



Bellville Rodair meets tight schedules on OOG jobs

Bellville Rodair International (BRI) has been busy with multiple projects combining tight schedules and out-of-gauge (OOG) cargo.

These include BRI recently handling 10 out-of-gauge (OOG) filters from Bistrit to Antwerp.

The challenge was that all these 10 OOG filters had to be loaded over a period of three days, where the supplier of the goods had worked through the weekend to finish in time. BRI managed to deliver everything in due time for the vessel departing to Algeria.

Another project took a lot of preparation and imagination to get off the ground.

Requiring three months prior loading, BRI was set the task of delivering four new gas engines to an old heating plant in southern Bohemia, where land works had only just begun.

The BRI team put in a lot of energy to ensure the smooth transportation of 107-ton engines, 31-ton generators and other accessories.

It was essential that BRI adhered to the tight schedule, ensuring that the 500-ton mobile crane on site was delivered safely. Only then could it place the en-

gines accurately onto their final positions.

The whole project went very smoothly, with maximum attention being paid to details such as tree cutting along the route from the river harbor (the trailer was 550 cm high), measuring the turning radiuses in the plant and planning of the ramp for the final trailer approach to the crane.

Also, BRI recently handled 10 trailers of OOG shipment from Spain to Albania. The whole shipment of 10 trailers, weighing 24 tons loaded, hit the road through Croatia and Montenegro to reach Albania. At the same time and for the same customer, BRI safely transported another two OOG pieces from Turkey to Albania. These two pieces were transported through Turkey and Greece by road to reach Albania. In order to minimize transit time and be cost effective, BRI used a shortcut route between Lapseki and Gallipoli.

Finally, BRI positioned six open bed trucks for a customer in Poland that will be driving for more than two weeks these tractors for a demo tour around Poland, covering eight different destinations. Travelling more than 1600kms each, the BRI trucks remained available for the whole demonstration. www.gpln.net



Outsize charter no problem for Ruslan

Lambert St Louis International Airport (STL) has handled its latest outsize air charter: a trailer-mounted flight simulator, a control trailer and containerized associated equipment bound for the Middle East on a giant Antonov freighter.

The total load weighed a modest 45 tons, which is well within the 125 ton payload of the Antonov Airlines An-124 utilised.

However, the two trailers each measured 15.9 m long by 2.55 m wide by 4.1 m tall – taking full advantage of the aircraft's exceptional fuselage length.

Loading the flight, which was managed by Ruslan International was a simple drive-on,

drive off exercise, using the aircraft's opening nose and tail, and the special vehicle ramps it carries.

Said STL's Cargo Development Director, David Lancaster: "It's always a pleasure to welcome these unique aircraft, and observe their phenomenal load capabilities."

"We routinely welcome charters here, carrying diverse loads that reflect the region's heavy industry and hi-tech manufacturing."

"We are fortunate to have a highly capable airport that never closes, can provide full service for all shapes and sizes of air cargo, and which has excellent hinterland connections." www.gpln.net

Busy year for Vietranstimex



Vietranstimex, a GPLN member based in Vietnam, has carried out a number of jobs recently, including moving a 450-ton border guard vessel from a workshop to its launching position in the southern city of Vung Tau, Vietnam.

In the same city, the company transported and loaded two Vietsovetro jack-ets weighing 1100 tons each out onto a

barge.

The company, one of the largest heavy lift operators in Vietnam, also directly handled a 225-ton transformer and 145-ton boiler, plus an HP heater for Vietnam Electricity. The job consisted of receiving the goods, transportation by water and delivery to job site, the operation being carried out between Ho Chi Minh City and Can Tho. www.gpln.net

'Firsts' achieved by Ocidenave

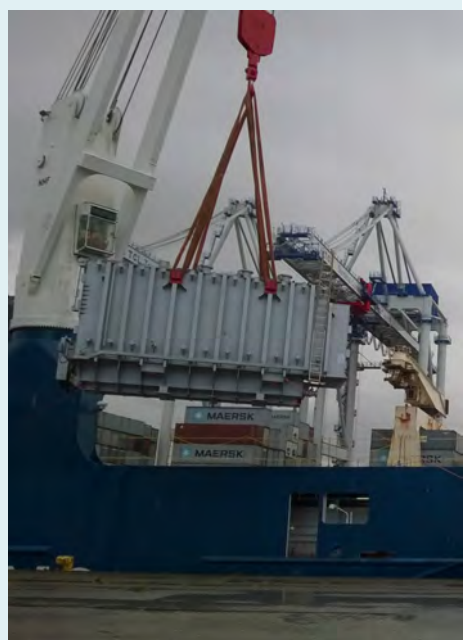
Ocidenave Navegação in Portugal has managed to score several "firsts" in the HL area. While handling a project cargo of transformers weighing 127 tons from Portugal to Algiers, the company achieved:

- ◆ first chartered business between Ocidenave and the new HL player in the market Ocean7 Projects
- ◆ first voyage of their new vessel *Abis Dusavik*
- ◆ first cargo to load on the vessel
- ◆ first commercial port of call, Leixoes, for the vessel
- ◆ First port agency commercially attending the vessel

And as expected, all went very smoothly and quickly, avoiding local holidays in Portugal.

Ocidenave Navegação also congratulate its partners on this job for the timely and good service and cooperation re-

ceived from the crew on board for the handling of these two 127-ton transformers and its 127 assorted accessory items. www.gpln.net



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A Word from GPLN...

Dear Reader,

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

In May our GPLN team was attending the Breakbulk Transportation Conference and Exhibition Europe in Antwerp, Belgium and our members Aaras Shipping/Pakistan, Alpha Projects & Logistics/Denmark-Italy-Netherlands, Cory Logistics/U.K., Flogis International Corp. / Korea, Paragon Shipping & Logistics/Qatar, The Freight Co. Ltd./ Myanmar-Thailand-Vietnam, Transworld Projects FZE/U.A.E. and Unishipping International Ltd./Bulgaria joined our GPLN booth and had plenty of networking opportunities to maintain old and establish new contacts that will greatly benefit their business.

Annual General Meeting 2015

In the meantime we have finalized the venue for our next year's GPLN Annual General Meeting which will be taking place on our home turf in Bangkok from Feb. 8-10, 2015.

Please start marking these dates and also visit our dedicated website to see the agenda and all details about the AGM and our social events, a dinner cruise and city tour which will be offered ahead of our AGM on Feb. 7 and 8 respectively.

The meeting will follow the traditional agenda with a cocktail reception on the eve of Feb. 8, followed by two working days from February 9-10.

We are looking forward to yet another large attendance and encourage all new GPLN members to join us in Bangkok to meet plenty of fellow GPLN members.

Right after our AGM we are also planning to



host our Heavy Transportation and Lifting Course and BIMCO Heavy Lift Contracts Workshop which we had to postpone this year.

Later on this year we are off to the Breakbulk Transportation Conference and Exhibition Americas which is scheduled this year from Sep. 30 to Oct. 2 in Houston, Texas. Our booth will be joined again by several GPLN members.

PowerLogistics

Last but not least don't forget to mark down on your calendar the PowerLogistics Asia 2014 Exhibition and Conference in Singapore from Nov. 18-19 at the conveniently located Suntec Singapore Convention & Exhibition Centre.

The challenging topics of this conference have attracted an array of high-profile speakers from logistics and also from the end-user industries.

Do visit the PowerLogistics Asia website now at <http://powerlogisticsasia.com/> for the detailed agenda.

Concurrent with this event we will also offer a BIMCO Heavy Lift Contracts Workshop and a Heavy Transport & Lifting Course at the same venue in Singapore.

We are looking forward to the opportunity for

getting more project logistics professionals trained.

We will keep you informed about other upcoming opportunities and developments and we wish you a nice summer break.

Best wishes,

Your GPLN team

www.gpln.net

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WE CARRY YOUR HEAVY LOAD



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Almajdouie shifts massive evaporator



Almajdouie Heavy Lift Transport, a GPLN member from Dammam in Saudi Arabia transported an evaporator, weighing 5,736.8 tons (gross weight during transportation), believed to be the world's heaviest, to the Yanbu 3 Desalination Plant in the Kingdom of Saudi Arabia.

A total of six evaporators will be transported by Almajdouie; four of these evaporators will be fabricated in Vietnam and shipped to the jetty site at Yanbu, where they will be rolled off the vessel and transported to the foundation by use of Self-Propelled Modular Transporters (SPMTs). A further two will be fabricated in modules locally by Bilfal Heavy Industries, and transported to the site for assembly.

The first evaporator sailed on 24th April from Dung Quat port in Vietnam and reached Yanbu Red Sea port in the Al Madinah province of western Saudi Arabia on 18th May, 2014.

Upon the vessel's arrival, GPLN member Almajdouie was ready at the Yanbu jetty site with their transportation team, along with 200 axle lines of SPMTs and six power packs, to execute the roll-off operation and to install the giant evaporator, which measured 137.9m long, 32.1m wide and 11.4m high, to its final location at the Saline Water Conversion Corporation Site (SWCC).

After the berthing, customs clearance and removal of sea fastening procedures, a steel plate bridge was placed between the vessel and the jetty to facilitate the roll

-on of the SPMTs, which were already fitted with temporary intermediate steel supports.

After the jack-up of the evaporator using the SPMT's integral hydraulic system, the roll-off procedure over the steel plate bridge began in conjunction with the vessel ballasting to maintain the level of the barge to the jetty, with constant close coordination between the vessel and transport operations teams.

Doosan Heavy Industries & Construction is to build the Yanbu Phase 3 Sea-water Desalination Plant under a contract worth US\$1 billion from the SWWC site of Saudi Arabia. The plant will deliver 550,000 m³/day of water, sufficient to meet the daily requirements of 1.8 million people. www.gpln.net

WLC sends transformers via railcar for power plants

World Logistics Consulting, Inc. (WLC) is currently transporting two transformer main bodies from the Port of Houston, TX to Haldimand County Wind Farm in Haldimand, ON. The first transformer is loaded on the KRL 50801 freight train with dimensions of 32'6" long by 11'6" wide x 13'2" high, weighing 262,571lbs.

The second transformer was loaded on railcars with dimensions of 32'6" long by 11'2" wide x 12'6" high and weighing 218,478 lbs. Both rail cars have recently departed the Port of Houston, TX and is currently located in Phillips, TX.

WLC personally acquired both rail cars and hired its own rigger to load both transformers onto each respective rail car. WLC continuously tracked both rail cars and provided regular updates to its valuable clients on a daily basis until they reached the rail siding in Haldimand.

The company also recently transported transformer main bodies from the Savannah port, GA to First Energy Johnstown Substation in Johnstown, PA.

The transformers with dimensions of 33'2" long by 10'6" wide x 12'2" high and weight of 246,700 lbs each were loaded onto freight rail cars. WLC tracked the rail cars from Savannah, GA to Johnstown, PA the entire way and provided daily updates to their customer. The transformers were jacked and slid onto the pad by their reliable rigger. Operations ran smoothly from the start until the transformers were safely and successfully set to the pad within the substation. www.gpln.net



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Acco moves transformers



Acco Foreign Shipping Inc. was recently awarded the shipping of a VTC three-phase transformer from USA to Escuintla, Guatemala in central America.

The shipment consisted in transferring 12 packages weighing 118.09 tons with volume of 219.12 cbm originating in a city close to the west coast of the USA. The main unit of the transformer weighed 78 tons and measured 6.23 by 3.98 by 4.48 meters and the rest of the pieces were accessories (radiators/bushings/brackets/fans) ranging from 1 to 3 tons each.

Due to the weight and size of the main unit, Acco faced the need of hiring a breakbulk carrier to do this transfer. Acco had to acquire a charter vessel from Long Beach, California to Puerto Quetzal, Guatemala in order to accomplish this mission.

The accessories were transferred to an export packer specialist near Long Beach Port's facilities. It was agreed between all the parties involved — Acco and manufacturer/shipper/importer — that in order to prevent any damage to the accessories as well as to facilitate the loading, unloading and deliver to the site in Guatemala, all the accessories should be re-packed in heavy lift closed crates.

Delivered

The export packer took two weeks to have all the crates made and all the accessories were successfully delivered to the port of Long Beach.

The main unit of the transformer left the manufacturer's plant and took 21 days to reach the port of embarkation. Shortly afterwards, the transformer was making its official entry to the port of Long Beach.

Even though Acco had to cross only

three states with the transformer, the road permits, the driving hours permitted, the crossing of the cities and small counties were not that easy to achieve.

By the time the transformer arrived at the port, the chartered vessel was already berthed waiting for its arrival to start the loading process which began at daylight the next day.

Loading of the vessel took only four hours and by noontime, breakbulk carrier was ready to sail on its new journey towards Puerto Quetzal, Guatemala.

Transit time was 11 days but due to the congestion at the port, the captain was ordered to move to the anchorage area until further notice. There were a few sugar export vessels being loaded at that time and they needed to finish those loadings first. After four days waiting at the anchorage area, the port authorities gave Acco a window to unload the cargo.

Clearance

The crates were unloaded and stored in the import warehouses adjacent to the dock side and the main unit was unloaded directly from the vessel on a 13-axle low-boy and left on the customs yard waiting for customs clearance to be done.

Acco made official the delivery of the 78-ton transformer and its accessories to the final importer. It transferred and delivered all the 12 packages without any problem whatsoever, no damages and within the budget established and agreed on the initial contract.

Acco Foreign Shipping Inc successfully accomplished another high value and time sensitive project thanks not only to the cooperation and continue support of all the parties involved but also to its professional and knowledgeable staff.

www.gpln.net



As part of establishing long term business relations, MFC, secured an order for multimodal transportation of the second lot of refinery equipment through the manufacturer, based on the outskirts of Mumbai to Bharat Petroleum Corporation Ltd. (BPCL), Kochi Refinery.

The first lot consisted of seven packages and was moved on waterways by barge, whereas the second lot of 14 pieces of equipment, was moved via a sea-going vessel from Navasheva Port.

The local road transport both at Navi Mumbai & Kochi, was carried on hydraulic axle lines.

Although it was the second lot for MFC, the challenges still remained. MFC was able to deliver the packages safe and secure in a timely fashion.

The maximum dimensions carried by MFC for these 14 packages were : 23.4m

MFC remains ahead of competition



long, 5.8m wide, 6.1m high and weighing 121 tons.

As is evident, in this case the dimensions and weight were more than that of the first consignment, so the challenge remained. www.gpln.net

Record London load for WWL



ALS Dragados Sisk Joint Venture (DSJV) contracted WWL ALS (Wallenius Wilhelmsen Logistics Abnormal Load Services) to deliver the tunnel boring machine, Jessica, through London from Stepney Green to Limmo Peninsular as part of the Crossrail project.

The 1,300-ton Herrenknecht S-721 tunnel boring machine and back-up equipment had to be transported in as large individual components as possible, so that DSJV could complete the relocation quickly, efficiently and cost-effectively.

Nine months of intensive planning was required to determine a suitable route for the transport, obtain permits and liaise with multiple authorities regarding the removal of street obstacles, traffic management and street parking suspensions.

Laser

As part of this process, three-dimensional laser mapping was used for scanning overhead gantry, bridge and tunnel heights and widths on dual carriageway sectors of the route, where man-

ual means of checking clearance would have been too hazardous.

The route decided upon went east-bound via the A13 Limehouse Link Tunnel, which had a height and width clearance of just a few centimeters for the largest items.

After completing a 2.7 km underground drive from Pudding Mill Lane, Jessica was dismantled into oversize pieces and transported by road.

Congested

Due to the congested nature of the inner-city route, between seven and 12 police escort vehicles were required for each abnormal load movement, in addition to the private escorts provided by WWL ALS.

An assortment of low loader and semi low loader vehicles were used to transport the cargo, the largest items of which had the dimensions 18.2 m by 7.1 m by 4.35 m and weight of 72 tons.

The Metropolitan Police commented that these were "the widest loads moved within central London since records began". www.gpln.net



HEAVY MATTERS

By Gert Vos



13. The influence of wind on lifting activities

In previous articles I wrote about the influences of weather on lifting activities. The most important, and hard to predict weather circumstance is wind!

Many accidents have happened and continue to happen because of wind-related factors.

Wind force is classified as in the table (below right).

The problem is that you can find out before lifting what the wind force will be for the coming day (hours).

But that is an average wind force or wind speed. Many people know that a wind speed of 11 meters/second (m/s) is the upper limit.

This 11 m/s is a convenient figure, but to calculate what is allowable takes a little bit more effort.

Factors

Important matters to keep in mind are:

- ✓ What is the dimension of the load (volume, weight)?
- ✓ What is the coefficient of wind resistance (Cw) value of the load?
- ✓ at what height is the load to be lifted? (near the ground or on the top of a high building).
- ✓ Roughness of environment
- ✓ lift in a city between buildings/houses?
- ✓ In a port near the water?
- ✓ Between mountains?
- ✓ In the countryside? etc.

Unpredictable

Gusts of wind are not predictable and these gusts are the most dangerous wind forces you can encounter.

Wind that blows from the back or front on the crane and its load also causes also a problem (see picture, above, left): if the wind comes from the back, then the capacity load moment limiting system of the crane will indicate that the crane lifts more weight than the load and the rigging.

If the wind comes from the front side then the boom will be pushed back by the wind and the



source: Liebherr Cranes



Bft	Description	m/s	knots	km/hr	Wind Pressure kg/m2	Condition on land	Condition on sea
0	Calm	< 0,2	< 1,0	< 1,0	0,00	Calm. Smoke rises vertically	Sea like a mirror
1	Light air	0,3 - 1,5	1,0 - 3,0	1,0 - 5,0	0,14	Wind motion visible in smoke	Small wavelets
2	Light breeze	1,6 - 3,3	4,0 - 6,0	5,0 - 11,0	0,68	Wind felt on exposed skin. Leaves rustle	Small wavelets
3	Gentle breeze	3,4 - 5,4	7,0 - 10,0	12,0 - 19,0	1,82	Leaves and similar twigs in constant motion	Small wavelets
4	Moderate breeze	5,5 - 7,9	11,0 - 16,0	20,0 - 28,0	3,9	Dust and loose paper raised. Small branches begin to move	Small waves becoming longer
5	Fresh breeze	8,0 - 10,7	17,0 - 21,0	29,0 - 38,0	7,1	Smaller trees sway	Moderate waves
6	Strong breeze	10,8 - 13,8	22,0 - 27,0	39,0 - 49,0	11,8	Large branches in motion	Large waves begin to form
7	Near gale/Moderat gale	13,9 - 17,1	28,0 - 33,0	50,0 - 61,0	18,2	Whole trees in motion	Sea heaps up
8	Fresh gale	17,2 - 20,7	34,0 - 40,0	62,0 - 74,0	26,7	Twigs broken from trees	Moderately high waves
9	Strong gale	20,8 - 24,4	41,0 - 47,0	75,0 - 88,0	37,1	Light structure damage	High waves
10	Whole gale / storm	24,5 - 28,4	48,0 - 55,0	89,0 - 102,0	50,2	Trees uprooted. Considerable structural damage	Very high waves
11	Violent storm	28,5 - 32,6	56,0 - 63,0	103,0 - 117,0	66,2	Widespread structural damage	Exceptional high waves
12	Hurricane	> 32,6	> 63,0	> 117,0	> 66,2	Considerable and widespread damage to structures	Sea completely white

load moment limiting system will indicate that the crane can lift more.

But what happens when the wind suddenly drops?

Calculation

For all these reasons we have to calculate the allowed windspeed/force as follows. (see calculation table, right).

Example: a crane that lifts a load with a surface of 9 x 20 m = 180 m² with a Cw of 1.3 and a weight of 60 tons. (source: Liebherr Cranes)

Conclusion: wind is very dangerous during lifting activities and waiting a few hours is much better than tipping over in a few seconds.

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CALCULATION OF MAX. WINDSPEED

Wind

To calculate the V_{ma} (maximum windspeed) we need to know:

AP : Projected surface
Cw : Wind resistance factor

Then we can calculate the A_w : Surface area exposed to wind

A_w = A_p x C_w.

In the EN 13000 norm is written (and also applied in the crane chart) :

A_p = 1,0 m² per ton
C_w = 1,2
A_w = 1,0 m² x 1,2 = 1,2 m² per ton

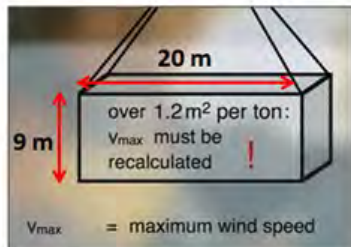
Example: (weight of M_h = 60 to.)

AP : 20 x 9 m = 180 m²
Cw : 1,3 (info of manufacturer)
Aw : 180 m² x 1,3 = 234 m²

234 m² : 60 to = 3,9 m²/to.

3,9 m²/to > 1,2 m²/to so we have to recalculate V_{max}. In the crane chart we find a max. windspeed of 11,1 m/s (V_{max-TAB}).

$$V_{max} = V_{maxTab} \times \sqrt{\frac{1,2 \text{ m}^2/\text{to} \times M_h}{A_w}} \quad V_{max} = 11,1 \text{ m/s} \times \sqrt{\frac{1,2 \text{ m}^2/\text{to} \times 60 \text{ to}}{234 \text{ m}^2}} = 6,15 \text{ m/s}$$



$$V_{max} = V_{max_TAB} \times \sqrt{\frac{1,2 \text{ m}^2/\text{t} \times m_H}{A_w}}$$

m_H = Hoist load (incl. fastening equipment and hook block)
 A_w = Surface area exposed to wind
 V_{max_TAB} = maximum wind speed in the load chart

Allseas moves turbine to UK



A consignment consisting of a steam turbine, generator, parts and accessories was shipped from the port of Chennai, formerly Madras, in southern India and was awarded to Allseas by its Indian GPLN partners, Jeena and Company. The two largest turbines weighed an impressive 75 tons and 50 tons respectively and the total shipment consisted of 40 crates weighing 173,900 kgs with a volume of 458 cbm.

This project was loaded on board the Rickmers Mumbai and was discharged directly to pre booked specialist transport, that included low loaders and step framed trailers, for on-carriage to Oldbury in the West Midlands region of the UK.

As a result of how well this job went, Allseas have now been awarded further shipments by the same customer.

Setubal record set by L. Branco



GPLN member L.Branco has handled the heaviest-ever cold box in the port of Setubal, Portugal.

L.Branco, a GPLN member based in Setubal, has recently handled several cold boxes in its home port, the largest of them with a dimension of 40 meters by 6.50 meters by 4 meters and weighing 166 tons.

This was the heaviest item ever handled with shore cranes in that port. The previous record belongs also to L.Branco, with a 150-ton piece. The cold boxes were exported from Setubal to a BASF plant in Ludwigshafen, Germany. www.gpln.net

WWL adds monthly ocean service to Chile

Wallenius Wilhelmsen Logistics (WWL) has expanded its ocean service to South America's West Coast this month by adding a monthly call to San Antonio, Chile.

"San Antonio is an important addition to WWL's ocean network schedule because of its close proximity to Santiago, Chile's capital a rising market for both auto and heavy equipment imports," said Rich Heintzelman, EVP and Head of Commercial for Wallenius Wilhelmsen Americas.

WWL's ocean service to South America's West Coast also connects shippers moving cargo to and from Europe and North America. Port calls for the full route include:

Europe: Bremerhaven/Zeebrugge/Southampton/Santander

N. America: Baltimore/Galveston/

Veracruz

S. America: Cartagena/Manzanillo/Guayaquil/Callao/Angamos/San Antonio.

The company also recently added Novorossiysk as an additional entry port into Russia.

Destination

The new destination is an additional inducement port in WWL's liner service from Japan, Korea, China and South East Asia to Europe, providing customers in Asia with direct access to the Russian Black Sea region.

The service also has feeder operators serving two of WWL's regular East Mediterranean ports — Piraeus and Derince.

WWL will be handling various types of rolling and tracked equipment as well as static and project cargo on mafi-trailers to Novorossiysk. www.gpln.net

Desert drop for Tuscor Lloyds



Tuscor Lloyds was asked to move 132 containers, required for the construction of the Diego Almagro solar park in Chile.

Located in the Atacama region, 590 miles north of Santiago de Chile, Diego Almagro Park will require an investment of approximately \$60 million.

The solar park is estimated to be composed of approximately 225,000 solar panels with an initial capacity of 36 megawatts.

Gigawatts

Once it is operational, the Diego Almagro plant will be able to generate up to 80 gigawatt-hours annually, covering the consumption needs of about 45,000 Chilean families and thus avoiding the emission of over 50,000 tons of CO₂ into the

atmosphere.

Tuscor Lloyds moved 132 containers from the ports of Barcelona, Gijón, Valencia (Spain) and Gdynia (Poland) to the port of Antofagasta, Chile.

The cargo was picked up in different places depending on the location of the supplier and consisted of several components necessary for the construction of the solar park: cable reels, screws, steel angle frames and tubes.

With an average weight of 15 tons, the 20-foot (40 containers in total) and 40-foot containers (92 containers in total) were transported as conventional cargo on container vessels to the Port of Antofagasta in Chile.

This project began in early January and has recently been successfully completed. www.gpln.net



Darka proves itself a good ambassador for Port Sudan

Darka Shipping Agencies and Stevedoring was recently appointed as agents for *mv Zelada Desgagnes* belonging to a shipping agent in Amsterdam, Netherlands for her port call in Port Sudan. The job was to discharge one survey boat measuring 17.50 meters long by 5.18 meters wide and weighing 34 tons.

Once again Darka handled successfully *mv Zelada Desgagnes* at Port Sudan and also handled the stevedoring of the survey boat *Taharga*, built at Hermann Barthel Shipyard in Germany, belonging to the Ministry of Electricity and Dam-Sudan.

It will be used for survey purposes in the Merowe Dam Reservoir. With quick work and a smooth operation *mv Zelada*

Desgagnes berthed at port and discharged barely 14 hours later.

Darka's success is due to its innovative techniques, flexibility, customer care and competitive pricing.

It offers a unique range of services to provide the most comprehensive stevedoring service available.

The European shipping agent said in a statement that it was a great pleasure to work with Darka Shipping Agencies and Stevedoring, who acted as a good ambassador for Port Sudan.

When reading all the news it is not the first port that freight forwarders think of, but Darka's capability at that port is capable of changing people's minds, Seven Star added. www.gpln.net

Celtic finds the right formula for milk processing plant

Celtic Forwarding Limited recently handled plant equipment into a new milk processing plant currently under construction adjacent to Waterford Port (Belview Terminal).

The factory is being built by Glanbia at a cost of €150 million and when commissioned in 2015, will commence exporting milk powder to Asia, Africa and South America.

The heavy lift vessel handled by Celtic Forwarding Ltd. was the *MV Clipper Athena*. It loaded its cargo for Glanbia in Shanghai and with calls at Gladstone and Townsville in Australia, Kashima and Muroran, Japan, Ulsan in Korea, Singapore, Damman, Saudi Arabia, El Dekeila, Egypt, Sete in France, all the time loading and discharging cargo en route before finally arriving in Belview Port, Waterford after a three-month journey.

Clearance

The local tug Bargarth, under the agency of Celtic Forwarding Ltd., and also stevedoring, customs clearance and all other related matters were handled by Celtic's local office in Belview. There were 17 pieces in total on board with the three heaviest pieces at 62 tons each.

The vessel was discharged via ship's

cranes direct to the quay for forwarding by special heavy haulage company to the end site – just over one kilometer from the quay.

Discharge was swift with the vessel being turned around in less than eight hours.

All cargo was offloaded without incident or any damage which is a testament to the skill of the local stevedores.

The cargo receivers were delighted with the service and the speed of turn-around and their representative personally thanked Celtic Forwarding for the level of professionalism and the groundwork carried out prior to the vessels arrival to ensure all went smoothly on the day.

The vessel's owner was on board and while in port he needed to carry out urgent repairs, so a local engineering shop reacted immediately.

Celtic Forwarding continue to supply the Glanbia site on a daily basis with concrete panels on specialized trailers from a key domestic client based in Dublin.

Since the opening of its Waterford facility in 1997, Celtic has handled many vessels into the port as well as commission rail freight wagons for waste soils along with developing a very busy tank container and general freight forwarding.

www.gpln.net



Managing the combined An-124 fleets of ANTONOV AIRLINES and VOLGA-DNEPR AIRLINES



RUSLAN International

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BRIEFS



GPLN member Liburnia handles oil recovery vessels

Liburnia Maritime Agency Ltd., a GPLN member located in Opatija, Croatia, a town in western Croatia, just south-west of Rijeka on the Adriatic coast, loaded last week two oil recovery vessels in Tuzla, a suburb of Istanbul, Turkey on the Asian side of the city.

Each vessel had a weight of 338 metric tons and was 42m long. After this huge cargo was successfully lifted into the heavy lift vessel *Anne-Sofie* from SAL the final journey ended in Umm Qasr, a port city in southern Iraq.

Lysander ships deck support

Lysander Shipping successfully moved one piece of deck support node casting, measuring 4.72m by 4.5m by 4.2m, weighing 123,120kgs from Goole to Rotterdam via coaster vessel, sailing out at the end of last month.

The cargo then transshipped onto the

Maersk vessel for on-carriage to Busan. This is first of four similar moves as part of a larger project.

A member of the company's London office attended the first loading to survey, and afterwards joined the crew on the 24-hour sailing to Rotterdam.



AARAS handles breakbulk

AARAS Shipping Agencies (Pvt) Limited recently handled three breakbulk/project/general cargo vessels where the company was engaged in handling these vessels under its own agency with complete logistics services.

The cargos consisted of 3,677 packages of heavy generators, steam turbines, hubs, nacelles, lifting gear, weather mast, HRC, CRC, GI, steel wire coils with other parts/equipment and accessories.

The cargoes that were discharged by company stevedores from these vessels weighed around 38,655 metric tons.

POWERLOGISTICS ASIA 2014

EXHIBITION AND CONFERENCE

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Exhibitors



BIMCO HEAVY LIFT CONTRACTS WORKSHOP

► HEAVYLIFTVOY

HEAVYLIFTVOY, which was adopted by BIMCO's Documentary Committee in June 2009, has been developed in response to demand from heavy lift operators working in the mid-sized "lift on/lift off and roll on/roll off" sector for a dedicated contract for their trade dealing with the carriage of on- and under-deck specialist cargo.

► PROJECTCON

PROJECTCON is a specially designed charter party for the tug and barge sector. It is designed to provide a single contractual platform to govern the entire commercial adventure involved in the use of a barge and tug to transport special or projects cargoes.

► HEAVYCON

HEAVYCON 2007 is a "knock for knock" contract designed primarily for the semi-submersible vessels serving the super heavy lift market where cargoes are almost exclusively carried on deck and are, in most cases, sole cargoes.



BIMCO
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THE PROJECT LOGISTICS CONFERENCE



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Drilling Rental Tools -
Operations Supervisor
Weatherford
Brunei Sdn Bhd



Florian Pinz
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Blue Water Shipping
Singapore Pte. Ltd



Justin Archard
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Asia Pacific & Oceania
SAL HeavyLift



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Vilasini Krishnan
Head of Business Development/
Regional Project Division
Deugro (Singapore) Pte Ltd



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Jayendu Krishna
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Ruslan moves G280 wings



Ruslan International – the joint venture company which manages and markets the 17-strong fleet of giant Antonov An-124 aircraft belonging to its shareholders Antonov Airlines and Volga Dnepr Airlines – has transported a further load of four wing assemblies for the latest Gulfstream business jet.

The wings – for the recently-launched Gulfstream G280 super midsize business jet – were flown from the manufacturing plant in Oklahoma to the aircraft assembly plant in Tel Aviv. The charterer was the Tulsa, Oklahoma branch of Kuehne + Nagel.

Each crated wing measured 7.14m x 2.24m x 1.14m, and weighed around 8,000 kgs. Their ground transportation required escorts, due to their size.

The wings were placed in two stacks on the aircraft, using special loading equipment. At a total of just 32,000 kgs, the load was one of the lightest but bulkiest carried by the aircraft.

Gulfstream's newest aircraft, the G280 boasts the longest range at fastest cruise speed in its category; its performance is largely due to the revolutionary design of its wings, which also contribute to its ability to serve some of the world's most difficult airports. www.gpln.net



Bati shifts heavy transformers

Bati Shipping & Trading has transported seven 75-tonne Best transformers and other accessories from Balikesir in Turkey to Saudi Arabia's Jeddah Port.

The shipment comprised of 212 units with a total weight of 685 tons and volume of 1,500 cubic meters, including the seven transformers with the dimensions 7.85 meters by 3.55 meters by 3.95 meters.

The scope of Bati's work included picking up the cargo from the Best fac-

tory in Balikesir and loading the transformers and accessories onto lowbed trailers, as well as performing all of the lashing, obtaining road permits and organizing escorts.

The cargo was then transported via road to the Turkish port of Derince, where the consignment was loaded onto a heavy lift vessel and secured onboard for shipment to Jeddah.

At Jeddah Port, Bati also handled the discharge of the seven transformers and the other accessories. www.gpln.net

Protraner nominated as global supplier for power jobs

Protraner, a GPLN member from Shanghai in China, was recently nominated as a global logistic supplier for an America-based EPC contractor who is now focusing on providing power equipment for global clients.

Protraner has now handled several shipments for this client from Shanghai to South Korea.

After the selection of a suitable vessel, Protraner designed a tailor-made ship-

ping plan by coordinating with the port, shipping agent and customs to meet the client's delivery schedule.

Considering that a heavy tank weighing about 77 tons was also part of the cargo, Protraner had to rent a floating crane to handle this kind of heavy item.

Protraner's dedicated staff was on hand to supervise the whole operation process, along with an independent surveyor to ensure that all parties concerned met strict requirements. www.gpln.net



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Almajdouie shifts giant cold box



Saudi Arabia GPLN member Almajdouie Logistics Company LLC succeeded to win an assignment against tough competition for carrying out customs clearance and transportation of two cold boxes.

These units were manufactured for the HyCO/Ammonia Industrial Gas Plant on the premises of Sadara Chemical Company, in Jubail Industrial City, Eastern Province of the Kingdom of Saudi Arabia.

The cargo was received from the vessel berthed at Jubail Industrial Port and safely jacked down, using specially designed beams and stools. After customs clearance, moving such a bulky cargo out of the port was again a risk, considering the narrow roads and two-way traffic inside the port.

However GPLN member Almajdouie found an alternate route without disturbing the regular traffic.

After having succeeded in obtaining permission from the Royal Commission to move the cold boxes out from the port, they had to remove many fences, barricades and several light poles for its movement on the way to the gas plant.

The cold boxes, weighing 358 tons each, with a dimensions of 31.19m by 13.9m by 9.5m (LWH), were "like an apartment" to move by road.

It was indeed challenging to handle it safely, and Almajdouie's engineering team worked meticulously to move this huge cargo, using 36-axle hydraulic trailers.

Finally both units were safely delivered within the given time frame to the site. www.gpln.net

Ruslan carries Dreamliner deck loader



Ruslan International – the joint venture company which manages and markets the 17-strong fleet of Antonov An-124 aircraft belonging to its shareholders Antonov Airlines and Volga Dnepr Airlines – has handled the movement of a massive deck loader for the Boeing 747 Dreamlifter.

The special cargo loader – which is used for loading and unloading 787 parts from the 747 Dreamlifter – weighed 109,000kgs.

At 33.13m long, 6.08m wide and 3.44m high, it was one of the largest and heaviest pieces ever carried in the giant

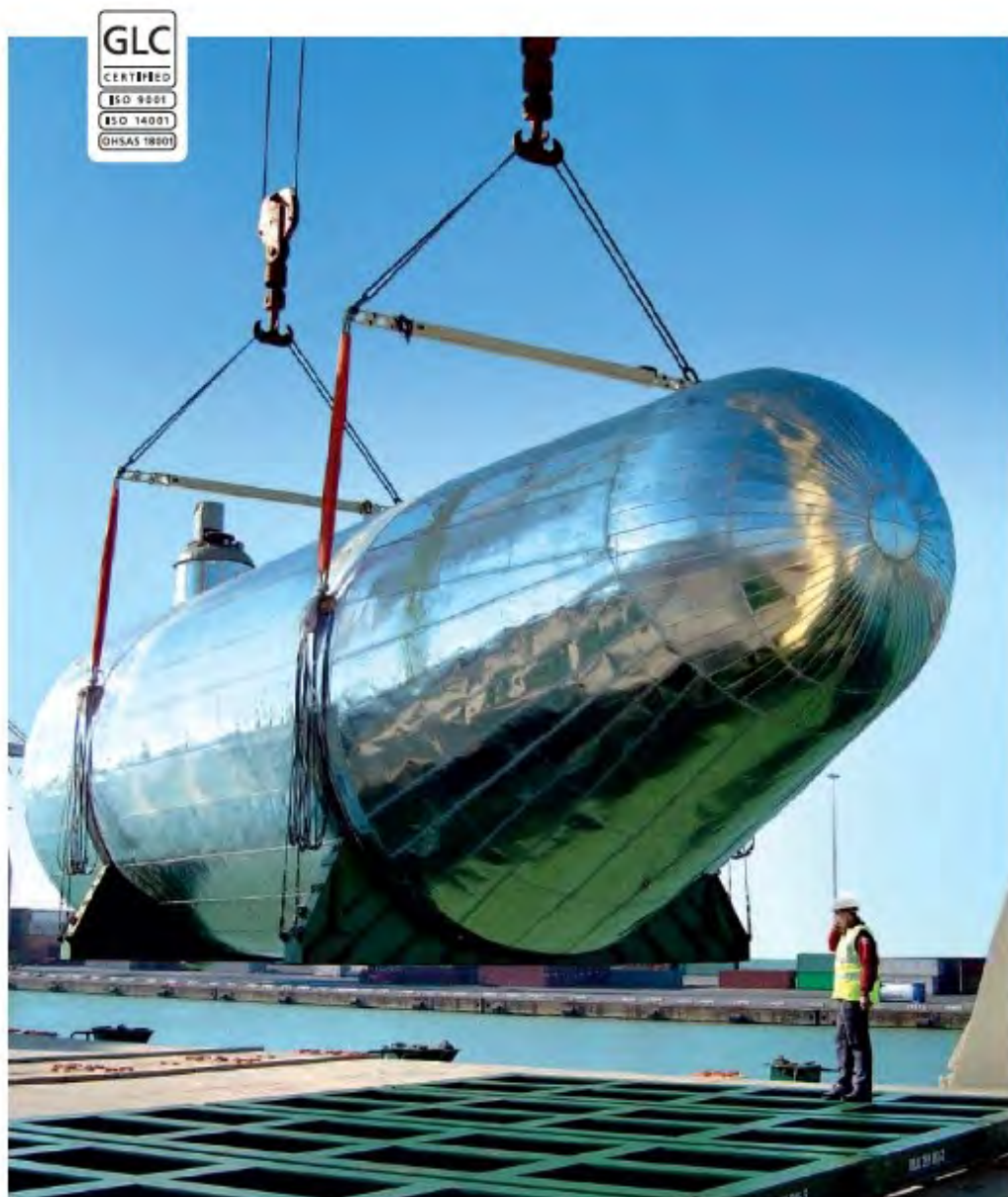
An-124, and fitted into the aircraft with only 10cm clearance.

The wheeled loader was winched onto the An-124 at Riverside Air Force Base, Riverside County, California, and flown to Charleston Air Force Base, South Carolina – a distance of 1,900 nautical miles or 3,500 km.

The Boeing Dreamlifter is a modified 747-400 passenger aircraft, and is the primary means of transporting major Boeing 787 Dreamliner assemblies from suppliers around the world to the 787 final assembly plant in Everett, Washington State.

Four Boeing Dreamlifters are in operation. www.gpln.net

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For most people, the idea of rowing across the Pacific Ocean is the stuff of nightmares or some cruel and unusual punishment.

But not Elsa Hammond.

"I really like to challenge myself," says Hammond.

The intrepid adventurer who hails from Bristol, UK, will be one of a handful of rowers – and the only woman from Europe rowing solo – competing in the inaugural Great Pacific Race which began on June 7.

The rowers launched from Monterey, California, and will end up in Hawaii, a journey of over 3,800 kilometers (2,400 miles) expected to take anywhere from 45 days to three months.

"I used to row during my time at Oxford University," says Hammond, "and in my second year I heard about people actually rowing across oceans. It intrigued me then, but it wasn't until eight years later that I decided to give it a shot. I heard about the race shortly thereafter and everything else just fell into place."

First of a kind

The race itself is the first of its kind on the Pacific Ocean. Crews of one, two or four will compete, with many expected to break the current world record for crossing the Pacific by rowboat.

The rowboats are also something of a marvel. They are rugged vessels made

WWL supports historic Pacific rowing race



Elsa Hammond will row across the Pacific Ocean with some help from WWL

from carbon fibre, glass fibre and other composite materials and built to withstand the perils of ocean weather.

Watertight cabins situated at either end of the boats act as both storage for the many necessities each team will depend on to survive the trip and a place for the rowers to rest. The boats can even self-right if they capsize.

Aside from the various challenges inherent in such a venture, Hammond will also champion causes important to her during the race: gender equality issues and pollution.

"The row will be very strenuous, both physically and mentally, as I'll be isolated

for almost three months, rowing up to 16 hours a day," she says. "But it does provide an opportunity to shine a light on sustainability issues and social reform."

Partners

Hammond has partnered with the Plastic Oceans Foundation, a charity that supports and funds solutions targeted at reducing the amount of plastic waste deposited into the ocean, and the GREAT initiative, a UK-based gender equality charity.

In addition, Hammond has started her own campaign called "2400 miles — 2400 women", whereby supporters can dedicate

a mile of her journey to an inspirational woman in their lives.

Donations will go to help fund the race, with all remaining proceeds going to the two charities.

WWL is helping ship Hammond's boat to the starting line. WWL in Southampton, which has a regular service to California, went one step further when the adventurous Hammond enquired about getting her boat to the US.

Challenge

"Hearing the reasons behind her upcoming journey — the personal challenge element and the great causes it will support — they're so close to WWL's causes and values, it seemed like a great opportunity to do something nice and help support a great challenge," says Steve Barfoot, Head of High & Heavy Accounts and Imports, WWL Southampton.

In fact, WWL has covered all expenses to get Hammond's boat from Southampton to Port Hueneme on the vessel Oberon.

"I'm really happy with our relationship with WWL," says Hammond, who is currently immersed in a rigorous regimen of training, public speaking and meetings with sponsors. "With its focus on environmental and social sustainability, WWL has been a great teammate, possessing values that are close to my heart, and I would love to develop our partnership going forward." www.gpln.net

BRIEFS

Globalink wins community award

Globalink Logistics Group was recently honored to be presented with the "Community Service Award" by the American Chamber of Commerce (AmCham) in Kazakhstan at the 2014 Awards Gala Dinner. One of the many

awards given that night, this one was for adherence to ethical principles and selfless contributions to society. Considered one of the most prestigious awards among the business community of Kazakhstan and one that undergoes a rigorous assessment of a company's impact on society, each of AmCham's 200 members strive to secure this privileged award.

Recognizing the special importance of social responsibility in today's world, Globalink, year after year, has been participating in both local and global social campaigns aimed at improving the quality of life of various social groups.

Globalink's dedication to the community it lives in, is evident by the number of programs it runs ranging from volunteer-

ing transportation of aid for natural disaster victims to charity campaigns for people in need and many other social activities.

This award once again highlights that serving the community is an integral part of the Globalink organization.

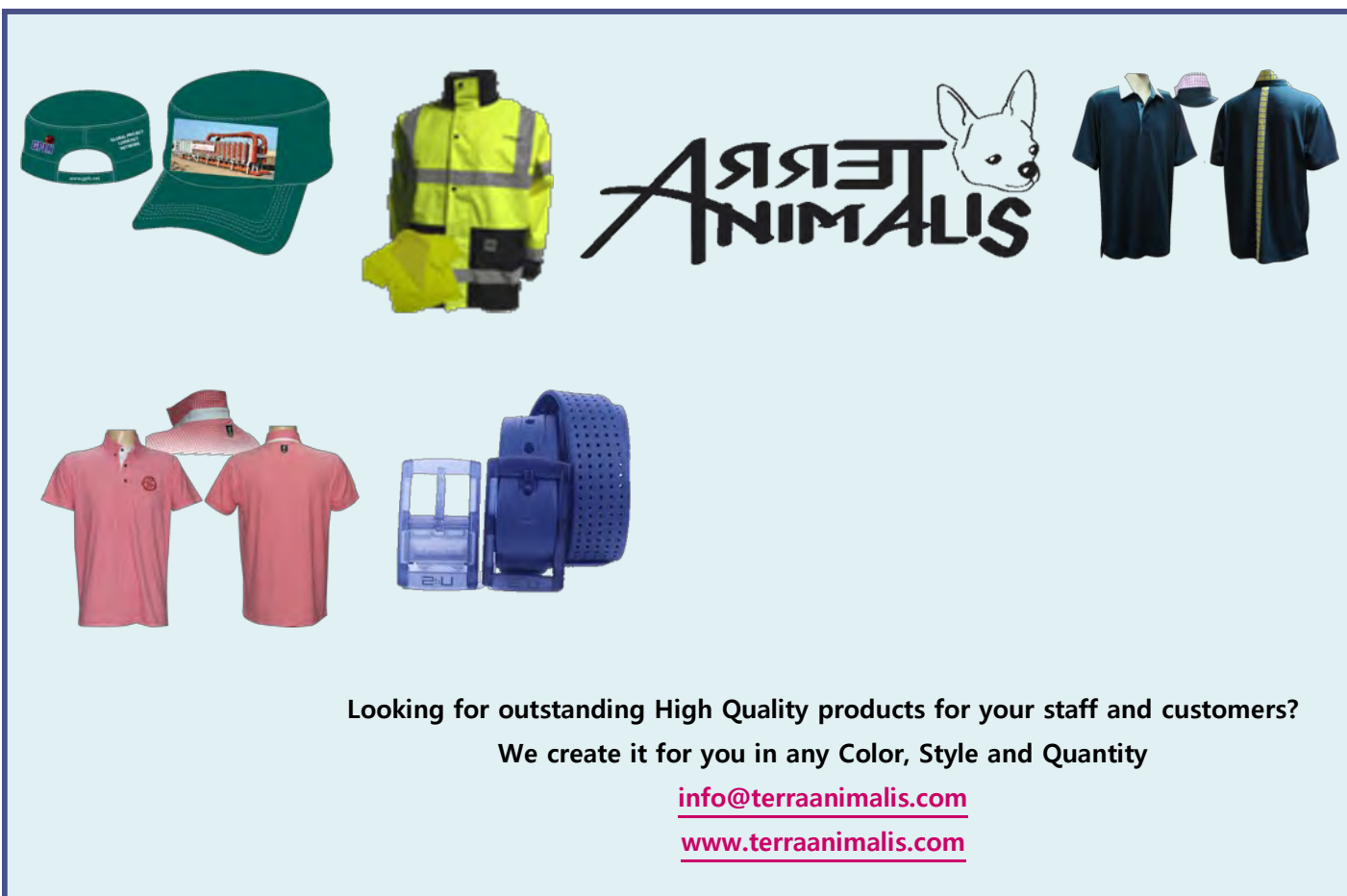
FLS opens new warehouse

Dubai-based GPLN member Fleet Line Shipping has opened their new warehouse facility for project cargo. DP World Director, Mr. Abdulla Bin Damithan has graced the occasion by opening this facility at Jebel Ali free zone. This new warehouse is dedicated to project cargo activities such as lashing/securing, packing, crating, LCL and LTL consolidation thus offering a one-stop solution for project shipments.

In additions to the above facility FLS also offer a temperature-controlled facility of over 15,000 pallet positions ranging from 5°C to -25°C, ambient storage of 10,000 pallet position and open and covered storage yard in excess of 35,000 sqm within Jebel Ali Free Zone.

Darka Sudan achieves ISO 9001

Darka Sudan has announced it has been awarded ISO 9001:2008, demonstrating that Darka Sudan has an effective Quality Management System and consistent policies, practices, and procedures for all of its services. www.gpln.net



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ASIA: Hindustan Cargo

Founded in Chennai in 1993, the company has grown to 24 offices and 425 staff

Established in 1993 in Chennai, Hindustan Cargo Ltd now has a pan-India presence with its headquarters in Mumbai.

We have branches in more than 24 locations across India covering all major ports and airports. The company now has 425 staff.

Our well-entrenched experience in supply chain management and customs procedures has given us a niche position in this sector.

A widespread global network in each country propels us to provide to our customers the best of both worlds.

Our offices are fully equipped with the best in both human capital and technology to bring you outstanding logistics solutions.

Air freight

We excel in providing an integrated air freight service that includes air cargo transportation, customs clearance and international deliveries through a vast network of offices across the globe.

Our fast, safe and prompt service to each and every corner of the world makes us a preferred and trusted name in air freight services.

Our constant endeavor is to help you realize your goals in time with supreme efficiency while incurring minimum logistics costs of air cargo transportation every time.

Sea freight & multi-modal

Our multimodal transportation services are offered to both exporters and importers.

A diverse and integrated inland transportation service covers warehousing door-to-door service and insurance for both domestic and foreign trade.

We also offer efficient sea freight services to our esteemed clientele through accurate information on vessels, accumulated know-how and profound experience.

Customs clearance

We offer our clients the services of

customs clearance through verification and calculation of custom duty for import and export products.

Various services related to declaration of incoming and outgoing cargoes are also offered to save time and cost to our customers.

Further we provide specialized customs clearance consulting services also.

Logistics & supply chain solution

For all exporters and importers of goods, warehouse has huge importance with respect to the safety and security of their cargo.

Our warehouse serves as a temporary storage for goods before they are transferred to their final destination.

We at Hindustan Cargo Ltd, work round-the-clock to maintain a state-of-the-art facility with foolproof security for consolidation, storage and transportation of your valuable cargo.

We also provide customized warehousing solution to our customers.



Deepal Shah, Hindustan Cargo's CEO



Hindustan Cargo's jobs have included water processing plants in Oman

Main industries served

- ◆ textiles
- ◆ automobiles/auto parts
- ◆ energy/power
- ◆ steel/pipes
- ◆ white goods/electronics
- ◆ engineering goods
- ◆ infrastructure
- ◆ pharmaceuticals/chemicals
- ◆ petroleum/oil & gas/minerals
- ◆ glass/plastics/ceramics
- ◆ telecoms
- ◆ cement

Specialties

- ◆ ODC (Over Dimension Cargo movement).
- ◆ Break Bulk chartering for project cargo movement.
- ◆ handling ex-works/DDP/DDU shipments.
- ◆ shipping agency activities.
- ◆ customized warehousing.

Assets

- We own ships, barges, cranes, trailers, stackers, forklifts and hydraulic axles. We also own:
- ◆ warehouses at Goa, Pithampur, Hosur, Bhiwandi, Dubai, Singapore, Antwerp, Brazil, Rotterdam
 - ◆ CFSs at JNPT, Chennai and Mundra with total CFS capacity of 445,000 TEUs p.a. and an ICD at Pithampur and Dadri with capacity of 36,000 and 75,000 TEUs p.a.
 - ◆ special equipment division for maintaining all heavy lift equipments & trailers
 - ◆ three cargo ships for coastal movements.■

New GPLN Members — May/June 2014

Country	City	Company
Canada	Montreal (Pointe-Claire)	Falcon International Inc.
Chile	Santiago	Tecniproject S.A.
Czech Republic	Prague	UTP Universal Transport Praha s.r.o.
Germany	Bremen	UTM Universal Transport GmbH
India	Kolkata	Premier Global Logistics Limited
Ukraine	Dnipropetrovsk	Holleman Ukraine SLL

Upcoming GPLN Meetings & Events

25th Breakbulk Americas Transportation Conference & Exhibition

30th September - 2nd October 2014

George R. Brown Convention Center

Houston, TX, USA Booth No. 122



BIMCO Heavy Lift Contracts Workshop

17th November 2014

Suntec Singapore Convention & Exhibition Centre
Singapore



PowerLogistics Asia 2014 - Exhibition and Conference

18th - 19th November 2014

Suntec Singapore Convention & Exhibition Centre
Singapore

Heavy Transport and Lifting Seminar

20th November 2014

Suntec Singapore Convention & Exhibition Centre
Singapore



GPLN Annual General Meeting 2015

8th-10th February 2015

Landmark Hotel, Bangkok, Thailand

4th Breakbulk China Transportation Conference & Exhibition

19th - 20th March 2015

Shanghai World Expo Exhibition & Convention Center
Shanghai, China



15th Transport Logistic Munich

5th - 8th May 2015

New Munich Trade Fair Centre
Munich, Germany



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

AFRICA: IMA International

Big enough to matter, but small enough care for customers in Africa



IMA's Kenya office staff — one of three African locations for this GPLN member

IMA International is a GPLN member in three countries on the African continent — Kenya, Mozambique and Tanzania.

From the inception, our focus has been cargoes to Africa. Over the years we have gained expertise in East, Central and Southern Africa.

Personalized

Our specialty is that we offer personalized logistics services to our customers in Africa. Our Dubai and China offices have African staff members and as a result our African customers find it easy to communicate their needs and interact with us.

We have several customers who have been using our services for nearly a decade and this is a

proof of our personal and committed service to the African trading community.

In order to serve our customers in landlocked countries in East and Southern Africa, we have created the following transit hub offices; Mombasa (for cargoes to Uganda and Sudan) Dar-es-Salaam (for cargoes to Rwanda, Burundi, Democratic Republic of Congo and Zambia), Beira (for cargoes to Malawi, Zimbabwe and Zambia)

Clearance

The above offices undertake all transit clearance operations at the gateway port and subsequently provide secure transport to the final destination. We ensure quick clearance at the port and the various border posts.

We constantly endeavor to



bring about solutions to meet or resolve specific needs and problems of our customers. Recently we have introduced a unique air-road service to customers in Rwanda and Burundi. In the past, airfreight cargoes to Rwanda and Burundi were routed via Nairobi and as a result long delays were experienced.

To overcome this problem, we decided to route cargoes via Entebbe, Uganda. Cargoes from all parts of the world would be consolidated in Dubai from where we offer fixed-day departures on Tuesday every week to Entebbe. At Entebbe, we clear the goods and load it on dedicated trucks resulting in fixed-day arrivals in Rwanda and Burundi. The transit time ex-Dubai to Kigali is five days and that to Bujumbura is seven days.

We believe that over the years we have become big enough to matter, but small enough care for our customers in Africa. ■

MIDDLE EAST: Fleetline Shipping

Combining local expertise with international standards

Fleet Line Shipping Services (FLS) is a Dubai-based Non-Vessel Operating Common Carrier (NVOCC) and project forwarding company established in 2004.

We combine the local expertise with international standards to provide our customers flexible solutions for project management, heavy-lift and out-of-gauge cargoes, liner agency, freight forwarding (air and sea) and an in-house

NVOCC liner operation.

FLS owns and operates an NVOCC line with a capacity of 2500 TEUs out of which 800 TEUs are made up of special equipment such as flat-rack, flat-bed, open top and 45-foot containers.

This gives us an advantage among local and international freight forwarders when it comes to handling and transporting any out-of-gauge cargo.

Knowledge

FLS's in-depth knowledge on handling heavy lift/project cargo and our capability of fixing suitable ships, arranging inland haulage, crane hiring, route survey, escorts, in-house lashing and securing services etc, have led them to win many bids and complete many projects across the United Arab Emirates.

FLS recently opened a new warehouse facility for project cargo in the Jebel Ali free zone.

This new warehouse is dedicated to project cargo activities such as lashing/securing, packing,



Managing Director Peter K Matthew

crating, LCL and LTL consolidation thus offering a one-stop solution for project shipments.

Currently they are engaged in Abu Dhabi thermal power projects and several other oil and gas logistics movements to Iraq, CIS countries etc. FLS also represents an international ISO tank operator in UAE, and is therefore a well-known name among the bulk cargo customers.

FLS has received many accolades from satisfied customers and carriers. ■



EUROPE: Interfracht Group

Operating for over 40 years, the company aims to live up to the slogan: "Independent – Flexible – Reliable"

Interfracht was founded in April 1972 by Hans Peter Hogenkamp and Udo Karrasch in Bremen.

The headquarters of the Interfracht group has been in Stuhr-Brinkum near Bremen since 1993.

The company motto is "Independent – Flexible – Reliable".

Interfracht has been ISO 9001 certified since 1996, quality standards are maintained by periodic audits, safe chain of delivery by checked partnerships, and has been an authorized economic operator (AEO-F) since 2009, reviewed by US Department of Homeland Security in 2007.

The company handles ocean freight service, air freight service, trucking service, special projects and heavy transports, transport of dangerous goods, logistics concepts and service.

Worldwide

The ocean freight service and container service includes worldwide weekly consolidation service (LCL) and full container (FCL), packaging, cargo handling/



bonded warehouse, direct Edi-link to customs (ATLAS), arrangement of transport insurances, tailored implementation of door-to-door shipments.

Requirements

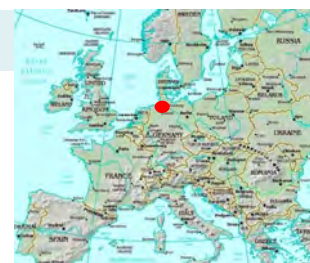
The air freight service, worldwide ship spares dispatch, handling of import and export shipments at all German airports, though Edi-link with customs, arrangement of transport insurance, trained staff according to IATA requirements for

processing of dangerous goods.

The trucking service offers scheduled and express transports, special shipments, dangerous goods of all classes, stock placement/stock removal, picking & packing, marking and neutralization, temperature-controlled transports.

Special projects

Special projects and heavy transports offer direct door-to-door transports without transshipment, application of permits



and route planning, customized transport and packaging solutions, machine transport (incl. machine disassembly), arrangement of transport insurance.

Interfracht also offers transport of dangerous goods of all classes, trained employees (IATA), use of own special equipment, warehousing space throughout Germany, handling of all explosive materials (within class 1), selected partners within a full-cover logistics network.

Individual

Regarding logistics concepts and service, Interfracht offers individual solutions for your specific needs; modern supply and distribution channels, optimization of the supply chain, warehousing and distribution logistics, picking and packing, just-in-time-service.

Locations in Germany include Stuhr, Bremen, Hamburg, Wilhelmshaven, Frankfurt, and Stuttgart. ■



AMERICAS: Laninco S.A.

By carefully managing its growth, the company has retained agility and a hands-on approach when working with clients

Laninco S.A., an Anglo-Costa Rican company, was established as, and continues to be, a true strategic partner for clients, both large EPCs and small independents, in worldwide logistics.

Real and proven experience, both local and international, has allowed Laninco S.A. to differentiate itself from the rest, and Laninco S.A. has intentionally diversified its services to cover all major logistics needs from air charter, heavy lift and OOG to hand carrier.

Agility

Very importantly, by intentionally remaining a smaller office, Laninco S.A. offers true agility to clients and real time solutions to problems; a truly "hands-on" personal service from all colleagues. This has often been the deciding factor in cargo nominations.

The company was founded in 2003 by owners Cynthia Molina Rodriguez, J Adam T Crabbe, and its 10 staff manage the company's business in the areas of energy, construction, government, and manufacturing. The company works closely with air and sea carriers.

Dedicated to quality of service and continuous training of all staff, both in technical

and cultural terms, means that all shipments may be handled professionally by all operatives who truly understand the complicated nature of any movement large or small.

Laninco S.A. has always looked to future business and from day one has invested much time and effort in promoting the region (Central America and Latin America in general), in order to attract greater international interest and investment; a vital first step for which is to be able to work with a reliable and experienced partner.

Positioning

By positioning itself in exactly this niche, Laninco S.A., as an Anglo-Costa Rican company, is able to understand the requirements of international clients and explain and work with local circumstances successfully.

Laninco S.A. has always striven above all to be a good employer. "In the service sector your colleagues are your greatest asset," says co-founder J Adam T Crabbe.

Preparation for business in any region is vital, none more so than in Central and Latin America. Laninco S.A. is the stepping stone to success. ■



Co-founders Cynthia Molina Rodriguez and J Adam T Crabbe strive to make Laninco a good employer as well as a good choice for customers



Dako helps Pakistan's wind power industry

Dako WorldWide Transport GmbH from Dusseldorf in Germany recently shipped approximately 40,000 freight tons of wind generating plants partly from Germany and partly from China to Port Qasim in Pakistan.

The cargo was distributed on a total of six vessels which carried the whole cargo.

For the transport of 63 blades with a length of about 50 meters each, GPLN member Dako took also care of the pre-carriage from the place of manufacturing

in inland China to the Port of Qinhuangdao, as well as for the handling and FOB delivery.

Nacelles and drive trains which were shipped from Germany had unit weights of approximately 50 tons each.

The last shipment of this project reached Port Qasim at the beginning of June 2014.

Dako was also responsible for the supervision of discharging and the local handling in Port Qasim in Pakistan.

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GPLN duo Laninco and Bellville Rodair moved twelve cutting machines from Hungary to Costa Rica

Costa Rican GPLN member Laninco S.A., based in Central America, was very happy to meet up with fellow GPLN member Bellville Rodair International at the Breakbulk conference in Antwerp recently, to thank them for their fine work and assistance in Hungary with regards to three OOG breakbulk shipments that they had recently moved for a client from origin in Europe to Costa Rica.

Quality

"We are always impressed with the high quality of work from fellow GPLN members," said Laninco President Adam Crabbe.

Over three shipments Laninco and Bellville Rodair International Hungary moved twelve cutting machines from Hungary to Antwerp by road, and then by breakbulk service to Puerto Limon and on to the final free zone destination in Alajuela in Costa Rica.

Each machine had a dimension of 3.10 m x 2.82 m x 2.65m and a weight of 8,500kg.

"As always each shipment is different, but due to good planning and control all shipments were delivered on time and in good order to the client," stated Laninco co-owner Cynthia Molina.

"We look forward to being able to work with more GPLN members in the future as interest and investment in Central America grows," she added.

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GPLN duo teams up on worldwide transport job



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