



SNS brings wind power to Jordan

The Hashemite Kingdom of Jordan has recently been exploring new sources of energy that includes renewable energy such as wind farms. Currently it imports more than \$4 billion of oil a year to meet its energy needs, thus making renewable energy a positive new solution.

SNS International Transport is proud to announce its involvement in this initiative by transporting the first components for the first wind farm tower to the Al Shobak district in Jordan.

Located approximately 160 kilometers from the port of Aqaba and at an elevation of 1250 meters above sea level,

this project is a first for Jordan.

SNS Project Team not only delivered the first components that were exported from Spain, but also supervised and received all goods on-site for the construction of this tower. To give an insight, the blades were 40 meters in length, the tower sections totaled about 70 meters combined and there were additional components for construction such as the nacelle that weighed 80 tons.

Again, SNS International Transport has shown itself to be a pioneer by participating in this pilot wind farm project. www.gpln.net

Weighty work for Almajdouie



Almajdouie Logistics recently secured a door-to door job from a client which is the lead Engineering, Procurement, Construction (EPC) company for the Wasit Gas Plant located around 80kms north of Jubail.

The client had placed an order of shipping four units of AGR contractor to Zamil-Rabigh and four units of AGR Solvent Filter to Zamil-Jeddah.

Massive

The AGR contractor consisted of four units with dimensions of 56.91m long by 8.19m wide by 7.9m high, weighing 1394 tons each.

These could not be moved by road due to the weight and dimensions and so were transported from Zamil-Rabigh fabrication shop using 36 x 2 SPMT trailers (72 axle lines) to Rabigh jetty, where they were rolled on to a charter barge which sailed to Jubail.

After safe roll-off and instant customs clearance, they were safely delivered to Wasit job site.

Certainly the journey needed lots of surveys, permissions, obstacle removal etc., but with a professional approach it was possible to deliver the items to the job site on time.

Almajdouie also shipped four AGR Solvent Filters with dimensions of 20m by 9m by 9.4m weighing 281 tons each.

These were fabricated at Zamil Jeddah, and due to its extraordinary dimensions, it was a challenge to transport by road.

It was therefore decided to go for a sea freight from Jeddah or Yanbu to Jubail, but upon a thorough route survey, these options were ruled out.

Alternative

Instead, it was decided to take an alternative route through Rabigh Jetty by hiring a charter barge.

During the journey from Jeddah to Rabigh, the team had identified many of the necessary obstacle removals and route improvements.

In addition, the Ministry of Transport had objected at several points, but Almajdouie used its technical skills to persuade authorities and finally moved all four units with prior approvals.

Upon reaching Jubail Industrial port, instant customs clearance was done and the cargo moved to the MLC lay down area as the site was not ready to receive the equipment, which was later delivered at the convenience of the client.

www.gpln.net

Nuclear job for Global Star



Global Star Logistics (GSL) achieved their heaviest cargo record with the handling of nuclear power station equipment in Shanghai.

The cargo included two pieces each of 17.46m by 5.7m by 6.42m, each weighing 500 tons, and one piece of 9.48m by 5.7m by 7.12m weighing 263 tons. The value of the cargo was about US\$100 million.

GSL rented steel plates of 5m by 1m by 0.15m to spread the cargo's weight on the barge before it arrived at Shanghai port.

Once the cargo was discharged from the vessel, GSL staff supervised and helped with the discharging job until the cargo was seated on steel

plates. The lashing company did a perfect job on loading the barge. The most difficult task was fixing big end stoppers (5.54m x 2.1m x 3.57m each) on the cargo.

Discharge

For discharging cargo, GSL used a high-quality facility: a 700-ton capacity port crane, spread bar with capacity of 700 tons, and slings with capacity of 400 tons each.

The cargo was also loaded on SPMT (Goldhofer, 34 axles with weight spreader frame) and the lashing on SPMT went perfectly.

After a week of hard work, three heavy pieces were discharged from SPMT and were moved to the consignee's workshop site with the satisfaction of all involved parties. www.gpln.net

Pages 8-9—see photo collage of our AGM!

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A Word from GPLN...

Dear Reader,

This year's GPLN Annual General Meeting in Hua Hin turned out to be a huge success.

The record attendance of over 160 participating GPLN delegates demonstrates the strength and quality of the network. We would like to take this opportunity to say thank you to all partici-

tion in Shanghai where we had company at our GPLN booth from several GPLN members who combined this event in China with our AGM in Thailand.

This year we had delegates from Alpha Projects & Logistics, Denmark, Italy and Netherlands, Bati Shipping and Trading, Turkey, Cory Logistics, U.K., The Freight Co, Thailand and Vietnam as well as Thunderbolt Global Logistics, U.S.A. joining us at our booth in Shanghai.

Towards the middle of May we will attend the Breakbulk Transportation Conference and Exhibition in Antwerp where we will surely meet lots

us well in advance as space is limited.

In recent months we have been very successful in filling empty spots in our network having added a couple of groups in Africa to our ranks. With these additions we were able to add quite a few new countries to our portfolio. We will continue looking to fill more empty spots this year and appreciate any introduction to suitable qualified candidates.

We would also like to take this opportunity to remind all of you to regularly visit our Facebook page.



pants, their partners, sponsors and media representatives and hope that their trip to Thailand was rewarded with a lot of new business opportunities, friendships and a great experience. We appreciate all the great comments and compliments we got from many of you for this well-organized AGM and a suitable hotel venue in the resort town of Hua Hin.

A big thank you goes also to the management and staff of the Dusit Thani Hotel who were very supportive of our event. We had certainly some memorable moments, including the gala dinner with the amazing performances of local Thai artists which seemed to be the highlight of the social events around GPLN's 10th anniversary celebration.

The video of the AGM and plenty of photos and are now available on our Facebook page. The video can also be seen on YouTube.

As many of you may have noticed, just ahead of our AGM, the GPLN team attended the Breakbulk China Transportation Conference & Exhibi-

tion in Shanghai where we had company at our GPLN booth from several GPLN members who combined this event in China with our AGM in Thailand.

Meanwhile back in Bangkok we have started working on next year's AGM which will take place in Bangkok around middle of February 2015. The final dates will be announced soon and we hope that our 12th conference will result in another new record attendance as we aim to attract also many new members besides our loyal supporters who have been coming to our AGMs for many years.

Later this year, in autumn, we will again travel to the United States of America to attend yet another Breakbulk Transportation Conference and Exhibition which takes place this time in Houston, Texas, from September 30 to October 2, 2014. We encourage GPLN members who are interested in joining our GPLN booth to contact

Please feel free to submit us stories and pictures that may qualify for the Facebook page and/or our newsletter. Your stories and press releases are a great opportunity to promote your company.

Best wishes,

Your GPLN team

www.gpln.net

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Tough conditions set a challenge met by Liburnia

Another nice and challenging project has concluded for Liburnia.

The company delivered two coke chambers to an oil refinery in Sisak, Croatia.

The chambers were 25m long, 5.6m in diameter and weighed 108 tons. The chambers started their journey in Ortona, Italy, and were delivered after a two-month journey.

Construction

It took this long because Liburnia's scope was to build a pier as close as possible to the refinery, to be able to deliver the chambers to their final destination, according to Marin Skufca, Liburnia's project manager.

Building a pier was not an easy task as

the Sava River is notoriously unpredictable and can change its level by five meters in a single day.

Flooded

There were periods where the future pier was flooded for days. But the outsize dimensions of the chambers didn't allow any other solution than the one that Liburnia presented to the client.

"We have been constantly monitoring the river and I have to admit we

needed a bit of luck to pass the Danube and Sava without stoppages," said Bozo Pasalic, Operations Manager for Liburnia.

"At one point we needed high river levels, while in Sisak we were praying for low river levels."

Liburnia offered a turnkey solution and ideas with help of a subcontractor who positioned an SPMT unit which delivered the chambers to their final destination.

Seeing the client's happiness and satisfaction after delivery made Liburnia very proud on this new achievement. www.gpln.net



Indial Shipping on patrol for boat job

Indial Shipping has handled the import of a boat for use at Hazira port.

The boat, which is meant to be used for patrolling, was manufactured in Cork, Ireland.

Indial arranged for the local transportation under the boat's own power from Cork to Southampton port in the UK where it was loaded onto a liner ship. The boat with a total length of 13.5m and a weight of 19.5 tons was lifted and loaded under deck on a platform with the necessary engineering.

It was discharged at Mundra port in the first week of March.

Indial Shipping has over the years accumulated a long list of major movements in break bulk, heavylift and project forwarding and is building a reputation in this business segment.

Indial has vast experience in handling the import and export of odd equipment like duomatic engines, boats, engineering equipment, etc.

The company is headquartered in Mumbai with branches at strategic locations in India. www.gpln.net



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Intergroup deals with challenging oil and gas project shipment

Intergroup Shipping (IGS) Qatar in partnership with fellow GPLN member Punto System, Italy has handled one of the most challenging projects from Qatar to Al Khobar, Saudi Arabia for Punto System's client engaged in the oil and gas sector.

The transport covered 794km, crossing two borders (Qatar and Saudi Arabia) and presented a series of challenges.

The project started with an initial enquiry and extended to temporary exportation/importation guidelines in Qatar & Saudi Arabia.

As IGS had a couple of years' experi-

ence in custom brokerage with oil and gas projects and specifically on temporary importation/exportation, Mr. Jigar Shah (Asst. General Manager) gave full guidance to Punto System for handling the cargo.

To start with, IGS and Punto System staff did route survey as well as preliminary inspection of the cargo (mud system for oil drilling rigs). As the exporter from Qatar was a government company and the project was the first of its kind ex-Qatar, a lot of documentation was required along with the related Ministry approvals.

The cargo, a mud tank system with

total volume 3600cbm, consisted of 42 tanks each with dimensions of 13.3m by 3.5m by 4.2m and weighing 38 tons, plus accessories.

The exporters were guided on all the stages starting from documentation till getting documents approved from the chamber. As the items were such which required certain ministry approvals; IGS took the initiative to guide the client by being the link between the client and the ministry.

Temporary

Because the cargo was entering Saudi Arabia on a temporary import basis, the whole convoy had to be moved as a single shipment. The most feasible option was to bring it as an ocean shipment (breakbulk or RO-RO).

But the client urgently required one rig in Saudi Arabia. Most hauliers/special equipment companies had declined to provide the full quantity of trailers at a single time or asked for at least one week's notice to do a route survey and also asked the client to arrange police escort/transit permit etc. rather than handling the entire shipment as one job.

Because of IGS's ties with the hauliers it was possible to get the job done by hiring the trailers from three different transport companies at different intervals.

IGS guided the client to apply for a special type of certificate which allows items to be imported in GCC countries without paying customs fees etc. This was

not a requirement in the project but was an initiative taken by both the parties because it could save big landing costs for such capital equipment importation.

Here IGS/Punto made a very risky but an experienced decision – starting loading of each tank/equipment and then mobilizing more and more special trailers later in the week.

The shipment was cleared by Qatar customs but once it arrived at the Saudi border, one of the drivers had visa issues and because of that the whole convoy was delayed for a day.

Mr. Jigar Shah, Asst. General Manager said that when it comes to handling such a project one requires a skilled and an experienced team as there are lot of unforeseen circumstances which need to be dealt with.

Differentiation

IGS differentiates itself from other companies because of its strong team which knows how to solve an issue at the right time and in the right manner.

Along with hard work, the team is passionate and possesses the decision-making qualities which lead to project success.

For IGS, each project is a challenge and not a mere competitive quote. IGS believes project logistics require a lot of understanding of client requirement as well as making it more viable and feasible so that all parties' interests are taken care of. www.gpln.net



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12. Checklist for project forwarders—Part 4b: Skidding & Jacking

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

In the previous newsletter, we dealt with the first two topics, and now we shall deal with the remaining five topics.

- C. Means of transport
- D. Documents
- E. Personnel
- F. Permits/Escorts
- G. Restrictions

C. Means of transport (internal)

Important to check:

- ✓ Where should the cargo be supported — on internal transport rolling system or on skidding beams?
- ✓ How far is the transport inside/outside the building?
- ✓ Can we use forklifts to pull/push?
- ✓ Maximum allowed ground pressure with the different types of rolling equipment. Load spreading?
- ✓ Do we need forklifts with so-called white tyres (to avoid making the floor dirty with black tyres)?

D. Documents

- ✓ Method statement/task risk analysis is necessary.
- ✓ Before starting the job a toolbox meeting is inevitable.
- ✓ All lifting/skidding equipment should be approved and certified with a valid date of approval.



E. Personnel

- ✓ Experienced personnel with knowledge of the job itself (lifting/jacking/skidding) is of course the basic principle.
- ✓ But in particular, dismantling activities are not always easy to be engineered in a preliminary stage. So improvisation skills and practical knowledge of hydraulic systems and how electricity works is indispensable.

F. Permits

- ✓ General working permit and permit for using cutting torches and grinders are necessary.

G. Restrictions

- ✓ Working hours : how many hours per day, per week and is working at the weekend allowed?
- ✓ Wires, pipes, gas, electricity: where is it situated and does it affect working activities?
- ✓ Specific PPE necessary ?
- ✓ Hazardous materials (especially for dismantling activities): chemicals, asbestos, radio activity etc.
- ✓ No smoking! Sparkless equipment necessary?

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Rolling equipment with high ground pressure. Check what is allowed. If there are doubts: use loadspreading (steelplates f.e.).



The compact forklift with counterweight on the front weight 15 tons to achieve more traction has also a high ground pressure per sqm.



How to engineer such a project: dismantling old equipment: no information available on weights, centre of gravity, how to lift, transport etc.

KML handles heavy marine job



Khedivial Marine Logistics S.A.E (KML) recently discharged heavy marine equipment at Alexandria Port.

The cargo consisted of a heavy transformer 15 meters long and weighing 220 tons.

KML arranged the lashing and securing of cargo on lowbed trailers and then the technical team carried out a road survey before moving the cargo from Alexandria Port to the power plant in upper Egypt.

The inland transportation using the hydraulic lowbed took six days.

KML, a GPLN member since 2008, also arranged complete survey and supervision procedures for discharging a 1200-ton Liebherr winch from the ship's hold which was carried out using a telescopic mobile crane.

After that, KML's technical team achieved all lashing and securing procedures in very good time as planned.

KML operated three shifts for discharging the cargo for the first two days, but were then forced to cut back to two shifts because of heavy wind and general bad weather.

Resumption

On resumption the next day, KML used just one shift and a single gang to discharge 200 pieces of over-dimensional cargo plus 50 heavy pieces weighing more than 75 tons each.

The inland transportation was very fast as KML used very modern trucks and lowbed trailers.

The cargo reached the final destination, a methanol project, on the same day. www.gpln.net

CJ Smart Cargo Int'l

Services Ltd., China-based GPLN member, has recently executed a multimodal (by sea, river and land) transportation of a 2500-ton transfer press from Europe to Chongqing via Shanghai.

Chongqing is the largest city in southwest China, more than 2000km by road or 1700km by river from Shanghai.

The whole shipment was about 1,500cbm, including nine out-of-gauge units (the heaviest part weighing 152 tons, width 5.3 meters) and 11 40-foot containers (all the other small parts being loaded inside).

Heavy lift

CJ Smart Cargo carefully designed the logistics plan. First, all the cargo was shipped from Europe to Shanghai by a single heavy lift vessel. After the vessel arrived, CJ Smart Cargo completed the customs formalities at both Shanghai and Chongqing.

At Shanghai port, CJ Smart Cargo arranged a 1000-ton barge and organized the direct discharge of nine units of OOG cargo from the vessel onto a barge to avoid double handling costs.



CJ Smart Cargo performs long Yangtze haul

The remaining containers were discharged on the quay and transhipped to Chongqing by river container liner.

The transportation was during winter time, which is the dry season in China, so the barge could not berth closely due to low water level at Chongqing river port.

CJ Smart Cargo rented two 300-ton auto cranes at shore and successfully discharged the heavy-lift cargo by carefully combining the two cranes to operate simultaneously.

Finally, all cargo arrived safely at the project owner's new plant by truck. After more than 10 years development, CJ Smart Cargo has become a leading logistics company, with more than 10 branches covering all the main cities in China, including inland areas like Chongqing and Xinjiang, from where it provides professional logistics services to clients worldwide. www.gpln.net

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For the last 10 years, The Freight Vietnam's office has been located at the stately Seaprodex Building on Ho Chi Minh's main shopping Dong Khoi street. In a nod to the development it will move by the end of the month to another part of the bustling Central Business District.

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The Freight Co. Vietnam: 10 years straight forward!

On April 1st 2004, as always on the forefront, The Freight Co Ltd was among the pioneers to establish in a country that had been locked away from the rest of the world.

The company, which had already gained an excellent reputation as one of the most reliable partners in Thailand's project logistics field, took the first step of expanding its business to the ASEAN territory by opening a representative office in Ho Chi Minh City. The story was successfully repeated a few years later in Myanmar.

Regulated

During this time, The Freight Vietnam has found a niche in the strongly competitive and regulated local market, supported by strategic partnerships and customers who have contributed to reinforce TFC's reputation. The basis of success "blending western technology with local know-how" has remained unchanged since the company set up in Bangkok 18 years ago.

Alvaro Martinez, TFC Country Man-

ager Vietnam, said: "This decade has seen massive changes in Vietnam's development: the economy has maintained with an average growth of 7%; total foreign investment rose up to \$US70 billion; inflation leaped up to average 9.5% per year; trading preferences such as quota removal and inclusion in the GSP program were achieved; but despite all this, there are still a lot of things to change in Vietnam in order to allow its definite take-off; urgent investments are needed in energy, infrastructure and R&D as the economy is still too much dependent on agriculture and fishery products controlled by state-owned companies."

Certification

The Freight Vietnam is proud to announce the achievement of ISO 9001 certification performed with the audit of an external certifying authority. It will improve the company's continuous and structured commitment towards managing and customer's information. Like 10 years ago, a new world of challenges will open up! www.gpln.net

MFC demonstrates high caliber port handling efficiency



MFC recently moved a giant cable reel as part of port handling in a recent Mumbai port handling operation. The dimensions of the reel were massive — the diameter was 9.6 meters and the width 6.6 meters, with a weight of 93 tons. Side by side, hydraulic axle modules were pressed into operation for the smooth movement for under-hook delivery, taken by the outgoing vessel. This is a clear example of MFC demonstrating high-caliber competency in a congested area like Mumbai Port.

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9



Briefs

FLINTER INTEGRATES WITH BOSCHMANS

Flinter has announced that its forwarding activities are now being handled by Boschmans & Co bvba.

Boschmans is a forwarding company focusing on steel and project cargoes with a lot of experience in the field so as to be able to supply the customer with the necessary skills. The purpose of this integration is to cope with a volatile market, to optimize synergies and to further develop opportunities. Both companies look forward to developing a reliable partnership and face the future with confidence.

TRANSFORMER HAUL FOR MFC

MFC recently transported a transformer having dimensions 8.1m long by 5.100m wide by 5.1m high and weighing 220 tons, from a powergrid project at Lucknow in northern India to Haldia Port in eastern India, a distance of 1200kms.

The transformer will be sent to South Korea for repair. The transportation was done on a specially designed Goldhofer Low Profile Deck with six axle lines on each end.

GPLN DUO HANDLE POWER JOB

Star Shipping has been awarded a transportation contract related to a 24MW power plant project from Horana, Colombo, Sri Lanka to Karachi Port in Paki-

stan. The scope of work included transportation, shipping, customs clearance and Star Shipping nominated GPLN member Logiventures of Colombo as its partner.

The four 105-ton units, along with accessories consisting of 1032cbm break-bulk cargo, were lined up for transportation and loading in late April 2014.

KITA SHIFTS ABB TRAFOS TO TURKEY

Kita Logistics, a leading Turkish project forwarder, completed the door-to-door transport of four 130-ton ABB transformers from Germany to Turkey.

This move is part of a major aluminum smelter investment in the small town of Seydisehir. The transformers were loaded on barges and shipped via Antwerp to Turkish port. Then the transformers were transported 600kms from the port to the final jobsite.

POWER FOR GENERAL TRANSPORT

Basel, Switzerland-based GPLN member General Transport Ltd. has completed a major shipment for the Solapur Super Thermal Power Station which is under construction in the Indian state of Maharashtra.

The cargo, shipped from Gdynia in Poland to Mumbai, included a 347-ton rotor, an 84-ton stator as part of a total of 51 packages shipped on the M/V BBC Switzerland.



Globalink tackles remote job

Globalink, in its 20 years history of operations in the CIS market, has gained a well-deserved reputation for being the project logistics management company of choice by EPC, oil & gas and mining companies in the region.

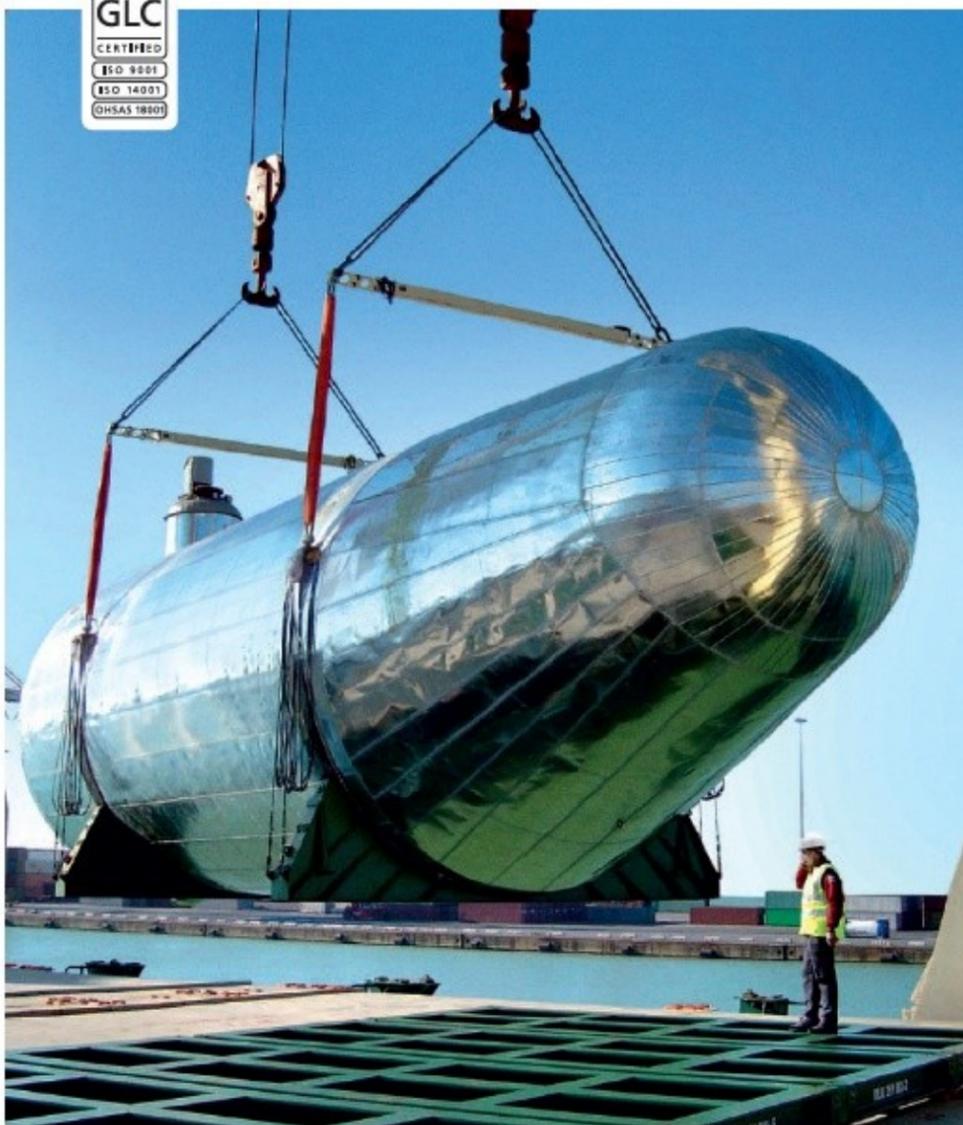
Recently, Globalink's projects logistics team has handled another massive turnkey project of three mills for a gold mine in south-east Kazakhstan.

Originating in China, the total weight of each mill was about 650 tons. Due to extraordinary dimensions, each mill had to be disassembled into multiple pieces weighing 50 tons each. Being an out-of-gauge shipment, the transportation as well as the lashing, loading and unloading processes required the deployment of specialized heavy-lift equipment.

Globalink's in-house industrial projects packing team secured each compo-

nent at origin and arranged specialized industrial crating for sensitive mill parts. Once shipment was secured on specialized trailers, the long and challenging journey started from Luoyang city in China to the final remote destination in southern Kazakhstan via Khorgos on the Sino-Kazakh border covering more than 3,500 kilometers.

Due to well-coordinated team efforts of Globalink project specialists in China and Kazakhstan, the shipment crossed the border and delivered on project site just-in-time. At the destination, the cargo was swiftly offloaded under specialist supervision so that the customer could begin installation operations right away. Globalink is the project forwarder of choice for the mining, metallurgy, oil and gas industries in the CIS and the company continually works harder to maintain its unique position. www.gpln.net



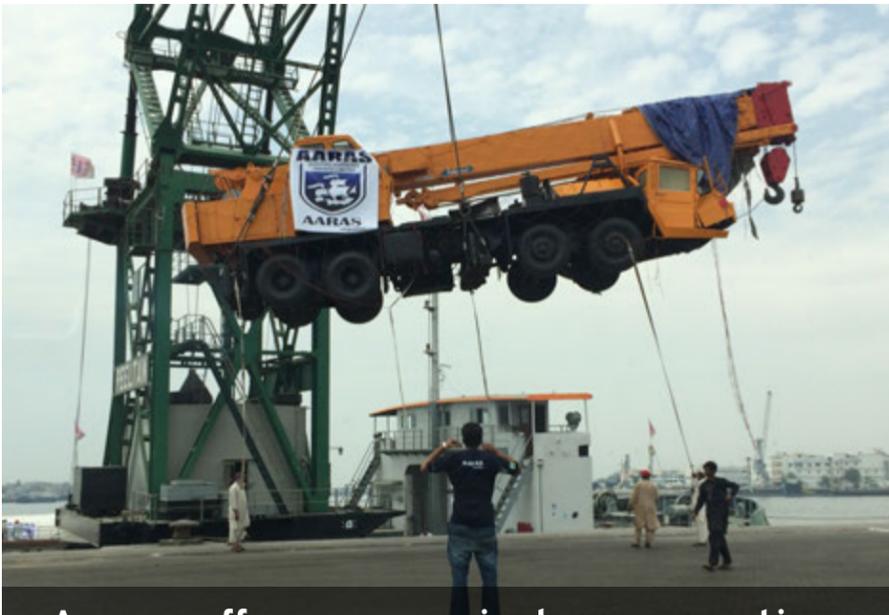
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Aaras offers one-window operation

Aaras Shipping Agencies (Pvt.) Ltd., recently handled four general, project, breakbulk and construction cargo vessels, under agency terms.

The total weight of the cargo that was discharged by Aaras stevedores from these four vessels was approximately 80.25 tons.

Many of the units of the cargo were heavy, oversized and over-dimensional.

Cargo

The cargo contained generators, machinery, equipment, transformers, H-beams, steel coils, HRC coils, and other accessories.

Aaras undertook to provide total logistics solution for both the vessels.

Stevedoring

The vessels arrived under the agency of Aaras, and then the stevedoring, handling, discharging the cargo from the vessel and loading on to the transporting units was provided by Aaras, and so also the custom clearance and transportation for some of the cargo were also given by Aaras.

In short, Aaras provided a one-window operation for the vessel.

Aaras' philosophy just aims at satisfying its clients' needs and providing the best of logistics solutions. www.gpln.net

CSS Group, Projects, Oil & Energy Gas division recently completed the successful transportation of 11 skids from the UAE to Yemen.

"As the cargo had to be moved by road to Yemen, it was important to ensure that the cargo was both safe and secure and that no problem occurred during transportation. At CSS, safety is of the highest importance, and once again we were able to demonstrate delivery of cargo with the highest level of service excellence," said Raj George, Senior VP, Projects, Oil & Energy, CSS.

The lowbed trailers carrying the skids were loaded using a 160-ton crane and given the complexity of the operation the lowbed trailers were lined up in the loading area for easier handling. www.gpln.net

Skids away for CSS



Prima moves nuclear power heaters

Prima SA, a GPLN member based in Chiasso, Switzerland, recently handled the shipment of heaters for a nuclear power plant from France to Italy. The cargo included two pieces measuring 16.2m by 3.7m by 4m weighing 150 tons each.

Full transport by trailer was not possible due to the cargo's dimensions so that the transportation was carried out in several stages: by barge from the French facilities harbor to Le Havre; shipment on a heavy lift vessel to Venice's Porto Marghera, and finally transportation by trailer to the Milan hinterland facilities. www.gpln.net



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Ruslan hauls giant rotor from Kuwait

Ruslan 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 power station rotor from Kuwait to Singapore, using one of the 17 giant Antonov An-124 aircraft under its management.

Loading and unloading the giant rotor – weighing 99 tons on its custom-designed cradle, and measuring 13.97m by 3.61m by 3.83m – required the use of mobile cranes and the aircraft's own portable ramp system, the latter adding a fur-

ther 7 tons to the total load uplifted.

Although large and heavy, this is not the biggest load carried by the workhorse Antonov An-124, which has carried weights of 116,800kgs on previous journeys.

The aircraft used – registration UR82008 – is the first of Antonov's An-124 aircraft to be repainted in the new blue and yellow livery already seen on its unique An-225 aircraft.

All other Antonov-owned An-124 aircraft in the fleet will be repainted as they undergo scheduled maintenance. www.gpln.net

Allseas gains UN 'Approved Supplier Status'

Allseas Global Logistics' commitment to expertise in the humanitarian aid/relief sector has been underlined by confirmation that it has secured the United Nations' prestigious 'Approved Supplier Status'.

This important vote of confidence comes on top of Allseas gaining official authorization as a supplier to the UK Ministry of Defence, as well as a number of other official accreditations from international professional bodies.

Humanitarian

"Following recent humanitarian aid and disaster relief efforts, we have focused resources and effort on detailed registration and accreditation procedures," said group commercial manager Mark Binge. "Various tender bids with USAID and UNDP made it necessary for us to develop close commitments with the authorities, to enable full registration and disclosure.

"This has resulted in Allseas reaching full approval from a number of governing bodies over the past six months, having achieved excellence in all the required fields, including financial standing and references from our customers. We are proud to have achieved this recognition."

Carl Clark, who recently joined Allseas as business development manager, has considerable previous experience in warehousing, transport and logistics operations in the humanitarian aid/relief sector.

"There is an awful lot of work to be done in the humanitarian, aid and relief side.

"We are looking to use Allseas' years of experience not just in heavy lift but in general logistics to push ourselves in this very specialized area," he said.

Regimented

"Aid is very military and regimented in structure and requires a dedicated team – because it isn't just sustaining a regular contract.

"There are a lot of factors involved in disaster relief. You need to build a team from the ground up. You must be ready to react at any time. You need to have lines of communication established and in place.

"You have to be ready, 24/7, to move. It sounds very dramatic – but disasters are dramatic, and it requires a very special set of skills, knowledge, contacts and experience to be able to respond instantly and efficiently." www.gpln.net



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AMERICAS: Highland Forwarding

Highland Forwarding was founded in 1998 with the belief that we can set new standards for the forwarding industry.

Originally based in Boston, the com-

pany recently moved to a purpose-built facility in Londonderry, New Hampshire.

The brand-new building has total of 24,000 square feet of class-A office space and 12,000 square feet of warehouse with temperature control. It will be assigned free trade zone status in 2014. Its proximity to the ports of Boston, New York and Montreal make it the ideal distribution facility for north-eastern USA. The company also has a branch office in Houston, Texas.

Personalized

We are obsessed with customer happiness and will go out of our way to delight a client. We add a custom designed, personalized level of service to each transaction. Each client must feel that he or she is the most important person in the world for us.

Another very popular service we provide automatically is our Post-flight Confirmation on all air shipments to both shipper and consignee.

All of these services free up our clients to focus on other tasks, and leaves us the

worries of getting the shipment there.

We look at the relationship of shipper-forwarder as a partnership. We will guide a client through the process, offer consulting services to custom design best routing for each order. We will do whatever it takes to get the shipment to its destination in the promised timeframe.

Long-term

This is how our motto "*We Take Care Of You*" came into existence. We provide a total logistics solution and a long-term relationship. This means we will stand by our clients even in hard times and make sure they can (in turn) keep their customers happy. Highland Project Logistics handles exports from all of USA to worldwide destinations and is a specialist in shipments to Russia and CIS.

They can deliver shipments to any point within Russia that has a customs station.

Some of the past moves of Highland Project Logistics include:

- ◆ Oversized coal mining machinery from Brno, Czech Republic to Mezhdure-

- ◆ chensk (Kemerovo Region) in Russia
- ◆ Mining machinery from the United Kingdom to Russia
- ◆ Sterilizing chamber from Chicago to Hefei China (dimensions of 600in by 141in by 144in and weighing 100,000 lbs.)
- ◆ Oversized mining machinery from West Virginia, USA to Russia
- ◆ A 200,000-lb mobile crane and accessories from France to Jamestown, Kentucky
- ◆ Oversized mining machinery from various locations in the UK to Russia, sent from UK by ferry to St. Petersburg and on to final destination
- ◆ An 87000-lb super cooker from Ohio, USA to Prioskolye, Belgorod Region, Russia. Duly, in hard times you will find out if your forwarder is as good as you thought. ■



Highland president Radek Maly

New GPLN Members — March/April 2014

Country	City	Company
Azerbaijan	Baku	RRL Logistics Baku
Botswana	Gaborone	Manica Botswana (Pty) Ltd.
Brazil	São Paulo	Fox Cargo do Brasil Ltda.
China	Beijing	Ginter Logistics Service Co., Ltd.
China	Qingdao	Sunward Logistics Co., Ltd.
China	Tianjin	Ginter Logistics Service Co., Ltd.
Italy	Genoa	Lysander Shipping Ltd.
Kazakhstan	Almaty	TOO RRL Rail & Road Logistics
Kenya	Mombasa	IMA Kenya Ltd.
Malawi	Blantyre	Manica Malawi Ltd.
Mozambique	Beira	IMA Mozambique Ltd.
Russia	Moscow	RRL Logistics Moscow
South Africa	Johannesburg	Manica South Africa (Pty) Ltd.
Tanzania	Dar-Es-Salaam	IMA Tanzania Ltd.
Uzbekistan	Tashkent	RRL Rail & Road Logistics, RO
Venezuela	Maiquetia	Agencia Amerisur y Caribeña de Carga, C.A.
Zambia	Lusaka	Manica Zambia Ltd.
Zimbabwe	Harare	Manica Zimbabwe Ltd.



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AFRICA: Darka Sudan

Darka was founded in 1983 by Mr. Alaa Eldin Mohamed Osman and became a limited company in 1991.

The Darka Group of companies covers the area of Sudan, South Sudan, Chad, Democratic Republic of Congo, Ethiopia, Eritrea, Djibouti, Somalia etc.

It has its own clearing license and over 23 years' experience of working with international organizations.

We specialize in providing an optimal logistics solution in all places including all difficult areas or countries in Central Africa and the neighboring area.

Important

Darka has become one of the most important names in the region and this was enhanced by establishing some re-

gional offices in Dubai and in Ras Al Khaima, UAE, for the supply of trading matters for our client's needs.

Darka Group consists of Darka for Trading & Services Co. Ltd., Darka Shipping Agency & Stevedoring, Maribor Transport Project, AlZamil Steel (Sudan), Bauer Engineering (Sudan), Bayan Plastics, BWSC A/C Contractor (Denmark), Emirate Co. Sudanese Factory for Food Packaging, Zain Sudan, Sedic Co., Samsung Eng, Nada Plastics Factory, Capital Bank, BWSC A/C Contractor (Denmark).

Specialities

Specialities include: Air freight forwarding, sea freight forwarding, custom clearance air ports, sea ports, third party logistics, fourth party logistics, packing & crating, insurance agents, general and

oversize trucking, project forwarding and management, shipping agencies and stevedoring, container FCL/LCL consolidation, logistics solutions, procurement and supply, warehousing and distribution, NVOCC/consolidation.

Professional

With its head office in Port Sudan, the company maintains local offices in Khartoum, Rabak, Kosti, Elobeid, El Fasher, El Genenia, Nyala, El Gadarif, as well as foreign offices in Juba (South Sudan), Addis Ababa (Ethiopia), Asmara & Masawa (Eritrea) and Djibouti.

Darka has over 150 trained and professional employees.

Industries served include: Oil and gas industries, Merowe DAM Electricity Sudan, Aid Relief UN, packing factories, communications industries, BWSC Hydro Power.

Darka is your professional home logistics/supplies/trading group in East Africa. Darka owns a total of 40 trucks including 10 trucks designed to transport reefer container under international standard for trailer and genset.

Equipment

The company also possesses a 75-ton

gantry crane, a 100-ton crane, a 15-ton forklift, five 4-ton trucks, 3000sqm warehouse in Port Sudan, 2000sqm warehouse in Khartoum, other offices have 1000 square meter.

In total, Darka owns 20,000 square meters of storage area. ■



Mohamed Osman: vice-chairman of Darka Sudan

ASIA: Indial Shipping

Indial Shipping is a privately owned company founded in 2007 and based in Mumbai, India.

It was formed by a group of logistics experts with years of expertise who have a combined experience of over 100 years in providing high-quality logistics solutions.

The company has a total of 11 branch offices at strategic locations in India.

The locations are as follows: Bengaluru, Chennai, Cochin, Dadri, Hyderabad, Kandla/Mundra, Kanpur, Mumbai, Nagpur, Nhava Sheva and Tuticorin.

We have total staff strength of over 50 people spread all over India.

Industries

Our major clients are based in the industries of engineering, chemical, petroleum, infrastructure, food and agro-related.

We have more than six years of experience in handling the export and import of various project shipments in India.

Some of the major project shipments moved by us include: a 4000cbm oil drilling rig movement from Houston to a drilling site in Gujarat; the import of a Duomatic locomotive from Antwerp to Mundra, and the export of aircraft engines from Mumbai port to Miami, USA.

The company has its own axles and pullers which are used for project cargo movement and offers vessel agency for offshore vessels. ■



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Upcoming GPLN Meetings & Events

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: Bellville Rodair Moscow

Bellville Rodair International (BRI) was founded in 1982. Last year we became part of OIA Global and today we have over 700 people across offices in Europe, North America, South America and Asia.

BRI has handled business to and from Russia and the CIS countries for many years using established agents in Russia.

In 2011, BRI decided to open its own office in Moscow due to our rapidly expanding business with Russia and the former Soviet Union countries.

With the Moscow office, BRI is now able to be closer to its customers as a logistics partner for large project shipments in Russia and CIS countries.

Full spectrum

BRI Russia provides its customers with the full spectrum of logistics and freight forwarding services -- FTL, LTL, FCL, LCL, air freight, rail freight, customs clearance services, road surveys and project cargo ship-



ments.

BRI has its own energy team division with experienced project forwarders strategically based across our offices.

Russia and the CIS is an important market for project cargo. Since its creation in 2007 our energy team has handled almost 9,000 individual shipments.

Our energy team members in Moscow are well experienced and continue to demonstrate with each new order their high quality of service, local knowledge and competitiveness in Russia and the CIS.

Gas turbines

BRI recently carried out the shipment of two SGT-800 gas turbines weighing 98 tons each, one SST-600 steam turbine weighing 110 tons and various compressors, generators and other oversized equipment from Norrköping in Sweden via St. Petersburg port and Kama River to Perm port, Russia.

As part of the project we also transported 98 rail wagons from China, 48 wagons from the Czech Republic, and 120 trucks from Poland, Germany, Hungary to Perm containing components for the power plant.

As part of the project our scope was to organize a temporary customs zone at the territory of Perm river port and at the "Heat Power Plant TEC-6" construction site.

This enabled us to perform bonded trucking to the final point of destination in Perm where the customs clearance was made. ■

MIDDLE EAST: Intergroup



Intergroup Shipping (IGS) is the leading logistics provider in the Qatar market and is one of the top 13 companies having its own shipping licence.

The company was founded in 2004, and has 25 staff in two offices.

The company's main industries are oil

and gas, chemicals, electronics, white goods, HVAC, mechanical electrical and plumbing, fire and protection systems.

The company recently handled a very challenging project from Ras Laffan, Qatar to Al Khobar, Dammam, Saudi Arabia and Fujairah in the UAE) involving oil and gas equipment.

The transport covered 794km, crossing two borders (Qatar and Saudi Arabia) and presented a series of challenges, which were successfully met by Mr. Jigar Shah (Assistant General Manager) and his staff (*left*).

The company has warehouses including a 1200sqm closed yard and a 6000sqm open yard.

Owned equipment

Other owned equipment includes a 40-ton stacker, 12 40-foot containers and eight 20-foot containers of IGS NVOCC type, a 3-ton forklift, and two 3-ton pickups.

Intergroup is a NVOCC operator having its own shipping license and its own import trading license which helps clients to import shipments in our company name.

Our open yard in Doha is near to Doha port and it is an added advantage for project cargo as a intermediate yard. ■



City Union transships heavy load



City Union, China-based GPLN heavy lift transporter, keeping up its good reputation and maintaining customer confidence, has accomplished the transshipment of heavy lift cargos at Yangshan Deep Water Port.

City Union transshipped 2000cbm compressor sets from Yangshan Deep Water Port for one of Sichuan's chemical material companies.

City Union not only transshipped these heavy lifts, but also provided value-added services to our customer, such as barge transit, customs clearance and commodity inspection. Additionally, due to

the high value and precision of this cargo, especially the four pieces of oversized cargo, the service requirements were very stringent.

Procedure

City Union's job commenced with unloading the cargos from the import vessel, and then transferring it to Hudong shipyard terminal and Linjiang terminal.

Because of the distinctive characteristics of the four oversized pieces, they had to be unloaded onto a barge to wait for customs clearance, and were then transferred to Hudong shipyard for inland water transportation.

Using proper planning and attention to detail on the part of City Union, the remaining cargo was directly transported to the terminal warehouse from the import vessel to wait for customs clearance, and then transferred to Hudong shipyard for inland water transportation.

Challenges

There were several challenges that required specialized expertise. First, the equipment was oversized and difficult to load and unload.

Considering that four heavy lift cargos had unit weights of more than 100 tons and a height of more than 7.5 meters, the key to this project was whether City Union could transport them to the nominated port of the owner. Secondly, the lay time was strict and City Union had to unload all the cargo in a short space of time.

Thirdly, the handling facilities onboard the vessel were limited and could not be used to unload the equipment from the vessel. City Union therefore rented a floating crane to unload the over weight

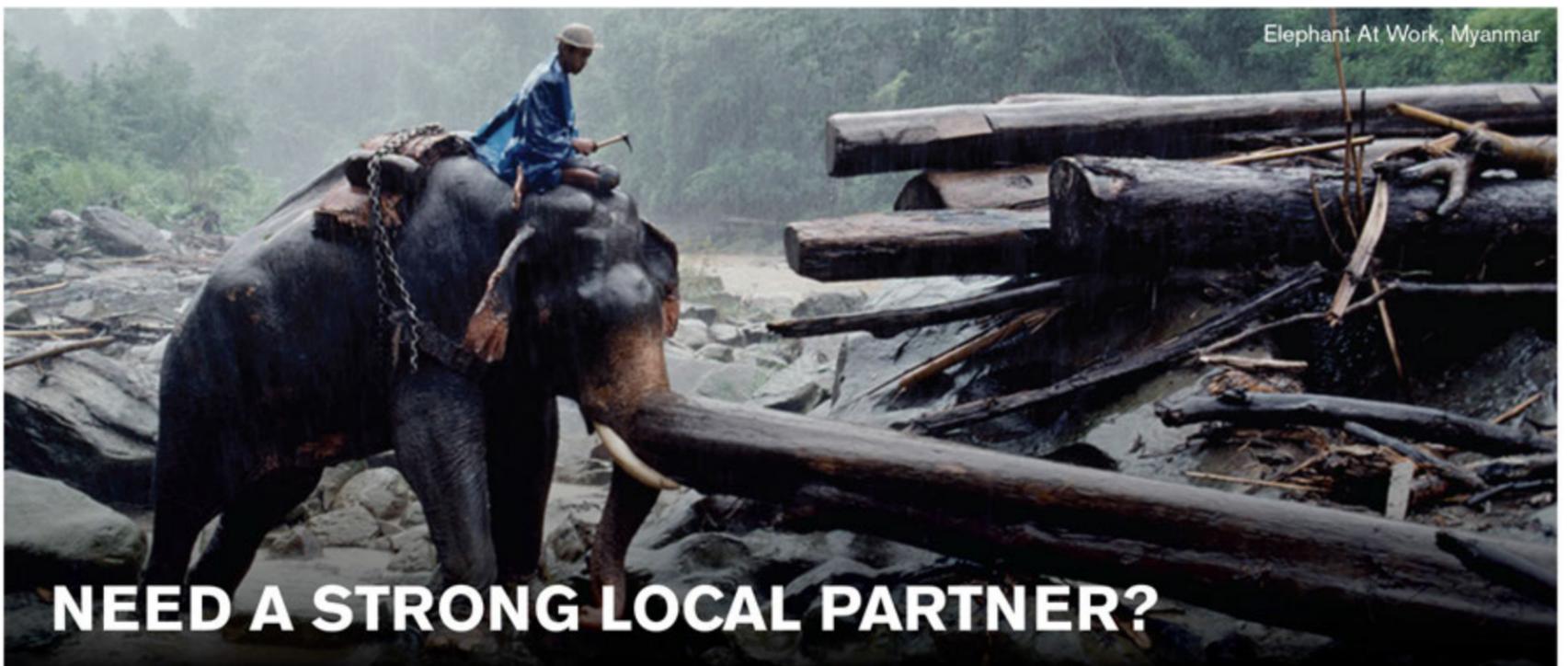
cargo.

The fourth challenge was that the Yangshan bureau registered barges are not easy to rent, but City Union's management team worked out the particulars to rent one.

Draft

The last challenge was the tide, which caused a delay before it was possible to meet the draft requirements to unload the oversized cargo at the Hudong shipyard terminal.

To ensure the cargo's proper transshipment to the port of destination, City Union's project logistics team went to the worksite to coordinate and supervise every single step. This enabled City Union to overcome all the difficulties and properly fulfill the task. www.gpln.net



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