



# Global Project Logistics NEWSLETTER

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

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Issue No. 37



## MFC Freight goes multimodal

**C**hennai, India-based GPLN member MFC Transport, keeping up its market reputation and maintaining customer confidence, has become the first company to deliver a most challenging job at Bharat Petroleum Corporation Limited (BPCL) Kochi, through a multimodal operation using road then waterways and then road again.

The journey started from the outskirts of Mumbai to BPCL Kochi in Kerala with seven almost similar super ODC packages having dimensions of 18.55 meters by 6.4

meters by 6.5 meters, weighing 82 tons.

The consignments were moved on hydraulic axles, rolled on to a waiting barge in the outskirts of Mumbai, to be finally moved to Kochi Port and ultimately to BPCL Kochi refinery by road.

The total road distance covered was 61 kilometers, with 590 nautical miles covered on waterways. The main hurdle was the last leg of road transportation at Kochi city.

BPCL Kochi refinery lies very much in the heart of the city, obstructed with various cables, electrical wires and over-

hanging trees.

Therefore, movement of any cargo with height more than 5 meters above the ground level was restricted and made the journey difficult and tedious, so that many service providers were hesitant to accept the challenge.


MFC's fully confident team felt equal to the task and translated the concept into reality and thus became the first logistics service provider to have achieved this coveted position for BPCL Kochi.

♦ Following up this success, the company broke its previous record of 67 days

for delivering the second reactor vessel of a pressurized heavy water reactor (PHWR), known as *Calandria*. MFC designed a rotating fixture to overcome the road obstacles en route caused by this oversize cargo.


Several hundred fuel channels run the length of the *Calandria*, which will be filled with heavy water moderator, Nuclear Power Corporation of India Ltd (NPCIL) reported.

The MFC team is very proud to have set yet another historic record for land transportation in India. [www.gpln.net](http://www.gpln.net)




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## Aaras keeps up the power



**A**aras Shipping Agencies Pvt. Ltd. from Pakistan recently provided stevedoring, heavy lifting, custom clearance and transportation for complex power project cargoes at Karachi port.

The GPLN member, based in Karachi, greeted the vessel *M.V. Han Zhi* when it arrived at Karachi port recently from Shanghai, China.

The vessel carried power project units and general cargo, made up of 244 packages making up a total weight of 1,722 tons, including 150-ton transformer units, 25-ton oil tanks and 60-ton turbines, as well as other miscellaneous items for this project.

The heavy cargo was safely stacked in Karachi port before being loaded onto trailers and transportation units for on-carriage to the final destination.

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## A Word from GPLN...

### Dear Reader,

We hope that you have all started the New Year well and that this will be a great, healthy and successful year for all of you.

2013 was looking like another year of slow growth for U.S. imports and exports, with the U.S. economy still struggling, Asia growing at its slowest rate in years, and much of Europe still in recession.

But this growth was even better than the Asia-Europe trade was facing. This year ocean carriers will be challenged to maintain the level of rates they achieved in the past, considering that new and bigger ships are scheduled to enter service this year.

However shipping in other trades looks more optimistic as new trade agreements and strong production have shifted more manufacturing to Mexico and South America. This positive trend is supposed to bolster the US-Latin America market.

The intra-Asia commerce in the Far East is also likely to again post the most rapid growth of any trade, influenced by the manufacturing progress of China and Southeast Asia and a growing consumer-minded middle-class society. We hope that this growth also continues in other markets and 2014 will finally see the start of a global recovery.

Last year's events took us to China, Senegal, UAE, Russia, Belgium, Lebanon, Germany, USA, Singapore and South Africa which was a great opportunity to increase the brand awareness in those countries.

Luzius Haffter attended the last event of the year, Intermodal Africa South, which took place in Port Elizabeth from Nov 20-22. Intermodal Africa is the most established B2B trade event on the African continent.

The year saw also the second edition of Power-



GPLN executive director Luzius Haffter (fourth from left) with representatives from Transnet, operator of Port of Ngqura & Port of Elizabeth, and GPLN member, Access Freight Africa (Pty) Ltd., SA, at 2013's Intermodal Africa South.

Logistics Asia, an event dedicated to the project logistics industry. The third PowerLogistics Asia 2014 will take place once again later this year in Singapore and GPLN will also be present there.

The topics of this conference with an array of high-level speakers from logistics and also from the end-user industries will attract many visitors from all over the globe.

We would also like to take this opportunity to point to our events page on our website for those members interested in joining us at one of the logistics events around the world.

Our travelling season in 2014 starts in the middle of March with the Breakbulk China Transportation Conference & Exhibition in Shanghai and at this event we will be joined again by several GPLN members who regularly share our booth.

Our focus is now on the preparation of our annual meeting which is taking place on our home turf from March 16-18, 2014 in Bangkok. At the time of writing almost 150 members have already signed up for this event and around 50 members will join the dinner cruise and city tour ahead of our meeting. We believe this will turn out to be again a great event as we will be celebrating our 10th anniversary in style.

What's new? After lengthy preparations we are

finally ready to offer a workshop in collaboration with BIMCO, a seminar which offers topics such as 'HEAVYCON and the knock-for-knock liability regime', 'PROJECTCON', 'HEAVYLIFTVOY' etc., held on 19th March in the morning after our AGM.

This course is the ideal platform for project forwarders with intermediate knowledge to broaden their chartering know-how. Details can be found inside this issue.

We hope to see you all in Bangkok and various logistics events during this year.

### Your GPLN team

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**A**fter more than 20 days of travel along the Yangtze River and its tributaries, the Minjiang River and Dadu River, the two inland vessels chartered by City Union—*Leyun 5* and *Fengshun 5*, finally made it to the port of Leshan.

This signals the epilogue of the three-month long shipment of imported European heavy equipment by China National Petroleum Corporation (CNPC).

These cargoes are the project equipments of CNPC's Chexiantang Processing center in Chengdu, which has drawn much attention from the CNPC senior management, thus City Union spared no effort to ensure its timely and error free delivery.

#### Organization

City Union established a professional project logistics team with 15 of the most talented staff assigned into five groups, each respectively taking care of the following sections: overseas transportation, marine transportation, transit shipment at Shanghai, inland voyage and transit, discharge at destination and inland transportation by trucks.

During the whole process, City Union combined means of ocean shipping, river shipping, land shipping and hoisting transit together, and overall City Union covered as much as 1620 kilometers inland canal along the Minjiang and Dadu rivers.

## City Union completes epic waterway journey



In view of the soaring difficulty and risk of inland shipment, City Union chartered two bulk carriers with the DWT of 1000 tons, and also rented the number 1 shore crane on the Yangtze River with the maximum lifting capacity of 500 tons.

#### Challenging

The cargo was discharged at Shanghai Luojing wharf, from where, after strict security measures and safety checks, it went upstream along the Yangtze River, passed by the Gezhou Dam and the Three Gorges Locks, arrived in Yibin and then steered into the Minjiang and Dadu

rivers. It was a very challenging journey, with City Union having to conquer shoals, locks, torrents, etc, and after more than 20 days of adventure City Union finally made it to the port of Leshan.

City Union kept in close touch with the two captains, holding the first-hand sailing and cargo conditions.

To secure the passage, the local maritime patrol ships of the Three Gorges and Leshan offered an escort for the two cargo ships, for which City Union was grateful.

For safety reasons, the water level of Minjiang and Dadu rivers has to be at

least 2 meters, and City Union waited for two days for that moment.

When water was released from the upstream hydropower station, and the water level reached 2 meters, the two ships wasted no time and finally made it to the port of Leshan on time and the cargoes were discharged the next morning properly and safely.

City Union's professionalism, dedication and high efficiency has once again earned the company a high reputation from clients, shipping companies, trucking partners and wharfs.

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## Allseas busy on many fronts around the globe

**A**llseas Global Logistics Ltd.'s project team were recently asked to respond to a request from a private owner to move a yacht from a shipyard located in Rayong, Thailand, to Southampton in the UK.

This particular shipment was to present us with a unique, if not interesting logistical problem.

The yacht was at a defunct shipyard located on a beach front in Rayong and with no feasible road access due to size restrictions, Allseas needed to find a solution to move the yacht from the shipyard to Laem Chabang.

Allseas devised a plan which involved moving the yacht on a cradle to the beach where it had arranged for a crane to lift the yacht and cradle onto a barge which would then transport them to Laem Chabang to meet up with an ocean-going vessel for shipment to the UK.

### Obstacles

However, there were obstacles to overcome. As the yacht weighed in at 26,000kgs Allseas needed to ensure the stability of the crane when lifting from sand and this was achieved by placing steel platforms on the sand for the crane.

Allseas then needed to find a way to get the barge close enough for the crane to lift the yacht safely within its reach.

This was achieved by sending the barge in on the high tide, for the barge to then remain onshore during low tide, when the lift would be completed, and the barge would then be refloated before getting underway to Laem Chabang.

The yacht was then transported downriver to the port where the multi-purpose ocean-going vessel used its on-board crane to lift the yacht directly from the barge and onto its deck.

The company also recently arranged recently the door-to-door shipment of five new internal gantry cranes from Scotland to Saudi Arabia. These were large machines, capable of moving 380,000 metric tons per year when in full operation, so Allseas rapidly set to work planning this shipment.

A complex operation from the start, the cargo included the shipment of 10 girder sections each measuring an impressive 35 meters in length.

Careful planning was required to move the cargo on a chartered vessel from the UK and across part of the Arabian desert to its final destination at a site in Saudi Arabia. The Allseas team delivered on time and on budget. The end result – five cranes on site and ready for operation plus one very happy client! [www.gpln.net](http://www.gpln.net)



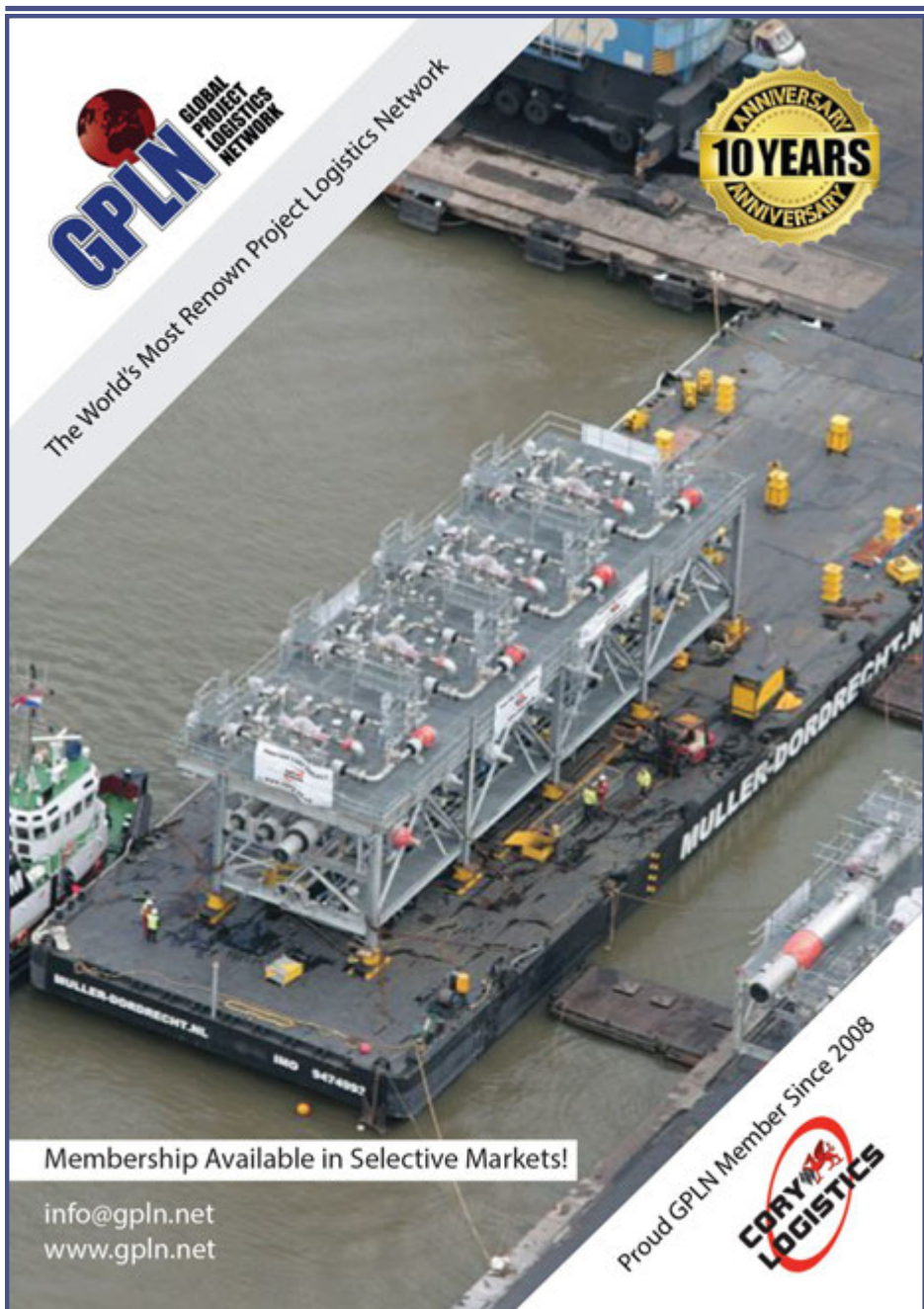
## L. Branco makes modular move to Saudi Arabia



**B**etween the middle of last December and early January, L.Branco Navegação e Trânsitos, Lda. handled a large consignment consisting of 32 large modules made by Alstom in Setubal and destined for a site in Saudi Arabia.

L.Branco's job consisted of moving 32 modules, each approx 24m by 4.5m by 4m, weighing between 104 and 149 tons, from Alstom premises to Setubal commercial port and store them on an elephant feet.

L.Branco transported the modules alongside the ship and contract stevedores and welders handled the loading and lashing operations. The operation was carried out successfully, to the principal's satisfaction. [www.gpln.net](http://www.gpln.net)

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## HEAVY MATTERS

*By Gert Vos*



### 11. Checklist for project forwarders—Part 4a: Skidding & Jacking

In this article (part 4a of the Checklist for Project Forwarders) we will review the undermentioned topics related to Skidding & Jacking.

We have divided the checklist into seven major topics, of which we shall deal with the first two in this issue. These are:

- A. Working area
- B. Cargo

#### A. Working area

Very important is of course the stability of the terrain and the allowed ground pressure. All types of lifting requires a completely flat surface.

But for skidding and jacking you pay extra attention. When you use, for example, a mobile crane, you can always change the level of your crane by means of the hydraulic system in the outriggers (not during lifting!).

But when you have to position a skidding beam system inside or outside a building, you have to make good preparations before starting.

Once you have started you cannot

**Skidding a transformer of 330 tons over skidding beams.**



**Same location, 2 years later. Transport direct on 2 platforms of 25 meters length**

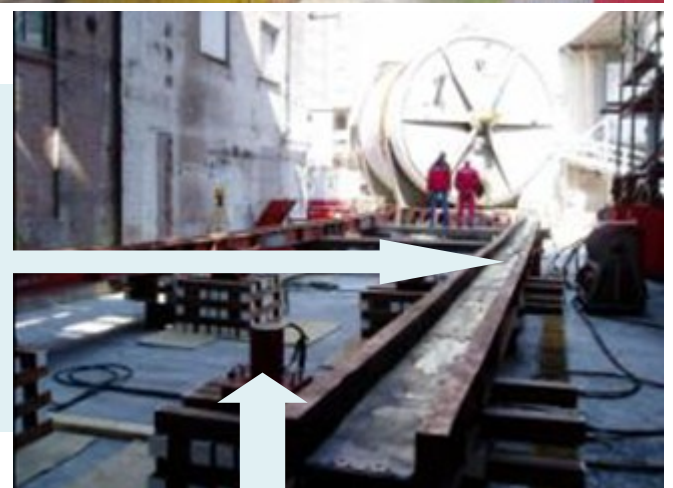


change the level of your skidding "lane".

Further important matters to check:

- ◆ Is there basement under the surface? If so, then take measures like load spreading, a support system in the basement or just cancel the working activities.
- ◆ Is there sufficient electricity for hydraulic pumps and other equipment? If not, take care of a power pack.
- ◆ What type of forklift is allowed in the working area (gasoline, gas, electric)?
- ◆ Are there fixation points for pulling or hoisting?
- ◆ What is the surface on what we have to push/pull the equipment?

**Skidding lane with teflon layer in the beams. Use stainless steel skates and soap under it to reduce friction.**



**Skidding lane and climbing jacks are supported and levelled.**

#### B. Cargo

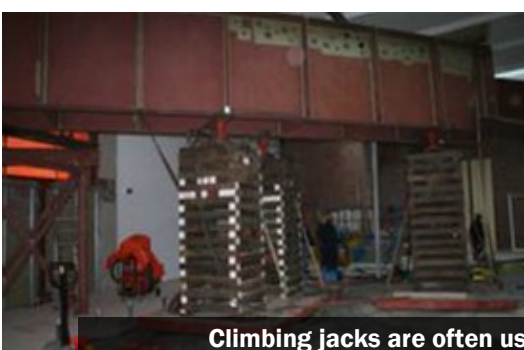
Standard questions are:

- ◆ What are the dimensions (length, width, height and of course weight) of the cargo?
- ◆ Where is the centre of gravity?
- ◆ Where are the lifting/jacking points?
- ◆ With what type of jacking/skidding equipment can we move the cargo?

**But also a hydraulic lifting gantry can be used if the cargo is suitable to be handled by this means of lifting equipment.**



**Using strandjacks: mostly very heavy cargo. Sometimes in combination with a lack of working space.**



**Climbing jacks are often used in situations when limitations in space apply**



**R**uslan International – the company which manages and markets the combined Antonov An-124 fleets of its shareholders Antonov Airlines and Volga Dnepr Airlines – has carried a vital shipment of airport cargo handling equipment from Amsterdam to Cebu, Philippines.

The equipment is assisting in the ongoing processing of international relief cargo, following the devastating Typhoon Haiyan.

The largest item of the 85-ton load was a dual-platform maindeck loader, capable of handling aircraft pallets weighing up to 15 tons.

#### Trucking

Also contained in the shipment were slave pallets, dollies, baggage tugs, a fork-lift truck and pickup trucks.

The equipment, located in Amsterdam, was purchased largely with funds

raised by the UK Disasters Emergency Committee's highly-successful appeal for help for victims of the tragedy.

The flight was operated for Air Partner plc.

#### Worst affected

Some of the areas worst affected by Typhoon Haiyan lie between Cebu City on Mactan Island, and Tacloban City on Leyte Island.

As Tacloban's airport is too small to accommodate widebody aircraft, Cebu International Airport was chosen as the hub for arriving aid flights.

With a dramatic increase in inbound aircraft movements at Cebu, including many wide-body freighters, and daily cargo levels of around 800 tons, the airport needed additional ground handling equipment to speed up the flow of aid into the disaster area.

Ruslan International's Commercial

## Ruslan speeds aid to Haiyan victims



Executive, Paul Bingley said: "Due to the size and characteristics of the main-deck loader, the An124 was the only aircraft capable of carrying it.

"By moving it from Amsterdam to Cebu, the processing of urgently-needed aid cargo has effectively been doubled."

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



## Kita moves cargo for \$3bn refinery

**A** US\$3 billion investment in a refinery project with around 300,000 cubic meters of breakbulk cargo was recently handled by Kita Logistics

Kita's experienced project team was tasked with the job which was completed successfully by the end of 2013.

This was Turkey's biggest industrial project of the year.

Mr. Can Yilbasi, the leader of the project team stated that the whole group worked day and night to meet the deadlines for the assembly.

A total of 54 heavy lift vessels has been discharged in Derince port and all the cargo was then

moved to the Tupras jobsite by Kita's own modular hydraulic trailers.

In addition to more than 1,500 truck shipments of overland cargo, there were a total of 37 barge voyages. The project was completed with no damages and to the full satisfaction of the client.

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## Lysander keeps turbines moving

**L**ysander Shipping recently arranged the import and delivery of a large wind turbine nacelle from Samsung Heavy Industries in Korea to the UK's National Renewable Energy Centre (NAREC) testing facility in Blyth, UK. The shipment consisted of a number of pieces, with the largest being 16.5m by 7m by 7m and weighing 293 tons.

Due to the weight, which is one of the heaviest pieces ever handled by Port of Blyth, an area of the quayside was specially reinforced in advance to accommodate the cargo.

With careful planning and preparation in order to avoid vessel detention or any double handling, the item was offloaded using a vessel crane direct to a waiting SPMT, on which it was delivered to the local testing facility.

The full shipment went as planned and the item was delivered efficiently, to enable the testing process to begin on the next generation of wind turbines. [www.gpln.net](http://www.gpln.net)



## GPLN duo handles hydro project

**I**n December 2013 GPLN members Unishipping International Ltd. from Bulgaria and AST Ltd. from Turkey participated in the delivery of equipment for a hydroelectric power plant.

The goods originated in Hungary and were to be transported to their final destination in Turkey.

Multimodal transport via the Danube river was involved here taking in consideration the dimensions of the cargo – four stator frames which each measured 11.36 meters by 5.70 meters by 4.02 meters and weighed 42.5 tons.

The cargo was delivered by trucks from the factory in Hungary to the river port at Paks and then loaded onto river barge to Ruse port in Bulgaria.

At Ruse, the cargo was reloaded from the barge onto Turkish trailers to its final destination in South-eastern Turkey.

Unishipping was in charge for all operations in Hungary and Bulgaria.

AST Ltd took over the cargo from Bulgaria and handled the operation in Turkey up to final job site.

The delivery of the cargo to the final destination was performed successfully and without any damage. [www.gpln.net](http://www.gpln.net)



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## WWL rolls out the barrels

**I**n 2006, Trey Zoeller, founder of Jefferson's Bourbon, discovered that he could enhance the color and flavor of his product by allowing it to age at sea.

In 2013, Wallenius Wilhelmsen Logistics (WWL) and Jefferson's distributor, Castle Brands, loaded 64 barrels of liquid gold onto the decks of the *MV Endurance*, where they spent four months travelling the world, rocking on the waves and breathing the salty air.

"When I first put four barrels of bourbon on the bow of a friend's ship, I left it there for four years," explains Zoeller. "The result blew away all our expectations!"

"The liquid was almost black – darker than bourbon that has aged for 20-plus years. The rocking had allowed it to pick up color and flavor from the inside of the barrel, while stripping away the stringency

of the alcohol.

"As the ship had travelled near the equator, the heat had caramelized the sugar in the barrel giving it a thicker feel, while a briny flavor had developed from the barrels being exposed to the sea air."

### Unusual

When Andres Gonzalez, Director of Logistics at Castle Brands, first contacted WWL's office in Woodcliff Lake, New Jersey, he knew he had a curious request.

He was looking for a vessel on which to store 64 barrels of bourbon for a period of four months.

He wanted the vessel to cross the equator and visit Australia.

"This was not an ordinary project and a lot of companies were not as open minded as WWL," said Gonzalez. "Although the notion of people shipping barrels around the world – simply to have

them spend time at sea – might have been difficult to grasp at first, WWL listened to our idea and explored all the possibilities.

"WWL helped us overcome the obstacles we encountered – Product Manager Knut Kringlen even supported us with the design of the special racks we used to transport the barrels," he adds.

"This was a really exciting, interesting and unusual assignment," added Susan Visone, General Manager of Pricing for WWL Americas.

"When you're working on something so out of the ordinary, you have to make sure you do it right."

Two 20-foot containers, containing 64 barrels of Jefferson's Bourbon, sailed from Savannah, Georgia, on the *MV Endurance* in June of 2013, with port calls in 30 ports in Australia, Asia, the USA and Europe, before being returned to Savannah in late October. [www.gpln.net](http://www.gpln.net)



## Bellville runs rings around transport challenges



**A** 6.8-meter diameter brake track ring was transported from Italy to Switzerland in mid- December 2013 by Bellville Rodair Hungary Energy Team.

According to authorities in Italy, it was the largest piece transported in 2013 from Italy to Switzerland, bringing a few challenges along the road with winter weather conditions.

Recently Bellville Rodair International became part of OIA Global and today they have over 700 people in a total of 49 offices worldwide. [www.gpln.net](http://www.gpln.net)

## Fleetline overcomes the pressure



**D**ubai-based Fleet Line Shipping Services LLC recently successfully completed a project shipment on door-to-door basis. The shipment consisted of two gas flotation pressure vessels measuring 24 meters long by 6.9 meters wide by 8.5 meters high, and weighing 106 tons each.

Fleet Line Shipping's scope included the transportation from the site in Hamriya free zone in Sharjah to Hamriya port, which was arranged by multi-axle hydraulic low bed trailers. Fleet Line

Shipping chartered a geared vessel from Hamriya port and discharged the same at Shuaiba port, Kuwait on direct delivery basis.

The most challenging part was to arrange the inland haulage from Shuaiba port to the project site, which was 135 km away, as many obstacles had to be temporarily removed, such as sign boards, traffic signals, road barriers etc., in coordination and assistance with the traffic and police authorities. [www.gpln.net](http://www.gpln.net)



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## Dako ships power plant to Canada

**D**ako Worldwide, a GPLN member from Duesseldorf in Germany, executed the transport of a new power plant from a factory in Germany via the Gulf of Mexico in the southern United States, to their final destination at Whitecourt in Alberta, Canada.

At the heart of the plant were the 10 generator sets with unit weights of 150 metric tons each, which were shipped in two lots by heavy lift vessels from the German Baltic port of Rostock to Houston.

### Heavy duty

At Houston, Dako Worldwide organized the direct delivery of the generator sets onto heavy duty railcars which were dispatched into two lots on their long journey to a rail siding near the final destination, close to the new power plant at Whitecourt

in Alberta.

The generator sets were unloaded from the railcars with a tower lift system and loaded on a multi-axle hydraulic trailer which carried the heavy lifts to the power plant.

The offloading from the hydraulic trailer was executed with a jacking and sliding system with which the generator sets were transferred into their final position in the power house.

All these activities as well as the transport of an additional 8,000 tons, partly from Europe and from US suppliers, were within the scope and responsibility of Dako Worldwide.

The power plant is intended to supply needed electric power for a big paper and pulp mill at Whitecourt in Alberta, Canada.

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



## Trinidad LNG job successfully handled by Daewon

**D**aewon Logipia Co., Ltd, a GPLN member based in South Korea, recently handled and successfully loaded a total of seven packages with a total weight of 141 tons (including one heavy skid weighing 131 tons) in approximately four hours, at Ulsan port for the Atlantic LNG Project.

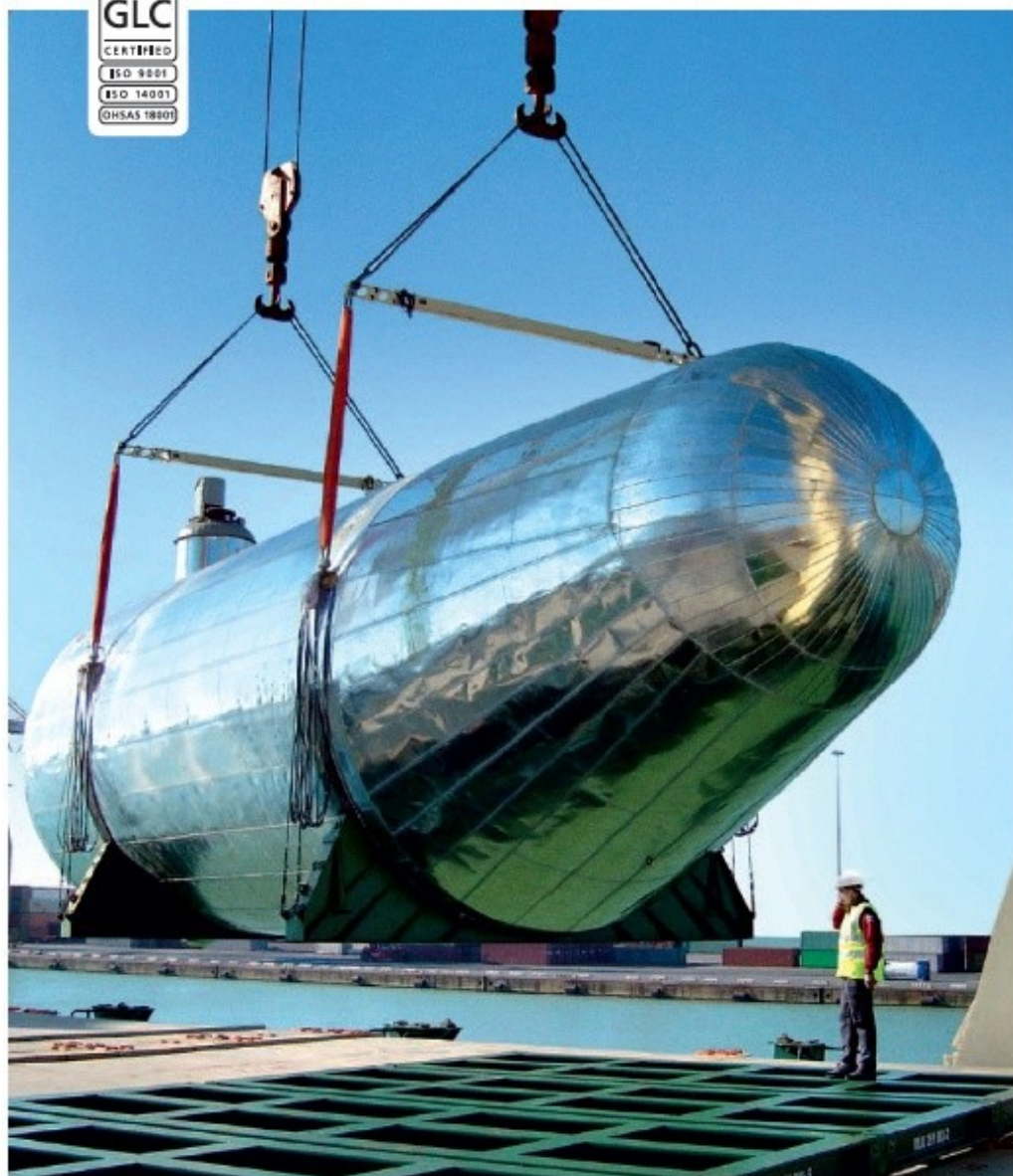
The weight of a main vertical dryer inlet separator was 131 tons. Daewon

Logipia Project's team used a ship's gear to load the main vertical dryer inlet separator directly onto the vessel.

It took half a day for lashing and loading under the professional supervision of Daewon Logipia Project's team.

The vessel *MV Fredenborg* then sailed from Ulsan port on a journey of over one month before it arrived at Point Lisas port, Trinidad & Tobago.

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



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## Arba appointed MD at The Freight Co.



**T**he Freight Co., Ltd. (TFC), a leading provider of logistics services in Southeast Asia is pleased to announce the employment of Giuseppe Arba in the position of Managing Director for The Freight Co., Ltd. in Thailand.

Swiss-born Arba's background in international freight forwarding and logistics spans a period of more than 30 years with Panalpina in various managerial positions in different countries around the globe, having spent the last 10 years in Canada.

Arba also spent a large part of the 1990s working in Thailand and Vietnam. His profound knowledge in management and operations in all areas of the

industry makes him the perfect addition to TFC to further develop its business in Southeast Asia. [www.gpln.net](http://www.gpln.net)

## CJ Smart Cargo moves reactors



**C**J Smart Cargo recently handled the reactors for a company in the north of China. During the past six months, there were in total 10 reactor units imported into the Yantai port.

The maximum weight of the items was 394 tons, with dimensions of 9.25 meters by 8.69 meters by 9.62 meters, and six units arrived by same vessel.

As the logistics forwarder, CJ Smart Cargo's work comprised: receiving cargo

under hook, customs clearance in Yantai port, and inland transport to the jobsite.

CJ Smart Cargo's staff checked the documents in advance to obtain release as soon as the vessel arrived, and to be ready for discharging and transportation any time.

Due to the heavy wind and sea swell, Yantai port has a difficult location for discharging heavy lift cargo.

After the rainy season in China, road conditions are not good for transporting heavy-lift cargo, especially if the width and height are much over the normal size.

CJ Smart Cargo's team did several road surveys, in order to coordinate road repairs and temporary shifting of aerial cables.

CJ Smart Cargo's team mobilized a SPMT unit for the biggest reactor two days before vessel's arrival to make sure that the shipment arrived on time as planned. [www.gpln.net](http://www.gpln.net)



## Global Shipping sends urgent consignment to Nigeria

**G**lobal Shipping Services, a GPLN member from Houston, Texas, US, recently arranged an urgent shipment of five transformers.

The dimensions of the transformers were 4.4 meters by 3.2 meters by 3.2 meters, weighing 49.44 tons each.

### Accessories

In addition, Global Shipping transported 475 cubic meters of accessories and spares from Houston port to Tin Can Island port in Nigeria and onwards to the final destination at Ibese Cement Plant in Lagos, Nigeria.

The total shipment consisted of 66 packages with a total weight of 312,239 kilograms and a volume of 737.8 cubic meters.

The transformers were moved to the

export terminal in Houston, using heavy-duty drop-deck trailers and heavy-duty oilfield transporters, with all the equipment moved in bond.

The miscellaneous accessories were moved to the terminal using 12 closed box trailers in bond.

As the liner vessels were scheduled to depart too late to meet the shipper's deadlines, Global Shipping Services chartered the vessel *MV Muntgracht* to give them the fastest transit time possible and to allow them to meet the shipper's deadlines for delivery.

Global Shipping Services personnel Brandon Graddy and Paul McAuley were on-site throughout the complete process from the shipper's yard, for the load out and delivery direct to the vessel and they then oversaw the vessel loading and stowage. [www.gpln.net](http://www.gpln.net)

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- Aircraft Parts •
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When the clock's against you and the only choice is the An-124, there's no better place to go than Ruslan International. We manage the largest fleet of Antonov An-124 aircraft for our partners Antonov Airlines and Volga Dnepr Airlines. That means we're more likely than anyone else to have an aircraft available now, and nearer to where it's needed.

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## International Project Logistics sends locos to Africa

**I**nternational Project Logistics Pty. Ltd., a Brisbane, Australia-based GPLN member, was recently contracted to organize the movement of 24 locomotives from Brisbane, for their new owners.

The locomotives were bound for Durban for reuse on the African continent.

A total of 22 locomotives originated in Brisbane while two locomotives originated in New Zealand. These arrived from New Zealand as roll-on, roll-off cargo on the *MV Tarago*.

### Transshipment

They were then transshipped onto the specially chartered heavy lift ship, the *BBC Carolina*, for the voyage from Brisbane to Durban.



Of the 24 locomotives, 20 arrived by road from Aurizon's Redbank workshops (a rail freight company) over three days.

International Project Logistics contracted all parties necessary for the successful operation.

The road transport from Redbank, a suburb approximately 25km southwest of Brisbane, to Fisherman Islands (Port of Brisbane) took three

days, using a total of seven trucks for this movement of two distinct types – 12 longer 95-ton types and eight shorter 60-ton types.

### Electric

Only one locomotive arrived by rail at the port, this being the sole electric locomotive in the recent purchase.

Another 60-ton diesel locomotive

was unable to move from Rockhampton (some 600 km north of Brisbane) by rail, and was lifted there and also transported by road to the nominated holding yard.

The two New Zealand locomotives (which were former Queensland 1460 class diesels originally sold in the mid-nineties) remained on the dock following their unloading from the *MV Tarago*. [www.gpln.net](http://www.gpln.net)



### Uni-Logistics brings forklifts from China to Poland

**U**ni-Logistics, a GPLN member from Poland has recently handled a shipment of 35.5-ton forklifts from China to Poland, with the participation of GPLN member Smart Cargo

Due to its dimensions of: 8.7 meters long by 3 meters wide by 3.6 meters high, the cargo was transported on low-bed trailers to the port of Shanghai, China and from the port of Hamburg, Germany.

The forklifts drove onto and off the trailers, and into and out of the vessel without any problems, but at the port of discharging they couldn't start up the forklifts again, because of lack of fuel.

The situation was rectified rapidly by arranging for petroleum supply at the terminal. [www.gpln.net](http://www.gpln.net)

### Liburnia handles tanker barges

GPLN member Liburnia Maritime Agency, based in Opatija, southwest of Rijeka in Croatia, recently loaded seven tanker barges onto the semi-submersible vessel *MV Tern*.

Loading took place on anchorage, in front of Rijeka port. This was the first loading of a semi-submersible vessel Rijeka and Croatia have



ever seen. The most important part was the preparation, and Liburnia had to connect all barges prior to vessel's arrival which was not an easy task to match the perfect timing in order to avoid the influence of bad weather conditions.

Loading itself was smooth and fast. Preparations for further barge loadings are in progress, next time on *MV Teal*, another semi-submersible vessel. [www.gpln.net](http://www.gpln.net)





Consolidated Shipping Group (CSS) is grateful for the warmth and recognition bestowed on us over the years by the shipping and logistics fraternity for being a trusted partner worldwide.

While these years have been very challenging for us, our determination to succeed has led us to overcome all boundaries and weather each storm. Our growth during the years has been attributed to the unconditional support from the government of the United Arab Emirates, customers, global network partners, shipping lines, airlines, land transport operators, business associates/institutions and employees.

We have maintained a steady growth since our inception in 1995 across various departments and today with the support of a prudent and dedicated team of professionals CSS has achieved numerous milestones.

Trends

Every move of ours was taken, keep-

ing in mind the latest trends within the industry, from building our own state-of-the-art CFS and Supply Chain Facilities in the Jebel Ali Free Zone to choosing our network partners globally.

Team CSS's determination to be among the best in the region has seen us establish a young and vibrant team, with a single-minded proposition of ensuring customer satisfaction.

Today, having completed over 19 years of service, we have grown to a group of companies with over 750 professionals, offering integrated freight forwarding and logistic solutions to an impressive clientele worldwide.

With the philosophy of nurturing business relationships and promising mutual growth, Consolidated Shipping Services has what it takes to be your freight forwarding and logistics partner.

CSS Projects, Oil & Energy

Team CSS at Projects, Oil and Energy division, is a proven success worldwide. Providing end-to-end solutions in project management, the company is seen as an expert in the global energy business. The needs of our customers drive our business and our core competencies are closely aligned to their requirements. We carefully study the geographical and product mix of our clients to provide the best solutions while optimizing their businesses and saving them time

MIDDLE EAST: Consolidated Shipping Group



and money.

Our customers know they can count on us for accurate scheduling, flexibility, reliability, availability and management accessibility.

In this ever-demanding segment the Projects, Oil and Energy team at CSS have already carved a name for itself as the undisputed leader in their area of specialization, by successfully handling key accounts worldwide.

Service areas

- The services offered include:
- ◆ Managing every aspect of logistics during the projects' life span
  - ◆ Management strictly defined by complexity of cargoes

- ◆ Monitoring purchase orders globally with updates
- ◆ Dedicated hands on projects/contract co-ordination
- ◆ Expert onsite supervision at origin/destination or any other transit point if required
- ◆ Technical planning for all heavy lifts and over dimensional loads via special trucks, barges, ocean vessels and aircrafts
- ◆ Optimal combination of liner services and part/full charters to meet project/contract needs
- ◆ Detailed and accurate documentation with updated status report
- ◆ Advise on optimal cargo specifications to minimize cost and maximize safe handling ■



New GPLN Members — January/February 2014

Country	City	Company
China	Qingdao	Bondex Logistics Co., Ltd.
China	Shanghai	Protranser International Logistics Co., Ltd.
China	Tianjin	Zhenhua Logistics Group Co., Ltd.
Eritrea	Asmara	Darka for Trading & Services Co., Ltd.
Estonia	Tallinn	CF&S Estonia AS
Ghana	Tema	Inchcape Shipping Services (Ghana) Ltd.
India	New Delhi	Transpole Logistics Pvt. Ltd.
Israel	Holon	Sigmai Trade & Logistics Ltd.
Myanmar	Yangon	The Freight Co., Ltd.
Portugal	Setúbal	L.Branco – Navegação e Trânsitos, Lda.
South Korea	Masan (Changwon)	FLOGIS International Corp.
Uganda	Kampala	Inchcape Shipping Services (Uganda) Ltd.
United Kingdom	Hull	WWL ALS Limited
Uruguay	Montevideo	M&B Cargo
USA	New York	Bellville Rodair International Inc.
Vietnam	Ho Chi Minh City	Vietranstimex Ho Chi Minh City



## ASIA: Daewon Logipia



Established in 2008 in Seoul, South Korea, Daewon Logipia has become one of the leading international project logistics management and freight forwarding companies delivering cost-effective solutions throughout the world.

Daewon Logipia develops comprehensive project logistics and freight forwarding service plans tailored to meet the specific requirements of customers.

This is accomplished by learning customers' exact objectives with regards to their internal and external requirements, thus ensuring that Daewon Logipia will



provide quality services more consistently than any other service provider in the market.

### Multimodal

Our tried and proven multimodal transportation routes to the world ensure international reach whatever your cargo and timeframe is.

With our global service network

across 194 countries, we aim to be the most reliable company in the market with an inspired, people-driven and dedicated approach to serving our valued customers.

We have five offices with a total of 30 staff. The offices are in Seoul (10 staff), Busan (6), Daegu (6), Geoje/Tongyeong (4), and Gangwon (4).

Main industries served include:

◆ Project Logistics: heavy lift, break bulk, aircraft chartering, ship chartering, exhibition good, media & broadcasting equipment.

◆ Freight Forwarding: air cargo, FCL & LCL, Cross Trade, AOG, customs brokerage

◆ Additional Services: warehousing, distribution, cargo insurance, inland transportation, marine survey, stevedoring, licensed trading service.

### Completed

In 2013, the company carried out a number of high-profile projects including transportation of heavy cargo to Trinidad; Dongducheon thermal power plant project; Brazil metro construction project, and an Ecuador wind turbine power plant project.

In 2012, projects included a steel plate mill project; Saudi Arabia SEC project; Weihai China International Food Expo 2012, IFIA Japan 2012, FIC Shanghai 2012, SIAL Middle East 2012. ■

## AMERICAS: M & B Cargo



Maria Victoria Finamore, M&B's owner, looks forward to partnering with other GPLN members



M&B Cargo is an international freight forwarder and project logistics service provider located in Montevideo, Uruguay.

M&B is specialized in handling oversize shipments, mainly boats and heavy construction/agriculture machinery.

We offer our customers a wide variety of transport and logistics solutions. Transporting a yacht from the yard to the final destination is an extremely delicate and vital operation.

### Experience

Our staff has more than 10 years of experience, and we understand the customer's needs and how to ship any

machinery in the most efficient and effective way.

M&B started with the vision of offering a unique and professional service in the heavy cargo forwarding industry to customers across all the continents and to become a reference point in the Uruguayan market.

### Differentiation

Since the beginning the company has grown year-after-year. A big differentiator for M&B is that we are the only freight forwarder in the country specialized in this type of cargo.

In less than two years, we have shipped more than fifty yachts and eighty pieces of heavy machinery, 200 tons per year of general FCL Cargo



plus a variety of air shipments.

Uruguay is known for having a stable economy that has helped it to become a logistics hub, along with its privileged strategic geographic location at the center of Mercosur's largest markets of Brazil and Argentina.

### Tax-free

All cargo that arrives at Montevideo Free Port/Airport can stay at

the different warehouses without paying import taxes. Our company offers warehousing services such as relabel/fractionate/quality control and reshipe-ments among others.

Our main goal for this year is to continue growing by expanding our partner network and customers.

We expect that our partnership with GPLN members will allow us to consolidate as the number one company in Uruguay in the project cargo business. ■



## 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

## EUROPE: Prima SA



Since 1994, Prima has stood for reliability, accuracy and safety in "heavy load" transportation.

Prima provides a 360° service for all transport needs: our staff takes care of solving any kind of problem: from disassembly to packing to document drafting and planning so that transport vehicles get to their final destination.

We specialize in offering solutions to transport requirements that pose a number of challenges, those that seem impossible and that Prima's capabilities make achievable.

### Know-how

Prima ranks at the top when it comes to know-how in transporting heavy loads to inaccessible locations in a short time.

The human capital, the skill, the network that allow us to tackle difficulties and unexpected circumstances as though they were challenges, make us the perfect partner for the hardest types of transport in terms of type and size of merchandise,

or the terrain and paperwork hassle in the countries we cross with our vehicles.

The experience and ingenuity of our staff allow Prima to guarantee each transport is a sure success.

The secret of our success: competence, professionalism, experience, close-knit team and attention to detail and safety.

### Anniversary

We are proud in 2014 to celebrate our 20th anniversary of activity.

Apart from our head office, Prima has several partner offices all over Italy, Switzerland, with a total of almost 200 staff working all together to perform in the best way for customers.

Reliability, knowledge, professional skills and people working in our organization, respect of compliance subjects and any agreement signed, is part of our capabilities and value.

Working with us means always to be in pole position. ■

## AFRICA: Paccon Logistics


Although we cover the full spectrum of the freight industry, our core activities center around the heavy industry sectors such as


such as mining, power, construction, transportation and port equipment.

Based in Durban, South Africa, we are very involved in industrial development within our southern African neighbors such as Botswana, Zimbabwe, Zambia and the DRC. A shipment can comprise a single machine or multiple pieces of equipment. Equipment handled includes; process plants, power generation and transmission equipment for both thermal and hydro-electric plants, construction machinery and equipment etc.

Export clients include EPCs, engineering and construction firms, with world-wide destinations. ■







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Paccon co-owner Andrew Wallace receives his HeavyLift certificate from GPLN



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