authorities. www.gpln.net

Indial Shipping lifts loco

Indial Shipping Pvt. Ltd. from Mumbai, India has handled the import of a Duomatic Locomotive for a large corporate house based in India.

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

The unpacked locomotive with a total weight of 51 tons and a volume of 185 cubic meters was lifted and stowed

under deck on combined flat racks engineered as a platform to take the weight of the cargo.

Transportation support for this shipment was provided by CMA CGM and was carried on their vessel CMA CGM Rossini which sailed from the Antwerp Port in Belgium on 6th September.

The cargo was discharged at Mundra port in the Indian state of Gujarat on 5th October. Mundra Port is the largest private port in India. www.gpln.net



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Fleetline ships pressure vessels



Dubai-based Fleet Line Shipping Services LLC have shipped two pressure vessels measuring 15m long by 4.45m wide by 5m high, and a weight of 58 tons each from Hamriya Sharjah Free Zone, U.A.E. to Busan, Korea. The vessels were transported on six 6-axle low bed hydraulic/modular trailers

with a proper counter weight from Sharjah to Jebel Ali port and afterwards were loaded on a container vessel by placing four 40-foot empty flat rack containers for each of the pressure vessels.

Once the vessels were placed safely on board, Fleet Line Shipping arranged also the lashing to secure the cargo for the journey to Korea. www.gpln.net

CERL, a GPLN member based in Lyon, France, recently carried out a shipment of goods to Shanghai.

The cargo consisted of one crate weighing 63500 kg and measuring 15.36 meters by 3.16 meters by 3.00 meters; one crate weighing 63000 kg and measuring 15.76 by 2.10 by 4.50 meters; one HC40 container weighing 15000 kg.

Direct loading

The cargo was handled in Cebazat, France, and moved on board a vessel at the port of Fos sur Mer, via direct loading on the container vessel, using a 74-ton gantry crane.

The cargo was lashed and secured on board before transshipment to Shanghai.

The cargo was unloaded in Shanghai with direct unloading using a 250-ton floating crane, for direct loading on a barge. www.gpln.net

CERL ships to Shanghai



Kita imports blades into Turkey



Kita Logistics, a GPLN member based in Turkey has recently handled wind blade molds from the US to Izmir. The shipment was arranged with 3 vessels.

The molds used to produce wind turbine blades had various lengths from 25 meters to 40 meters for a single piece. The project was done on a door to door basis, whereas the jobsite

was about 50km away from Izmir port.

Although the distance and the route conditions were not the main concern for this project, passing through the traffic even during the very early traffic hours of the day was the main challenge. However the project was completed successfully with the help of Kita's team of project cargo experts.

www.gpln.net

TIL overcomes obstacles on steel plant project

Malaysia GPLN member Trans International Logistik (TIL) recently overcome many obstacles in completing a very complex and difficult project for a steel plant.

TIL was responsible for the scope of work ex-factory in Laem Chabang, Thailand to Penang site.

The shipment was moved in three lots consisting of 700 packages with a total volume of 8000 freight tons.

Multiple sizes of cargo of which the heaviest pieces ranged from 50 to 86 tons, the longest between 8 and 15 meters, widest between 4.5 and 5.5 meters and highest between 4.7 and 5 meters.

In spite of the various complexities that were faced during the entire operation, such as severe weather conditions etc. and thanks to coordination, time management and dedicated team-work between all local and overseas departments the shipment was delivered according to schedule and to the client's full satisfaction.

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Big keg for Donbasstransitservice

Donbasstransitservice Ltd. from Ukraine handled a transshipment of beer tanks from a sea vessel onto trucks at Mariupol sea port, with following dimensions: length 25 meters by diameter 6.2 meters, weighing 32 tons each.

The cargo was lifted by two floating cranes (tandem operation) with vertical parallel slings as per manufacturer's requirements.

The two floating cranes were used because of the cargo's peculiarity. Locations and characteristics of the lifting points were suitable for only absolutely vertical sling. But the unit was extra long,

so there were only two options to handle it: with the use of a special spreader bar, or with the use of two floating cranes.

Unfortunately no suitable spreader bar was available on the spot, so using two floating cranes for this operation was more feasible than production of a suitable spreader bar.

Donbasstransitservice had to dismantle the fourth gate of the Mariupol port and also part of a wall to allow passing of the trucks.

The inland transportation to Kharkov, about 450 kilometers away from Mariupol was carried out by specialized trucks. www.gpln.net

Aaras brings breakbulk to Karachi



Aaras handled the vessel *M.V. MPP Shield* carrying project and breakbulk cargo which was destined to be berthed first at Karachi Port and part shipment was to be discharged at Port Qasim.

Aaras provided agency and stevedoring services for the vessel at both the ports, and discharged 230 units of HRC coils with weight of 26 tons per unit at Karachi Port (discharging was completed within 13 hours).

Aaras provided services of discharging, stevedoring, stacking and loading of cargo onto transporting units and also the transportation services for part shipment.

The company discharged four units of heavy transformers at a weight of 53 tons for each transformer at Port Qasim (discharging duration was one and half hours) and also provided transportation services for the transformers from Port Qasim to the site. www.gpln.net

Tuscor moves out-of-gauge cargo



Tuscor Lloyds was recently asked to move a 4.3-ton out-of-gauge cargo from the port of Valencia, Spain to the port of Altamira, Mexico.

The cargo, a semi-automatic 70° and longitudinal 60 HP cutter and an electric reel with cable, was picked up in Chiva, Valencia and transported by road 30 miles east to the port of Valencia.

Due to its dimensions (4.7 by 2.5 by 3.0 meters) the cargo was loaded onto a 20-foot flat-rack container which could secure the cargo for transportation to Mexico.

Once loaded, duly lashed and secured

to the 20-foot flat-rack, the container was loaded onto a truck and then transported by road to the port of Valencia.

After checking the cargo was well-secured and prepared for maritime transportation, the shipment was given the go-ahead and loaded onto the container vessel which would transport the cargo to the port of Altamira.

Taking into account the transit time from Valencia to Altamira, Tuscor Lloyds' project cargo team orchestrated every movement in order to deliver the cargo to the port of Altamira within the agreed time-frame and budget, much to the satisfaction of all concerned. www.gpln.net



Plenty of variety for Polaris

Polaris Shipping has recently handled a variety of cargo, including some rigid inflatable boats and crane parts weighing 850 tons and 2100 cubic meters, transported on a Ro-Ro vessel, and a Damen Stan tug weighing 275

tons and measuring 23 meters long, 8 meters wide and 12.5 meters high, on a heavy lift breakbulk cargo vessel.

Polaris also shipped a 32-ton excavator partially dismantled to fit on a 40-foot flat rack for shipment on liner container vessel. The cargo measured 11.90 meters by 3.40 meters by 3.38 meters, and was shipped from Jebel Ali to Colombo.

The company also transported Portalink ship unloader accessories weighing 85 tons and measuring 9.50 meters long by 5.45 meters wide by 5.45 meters high. This cargo was moved from Dubai to the port of Jebel Ali on a 120-ton multi-axle trailer. www.gpln.net



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MIDDLE EAST: Kita Logistics

Kita Logistics was founded in 1995 as a freight forwarder with the aim to exceed customer expectations in transport and logistics at all times through quality in people and services.

Kita is located in Izmir and Istanbul with over 280 employees and 18,500 square meters of warehousing and logistics facility.

Local and international transportation services are supplied by own fleet of more than 120 vehicles. Kita Logistics has around 30% market share for new power plant transport in Turkey.

Kita is also heavily involved in oil and gas, mining, automotive, construction sectors in Turkey and the neighboring countries, especially North Iraq.

Due to large volume of projects handled in the last several years, Kita

also invested in 75 brand new hydraulic axles and prime movers in 2012.



AMERICA: BDG International

BDG International was founded in August 1983 and over the course of nearly three decades BDG has grown its service offerings. Its history is consistent with growth and improvement of its capabilities.

BDG was approved by IATA in 1984, obtained an FMC license in 1985, formed its NVOCC in 1987, had representation in over 170 countries by 1988, obtained its corporate license as a US Custom House Broker in 1996, purchased a new worldwide headquarters building in 2003, obtained C-TPAT status in 2004 and MC# for Truck Brokerage in 2005. BDG opened its first international office in New Delhi, India in July 2007.

BDG excels at shipping to developing parts of the world and specialized transportation projects. This work included, but was not limited to, letter of credit, dangerous goods, destination documents, project cargo, legalization, destination delivery, and customs clearance. BDG uses this extensive knowledge today to assist its clients to solve

difficult logistical challenges.

Clients choose BDG because it provides consistently competitive pricing and superior service. Its team of professionals meet annual training requirements to hone their skills in the latest transportation regulatory and logistics changes.

BDG now has 35 staff at offices concentrating on serving clients in the mining, construction and agriculture/primary industries sectors.



EUROPE: Gruber Logistics

Gruher Logistics is a family-run business with a long history. Not only have 77 years passed since the company was set up back in 1936 but, more importantly, Gruber Logistics has since developed into a crisis-proof and constantly growing business that knows how to adapt to an ever-changing market.

It all began when, in 1936, Josef Gruber, the founder of the company, started transporting timber in his local area. His

construction machinery, and the building sector.

Nowadays, Gruber Logistics is run by Martin Gruber (who represents the third generation within the family-run com-



Martin, Kurt and Christian Gruber — keeping the company close to its core values

whole focus at the time was on making work easier for his customers who had to bring timber from the mountains down into the valley. The motivation which was his driving force back then has become the company's leitmotif and continues to take centre stage.

Market leader

Nowadays, the company's forte is the transportation of heavy and special loads. Gruber Logistics has become one of the market leaders throughout Europe in this sector, which also accounts for the lion's share of their turnover.

Over the years, five other areas of activity have been added to the company's traditional core business: from the transportation of heavy cargo, Gruber Logistics has expanded into air and sea freight. In this sector, the company offers a comprehensive spectrum of services and also charters aircraft and ships for its major customers.

As far as international groupage distribution is concerned, Gruber Logistics are, by their own account, number one in the northeastern Italian market. They also provide international freight forwarding services within Europe.

Within the project cargo sector, the company offers all-embracing services which extend from the planning to the implementation stage.

Finally, the company has also made a strategic expansion into the sector of logistics services such as warehousing, value added services, and production supply. The main industry sectors Gruber Logistics work with are: machine building and engineering industry, energy, oil & gas,

pany) together with his father Kurt and his uncle Christian Gruber.

The management's priority is increasing internationalization, not least because, in times when success can hardly be taken for granted, it's all the more important to be forward-looking, to move with the times, and to adapt to the customers and to the market.

Partnerships

Gruber Logistics also works together with many other partners and GPLN members all over the world.

Even though much has changed since then, Gruber Logistics have remained and will continue to remain true to the 'customer intimacy' which inspired their beginnings.



Thanks to innovative ideas, courage for change, and a family mindset, they can look back on over 75 years of market success.

Today, they are one of Europe's most successful companies within their sector of activities. Last year, with a total of 21 branches scattered throughout Europe and Russia, Gruber Logistics achieved a 215-million-euro turnover.

Gruber has warehouses all over Europe and a workforce of over 520 (and counting).

Upcoming GPLN Meetings & Events

3rd Breakbulk China Transportation Conference & Exhibition

11th - 13th March 2014

Shanghai World Expo Exhibition & Convention Center

Shanghai, China **Booth No: A-607**



11th GPLN Annual General Meeting

16th - 18th March 2014

The Landmark Hotel

Bangkok, Thailand



9th Breakbulk Europe Transportation Conference & Exhibition

13th - 15th May 2014

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

300H4

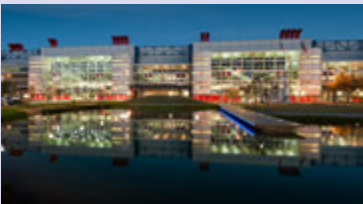


25th Breakbulk Americas Transportation Conference & Exhibition

30th September - 2nd October 2014

George R. Brown Convention Center

Houston, TX, USA **Booth No. 122**



For all information on upcoming events,
please contact Luzius Haffter at:
l.haffter@gpln.net

AFRICA: Transit Marill

Transit Marill, located in the port and the Free Zone Djibouti, has its own fleet suitable for handling of heavy equipment, as well as a storage area of 16,000 square meters with 2000 square meters of covered warehouses. With experience of over 50 years, Marill Transit is the ideal partner to support and handle logistics activities in this region for agents all over the world.

Transit Marill offers a wide variety of transport and logistics solutions to satisfy all types of needs from simple delivery to full door-to-door services. The target of Transit Marill is to be recognized as the standard-bearer of quality performance in the Horn of Africa. By searching out the best people qualified with skills in quality and empowering them to develop innovative techniques focused on customer satisfaction. There are many other forwarding companies out there, but if you want consistent supply chain service and thorough communication, Transit Marill will be your best partner.

Thanks to the sole subcontracting with an Ethiopian remover and in order to meet the requirements of professional



standards, we give quality services for all maritime or air delivery or dispatch.

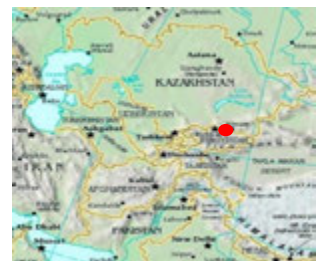
Familiar with the complex administrative procedures of the host country, our team is in a position to give you complete satisfaction.

Our company will attend to you as it is the one chosen by the majority of the embassies, NGOs and important international companies out, for the quality of its services.

ASIA: Globalink Logistics

Globalink Logistics Group, founded in 1994, is an international freight forwarding and project logistics service provider that manages the movement of cargo via sea, land and air on a global scale. We are your full-service provider.

Globalink's "one-stop solution" concept has been developed to enable customers to direct all their requirements, including multimodal freight management, warehousing, customs and distribution, project logistics and other value-added services to a single source rather



than using multiple ones.

With 1000 dedicated professionals in 32 countries in the CIS and Middle East, Globalink is the forwarder of choice and the partner you can depend upon.

The main industries served by the company are: oil and gas, FMCG, mining, EPC, pharmaceuticals, textiles.

Specialties include: multimodal transportation, project management and heavy lifts. The company owns its own fleet of trucks and warehouses. Our primary objectives are to promote total quality management and to maintain our success through steady investment in our service expansions and innovations.



Siddique Khan, President and CEO



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Maritime Synergy creates record



GPLN member Maritime Synergy (Thailand) Co., Ltd. recently moved the biggest modular accommodation units ever built in Thailand.

Maritime Synergy carried out routing surveys, securing & lashing, loading and transportation from the shipper's premise in Nong Yai, Chonburi province, Thailand to Laem Chabang port in Thailand.

This task took place from September 2012 until November 2013 and the cargo was finally discharged at Dampier port in Australia.

Each modular accommodation unit consisted of a weight of 24,800 kg, with

following dimensions: length 15.2 meters, width 4.3 meters, and height 3.3 meters each.

One of these modular accommodation units is listed as the biggest ever built and assembled in Thailand until now. Due to this gigantic size the chassis on the trailers had also to be custom-built for these moves.

Maritime Synergy arranged transportation for a total of 954 modular accommodation units, and moved approximately 80 of these units a month.

Every convoy consisted of five units and was escorted by the Thai highway police. www.gpln.net

Intermax makes shipping move



GPLN member InterMax has acquired a Yangtze River shipping company, Hualong Shipping Co.

Hualong Shipping is recognized as a leader in carrying heavy and oversized cargo from Shanghai to Leshan, Sichuan province, a distance of over 3000 kilometers across the longest river in the world.

InterMax provides seamless service links with an owned feeder fleet to carry out down-river and up-river transportation which was officially authorized by the government as a Yangtze carrier to transport nuclear power.

In the past the feeders have carried remarkable cargoes, handling various heavy items in the Yangtze river for hydro power, thermal power, nuclear power, wind power, chemicals, oil refineries etc. to the entire satisfaction for

various customers.

The company, renamed as Max Shipping Co. Ltd. consists of six 1000 to 1800-ton project cargo feeder ships to serve customers in connection with an ocean-river bridge expansion, covering the hinterland to overseas or vice versa. There are several InterMax service points along the river.

With precise management, an abundant and skilled technical force and mature security system from GPLN member InterMax, Max Shipping will become one of the key components of the InterMax Group. At the same time, InterMax's footprint is taking a step forward in providing a vessel service on the river with a coverage of offices from Chongqing, Chengdu, Deyang to Leshan, a heavy project cargo terminal which can handle up to 500 tons lifting capacity. www.gpln.net

Donbass oils the wheels in Russia



Donbasstransitservice from Mariupol in Ukraine arranged the transportation of 830 tons of oil refinery equipment from Novorossiysk (Russia) to Astrakhan

(Russia) with their own barge TMI-4 (pontoon type). The heaviest piece was 176 tons, with dimensions of 22.091 meters long by 6.259 meters wide by 10.117 meters high.

The cargo was discharged by the vessel's cranes directly on to the barge. The study for the heavy lift cargo carriage was designed by Digital Marine Technology according to Donbasstransitservice's re-

quest. The TMI-4 pontoons are intended for carriage of large-dimension cargoes and other heavy cargoes, vehicles, trailers and containers from the port of departure to the port of destination. www.gpln.net

New GPLN Members – November/December 2013

Country	City	Company
Australia	Brisbane	International Project Logistics Pty. Ltd.
Belgium	Antwerp	Dissaco NV
China	Shanghai	Garone Logistics China Ltd.
China	Shenzhen	Garone Logistics China Ltd.
Denmark	Copenhagen	Alpha Projects & Logistics ApS
Italy	Genoa	Alpha Projects & Logistics SRL
Netherlands	Rotterdam	Alpha Projects & Logistics NV
Switzerland	Chiasso	Prima SA Transport & Trading