

Universal Transport takes the lead in giant wind farm project



The targets of the German government to promote the expansion of regenerative energies have become visible to everybody for some time.

Whether in the north or in the south, wind park projects are on the rise in the whole country.

A particularly special project is at present being supervised by the Universal Transport Group in the Rhine-Main-Area, not far from Landau in Rhineland-Palatinate. Up to the end of August this

year a total of six new hybrid wind power plants are to be erected. For the specialists of Universal Transport this meant handling a total of 48 transports from four different production sites, since each individual plant requires eight transports.

Weights

Why eight transports? The measurements and weights of the individual components explain it: the tower segments have a length between 23.8 meters and 24.4 meters and a weight of up to 45.4

tons. In addition, there is a nacelle with the measures 9.75 by 4.24 by 3.85 meters and an impressive weight of 85 tons. The three rotor blades may not be that heavy, but they are of considerable size at 60.06 by 3.62 by 2.77 meters per rotor requiring special transport measures.

On the route of approximately 580 kilometers, several obstacles had to be managed. Furthermore, in this project, the largest parts had to cover the longest distance within this project.

Detour

One loading site is located in the Bremen area. Unfortunately, the lorries can't head directly to Hannover, but are forced to take a detour of about 150 kilometers to Hamburg for reasons of numerous

road works on the A27 highway.

But the biggest obstacle awaited the team of Universal Transport a short distance before the destination: just a few kilometers away from the wind park, the original motorway exit is presently closed due to building operations.

Therefore, the lorries loaded with the rotors had to leave the motorway at the previous exit of Rohrbach, after a turning maneuver on the motorway which enabled them to leave the motorway using the acceleration lane via the proper ramp.

Universal Transport, based in Paderborn, Germany, has several offices throughout the country, as well as offices in the Czech Republic, Romania, Poland, Hungary, Russia and the Ukraine.

www.gpln.net



Global Shipping moves complete incinerator plants

Global Shipping Services (GSS) from Houston, Texas, USA, handled the transport of two incinerator plants from Port Tampa Bay in Florida which was bound for Mecca in the Kingdom of Saudi Arabia.

The shipment consisted of 164 pieces of which the two primary chambers were the largest. Each chamber weighed 145 tons and measured 11.62 meters long, 3.7 meters wide and 5.25 meters high.

Global Shipping Services arranged for two mobile cranes, one with a 350-ton capacity and the second with a 275-ton capacity, for the load out at the manufacturer's steel mill. They then brought in dual lane suspension transport trailers to move the primary units from the plant to Port Tampa Bay.

Although the plant was located only

18 miles from the port, the actually routing covered 68 miles to conform with the requirements of the local Department of Transportation.

Movement was restricted between 9am and 2pm daily, making the transport window very tight. In addition to the suspension trailers, GPLN member Global Shipping Services used two 13-axle trailers for another eight over-dimensional loads. Once the cargo arrived at the port, it was shrink-wrapped and crated with heat-treated wood.

In addition to the breakbulk cargo, eleven 40-foot containers were used for this shipment. The cargo was finally loaded onto the chartered vessel BBC Congo, an operation that took over seven hours to complete. The following day, the vessel sailed to Saudi Arabia.

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A Word from GPLN...

Dear Reader,

During the past few months (widely known as summer holidays) we have kept busy all the time. Since our last GPLN annual general meeting in Hua Hin, Thailand, which saw a new record attendance of 160 delegates, we have been working on our remaining events of this year.

Luzius Haffter, our Executive Director, will be attending the Breakbulk Americas Transportation Conference and Exhibition which is taking place this year in Houston, Texas.

We will be joined there by a number of GPLN members from various parts of the world: Agencia Amerisur y Caribena de Carga, C.A./Venezuela, Bati Shipping and Trading S.A./Turkey, Highland Project Logistics Inc./USA, Indial Shipping Pvt. Ltd./India, Maritima Tuscor Lloyds S.L./Spain, M&B Cargo/Uruguay, RRL Logistics Moscow LLC/Russia and The Freight Co., Ltd/Myanmar, Thailand, Vietnam.

After this event, the third PowerLogistics Asia 2014 is opening the doors for industry professionals. It is the leading regional Heavy Transport and Lifting annual event in Singapore and the dates for this Conference and Exhibition are the 18th and 19th of November 2014.

This time the venue is the conveniently located Suntec Singapore Convention & Exhibition Centre which is located in the heart of the maritime industry in Singapore. Ahead of this event a BIMCO Heavy Lift Contracts Workshop will be taking place on 17th November which is focusing on the three main contracts related to project and break bulk cargo chartering, namely HEAVYCON 2007, PROJECTCON and HEAVYLIFTVOY.

Right after the conference and exhibition, on 20th



The GPLN team, led by founder Patrick Dick (center), continues to organize events for GPLN members

November, a Heavy Transportation and Lifting Seminar will be conducted by our technical expert Gert Vos, as well as a Projects By Ro-Ro Workshop by Wallenius Wilhelmsen Logistics. Furthermore an Exceptional Transport Seminar (also by Gert Vos) is scheduled for 21st November.

We would also like to take this opportunity to remind you of our next year's annual general meeting in Bangkok and hope that you have already reserved the dates from 8th to 10th February. 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.

There are also a number of existing GPLN members who have never attended an annual meeting or haven't for some time and we equally encourage them to join our meeting. You can see the agenda and also details about our two social events (Dinner Cruise on the Chao Phraya River on 7th February and City Tour on February 8th respectively) on our dedicated website and book your attendance online.

Furthermore right after our AGM, on 11th February, we are considering holding again a BIMCO Heavy Lift Contracts Workshop and a Heavy Trans-

portation and Lifting Seminar. More details will be announced soon.

We are looking forward to meet those who join or visit us at our GPLN booth in Houston and other various exhibitions and conferences.

Best wishes,

Your GPLN team

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TFC holds meetings for key Myanmar organizations



The Freight Co., Ltd Myanmar held two successive presentations in Myanmar's capital Nay Pyi Taw.

The first presentation was held for staff of the Myanmar Oil and Gas Enterprise (MOGE) under the Ministry of Energy (MoE).

Captain Soe Min Aung, COO of The Freight Myanmar along with Patrick Dick CEO of The Freight Myanmar outlined logistics challenges in regards to offshore supply logistics and how to overcome these challenges.

The second presentation was held for staff of the Myanmar Electric Power Enterprise (MEPE) under the Ministry of Electric Power (MoEP).

During this workshop Patrick Dick addressed the ageing infrastructure in

Myanmar that will severely add to the transportation costs while rebuilding and expanding the country's power grid. Mr. Dick showed solutions how to save on costs by utilizing equipment with lesser mobilization and utilization costs. At the same time safety issues were addressed as well.

During each presentation The Freight Co., Ltd. announced that they will host a heavy transportation and lifting workshop for a number of ministries including the Ministry of Energy, Power, Industry, Construction and Transport in November in Yangon.

The workshop will give local authorities an opportunity to catch up with modern lifting and transportation technologies as well as addressing safety issues.

www.gpln.net



**Long journeys
for Nabros**

Nabros Transport Pvt. Ltd. recently received a contract order for road transportation of a pylon base having dimensions of 11.28 by 6.79 by 5.36 meters, weighing 385 tons, from Kandla Port to Wazirabad, New Delhi for a bridge project. The total distance covered was 1580 kilometers, with transit time around 50 days.

Considering the dimensions, especially width and height, of the consignment it was imperative for Nabros to select correct transport equipment so that the consignment was delivered safely. Correct pre-camber was provided on 14½ side by side transport combination.

Nabros was also involved in transporting a generator stator with dimensions of 12.38 by 4.45 by 4.38 meters, weighing 326.5 tons, from Kandla Port to BHEL, Haridwar.

The same customer also contracted Nabros for road transportation of a generator stator having dimensions of 10.74 by 3.8 by 4.23 meters, weighing 310 tons from BHEL, Haridwar to a project site in Warangal district in the Indian state of Andhra Pradesh. The total distance covered was 2500 kilometers, with transit time of around 45 days. The trip was carried out on 20-axle single-line transport combination.

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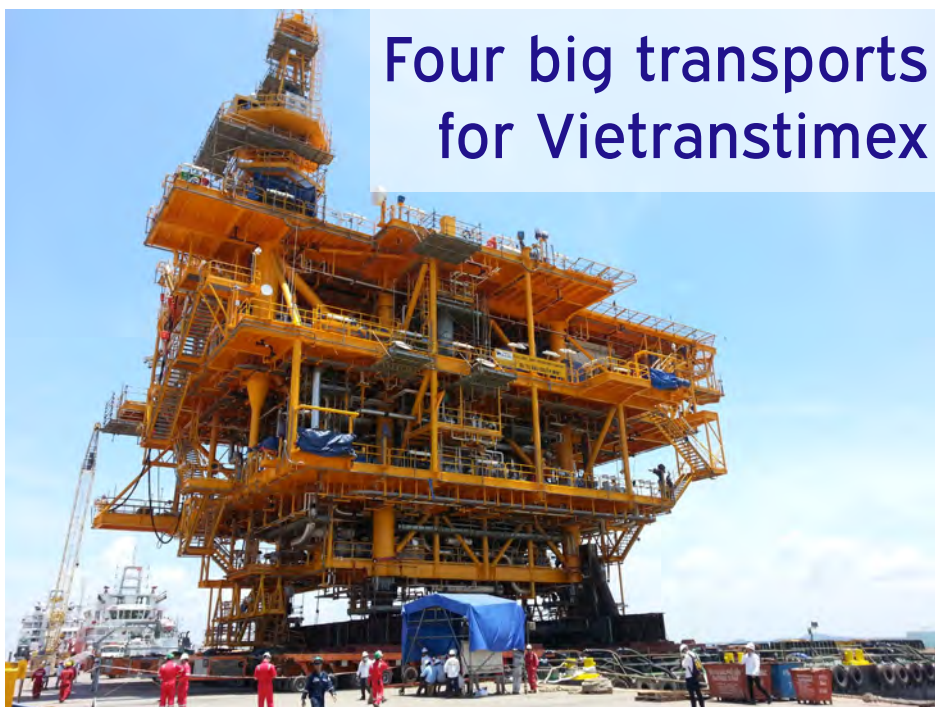
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Four big transports for Vietranstimex



Vietranstimex has handled four big transports over the summer, including power plant equipment and oil and gas modules.

The company moved a 329-ton generator with accessories from Ho Chi Minh City to Electricity of Vietnam's O Mon Thermal Power Plant project in Can Tho City. Vietranstimex lifted the generator from the vessel onto a barge for the 275-kilometer trip to the O Mon District.

Next came the transport of five 140-ton transformers for the 500-kilovolt Cau Bong Substation.

The transformers were loaded onto hydraulic trailers for road transport from Ho Chi Minh City port to the jobsite in Tan Phu Trung, Cu Chi District.

The convoy traveled about 65 kilometers, a journey which involved transport permission application, offloading, skid-

ding and placing onto the main foundation of the transformers.

For Vietsovpetro, Vietranstimex handled the transport of the 1,080-ton BK-16 topside to the client's port in Vung Tau City.

The logistics company was responsible for engineering calculations, the jack-up, load-out and lifting the module onto a barge using SPMTs.

On a similar transport, Vietranstimex moved the STN South Topside for Cuu Long JOC/PTSC to the same Vietsovpetro jobsite in Vung Tau City in southern Vietnam.

The topside weighed 2,400 tons and traveled by barge. The scope of works included the engineering calculations, jacking up, transport and loading out the STN South topside onto the barge by SPMTs. www.gpln.net

Urgent job for Ruslan



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 – pulled out all the stops to deliver an urgent shipment of ethanol production equipment in time for a VIP opening ceremony.

The cargo, for a new ethanol production facility operated by one of Brazil's leading producers, was originally intended to be transported by ship. But because it was needed in time for the opening ceremony attended by the country's president and other VIPs, the only solution was to fly it from Toronto to Viracopos using the only aircraft large enough for the job — a giant AN-124.

The entire process of flight booking, transport cradle design, fabrication and delivery to exporter, permit applications, aircraft positioning and flight departure were all performed by Ruslan International within five days of first notification.

The cargo totaled 79,000 kilos, with the heaviest individual piece weighing in at 58,015 kilos, and measuring 13.157m by 3.15 by 3.81 meters. The project was performed in cooperation with Fly Easy, a charter broker based in Brazil.

Said Ruslan International Commercial Executive Paul Bingley: "We are very glad we were able to accommodate this urgent request, which successfully exploited the full range of expertise which Ruslan International can bring to bear in such demanding situations." www.gpln.net

SNS International Transport

from Turkey recently handled the seaborne transport of construction equipment from Turkey to Somalia.

Part of this massive shipment was a 366-ton Gottwald crane that measured 17 meters in length and had a tower that reached 36 meters in height.

Accessories

Along with the crane were hundreds of tons of steel rebar, several trucks with trailers, container stackers, excavators, and forklifts.

SNS International Transport moved the construction equipment by trailers to Trabzon port and loaded it onto a large barge which sailed to Derince port to add concrete plant equipment and plastic pipes.

The shipment was scheduled to

SNS transports 100-ton crane



arrive last month at Mogadishu port in Somalia, to assist a Turkish company for expanding the seaport facilities.

SNS continues to provide assistance to various companies for their transport needs to this area as well as ongoing projects worldwide. www.gpln.net

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HEAVY MATTERS

By Gert Vos

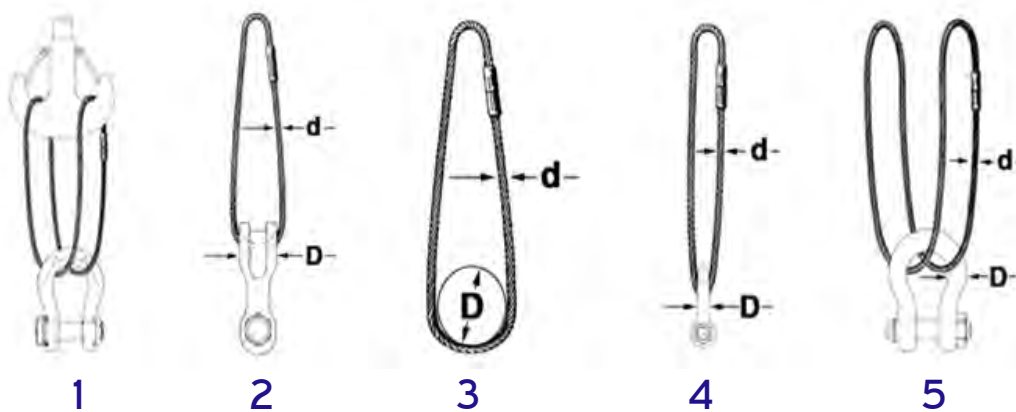
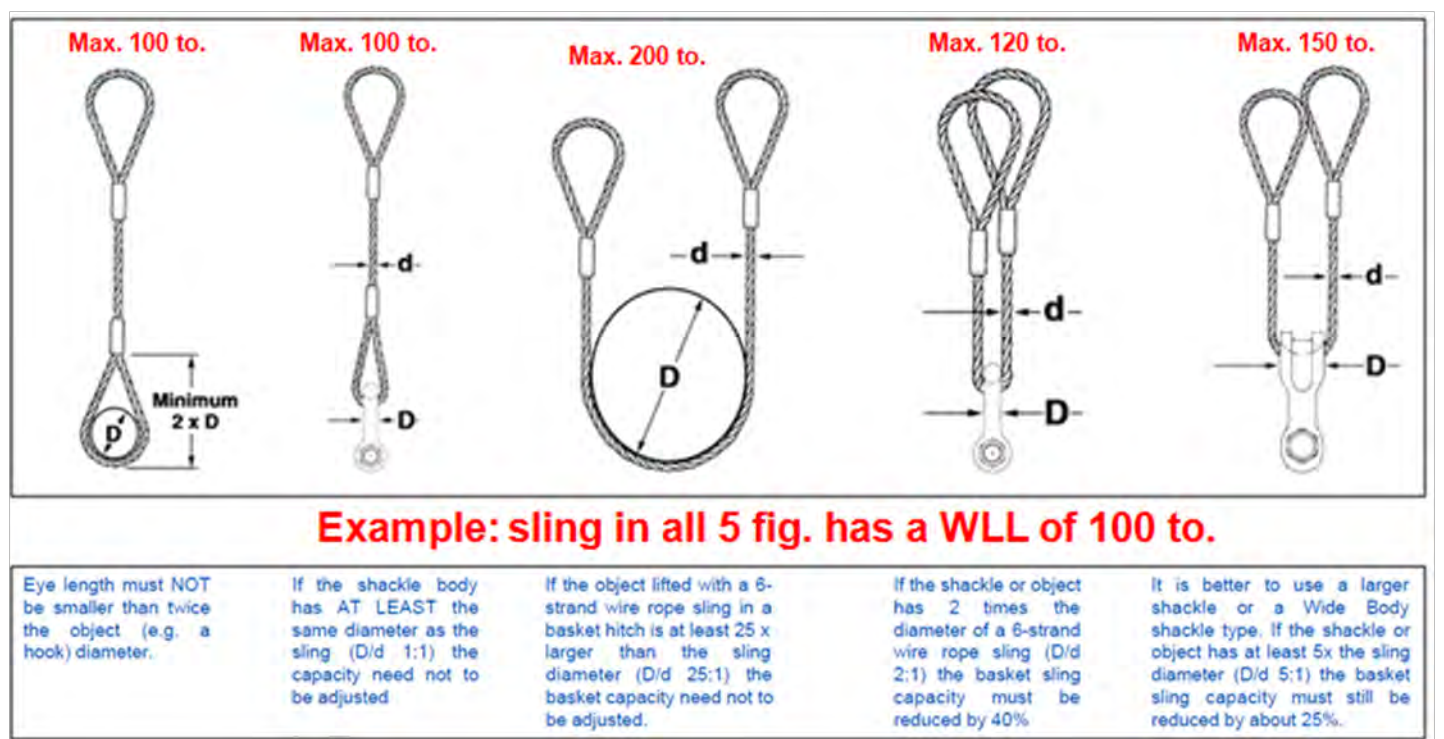


14. D/D Ratio and the effect on sling capacity

The D/D ratio is the ratio of the diameter around which the sling is bent, divided by the body diameter of the sling.

If you use a sling around a pipe, for example, it is important that you adjust the diameter of the sling (besides capacity of course) with the diameter of the pipe.

Example: a 2.5 cm wire rope is bent around a 25 cm diameter pipe. The D/D ratio is : $25/2.5 = 10:1$. This ratio has an effect on the rated capacity of slings. Nylon endless slings are used also but the disadvantage of nylon webbing is that it can break easily when sharp edges are on or near the lifting points. Furthermore, lifting with steel grommets or slings is more stable than lifting with nylon slings.



1. Use large enough hooks and large diameter shackles to avoid crushing and kinking of the sling.
2. If possible use wide-body shackles. They increase the D/D ratio and you gain sling strength.
3. Proper d=D ratio for the sling capacity. If the sling is too short, you may have to adjust the capacity because of the sling angle.
- 4&5. Small diameter shackles reduce the sling strength and, most likely, that small diameter shackle also has insufficient capacity for that job. Shackle or not, objects to be lifted and all hook up points MUST at least ensure a D/D ratio of 5:1

When a sling is used in a Basket or Choker hitch with D/D ratios smaller than listed in the capacity tables, the rated capacities (or WLLs) must be decreased.

For example: the Basket and Choker hitch capacities listed (in all Standards and Regulations) for 6 strand ropes are based on a minimum D/D ratio of 25:1.

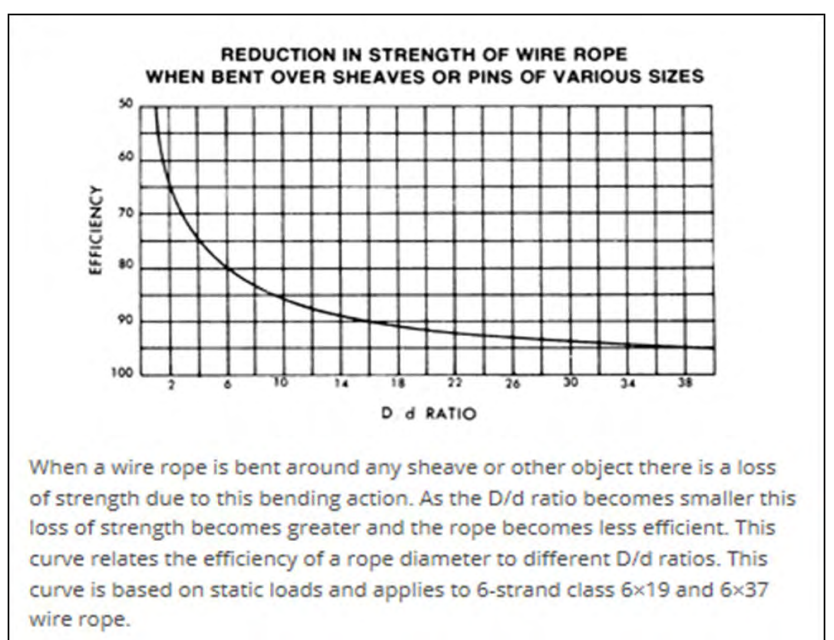
So an object you place into a 2.5 cm diameter six-strand wire rope sling, using a basket or choker hitch must have a minimum diameter of 62.5 cm.

If the object is smaller than the listed 25:1 D/D ratio, the capacity (or WLL) must be decreased (see table, right).

On the following link you may find some information about D/D ratio. Presented by Crosby.: <https://www.youtube.com/watch?v=qLtv1yX5nFA>

Gert Vos - HTTC

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This service is operated by: Consolidated Heavy Lift Ltd



Challenging task for General Transport



General Transport AG, based in Basle, Switzerland and holder of the world record in transporting the heaviest individual piece (187.6 tons) by airfreight, has executed another challenging transport.

The consignment consisted of one rotor measuring 8.90 by 3.84 by 3.80 meters and weighing 83 tons, and two stators measuring 6.60 by 2.80 by 4.70 meters weighing 65 tons from Finland to an aluminium manufacturer at Sierre, Valais province, Switzerland.

Two months prior to the shipping date, transport planning started, with transit time was estimated at 25 days. A high quality performance and on time transportation were expected by the client.

The three heavy lifts were loaded at the manufacturer's site at Helsinki, trucked by special lowbed trailers to Rauma, stuffed

onto heavy duty Mafi trailers and shipped by Ro-Ro vessel to Antwerp.

From Antwerp the shipment was transported by Rhine barge to Basle. After import customs clearance the three loads were discharged from the barge and loaded directly onto special low-bed trailers for transport in convoy to the destination.

The longest truck composition had a length of 36.4 meters. The convoy was escorted all the way by the police and took two nights and one day for a distance of 300 kilometers. Most challenging was to drive through roundabouts, pass under bridges with limited height and removing street appliances to reach the plant safely.

The consignment arrived on time as scheduled, without any damage. The whole project was carried out smoothly to the entire satisfaction of the clients and all parties involved. www.gpln.net

BRIEFS

Aquatic Freights moves pipes for Pakistan water facility

Aquatic Freights Pvt Ltd India recently spent two months on a project moving pipes for a water facility in Pakistan. Aquatic Freights controlled the cargo which totaled about 14,000 tons, using 220 trucks to move the cargo. The scope of work included receiving cargo, port operations, transportation to site, making cradles/bases for movement of the cargo to the site. Also, regular joint surveys were done at port and site to ensure prompt, efficient and safe handling of the cargo within the agreed time frame despite extreme hot weather conditions and strikes in Pakistan. The job was successfully carried out with the assistance of fellow GPLN member Aaras Shipping of Pakistan.

Shanghai-based Protranser aids Chile's mining industry

Protranser International Logistics Co., Ltd., from Shanghai in China, was awarded a contract by a customer in China to supply transformers to Chile.

The shipment consisted of two transformers, each of which weighed around 70 tons.

Working closely with the client, Protranser arranged inland transportation, customs clearance and port handling. Protranser's dedicated staff was on spot for supervising the whole operation process, together with an independent surveyor, to ensure that all parties concerned meet the strict requirements.

The cargo was loaded at the Port of Shanghai and the vessel was discharged at Puerto Angamos in the heart of the mining region of Chile, about 1,400 kilometers from Santiago de Chile.

FLS achieves global ISO 9001:2008 certification

Fleet Line Shipping Services LLC (FLS) is proud to announce it is now certified as an ISO 9001:2008 compliant organization. The certification is accredited

ited by UKAS.

To become certified as ISO 9001:2008 -compliant, FLS underwent an evaluation process that included quality management system development, a management system documentation review, pre-audit, initial assessment, staff training etc, all of which work to identify corrective actions eliminating non-conformance to the quality management standard.

The certification of compliance with ISO 9001:2008 recognizes that the policies, practices and procedures of our company ensure consistent quality in the product and services FLS provides to clients.

With this certification, clients can be confident that FLS is dedicated to maintaining the highest efficiency and responsiveness in achieving the ultimate goal – guaranteed client satisfaction.

FLS is certified as for ISO 9001:2008 for the following activities:

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- ◆ International freight forwarding
- ◆ NVOCC
- ◆ Warehousing and regional distribution
- ◆ Specialized packing and lashing
- ◆ Customs clearance

FLS believes that the decision to become ISO certified is a proactive one that anticipates the demands of clients, and also demonstrates a commitment to providing quality services to all its clients.

Two jobs for CERE

CERE recently carried out two jobs, one of which was the transport of two parts of a heat exchanger, weighing 218 tons and 122 tons respectively, from Chalon in France to Porto Marghera, Italy.

The two items measured 17.23 by 4.33 by 2 meters and 15.28 x 2.66 x 1.96 meters. Another job carried out by CERE consisted of shipping six tubes, 50 by 1.10 by 1.10 meters and weighing 25 tons each, from Antwerp to the Kwanda Base, Soyo, Angola.



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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.

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► HEAVYCON

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Tuscor ships boiler from Spain to Mexico



Tuscor Lloyds Spain from Barcelona has worked with the paper industry for several years, providing them regular transportation services from Spain to different parts of the world.

This time Tuscor Lloyds was appointed to ship a 137 ton recovery boiler from Spain to Mexico.

The cargo was consisting of five break bulk pieces and two 40-foot open top SOC Containers and was collected, together with the remaining pieces of the recovery boiler, in Madrid and Toledo (Spain) and moved by road to the port of Bilbao, a distance of about 414 km northbound.

Once the out-of-gauge transport was completed at the port of Bilbao, the cargo was taken to the quay next to the multi-purpose vessel.

Due to the heavy weight, some of the

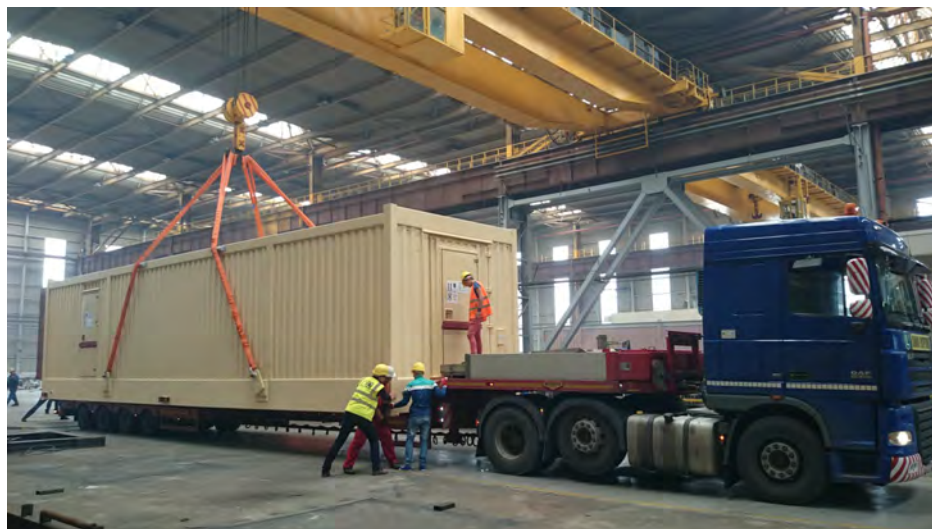
break bulk pieces (over 46 tons each) had to be lifted and loaded onto the vessel using a heavy-lift crane.

Once loading was completed, the cargo was secured by using heavy-duty ratchet straps, steel chains and wooden-steel wedges, in order to keep the cargo secured during its transatlantic journey to the Port of Altamira on the Gulf Coast of Mexico.

After a 30-day period, the vessel finally arrived in the Port of Altamira, where the break bulk cargo was unloaded by a heavy-lift crane and afterwards loaded and secured to low loader trailers for another road transport to Monterrey Nuevo León, Mexico, about 1194 kilometers north.

Tuscor Lloyds successfully delivered the recovery boiler to the customer within the budget and time schedule.

www.gpln.net



Heavy loads no problem for BRI

Bellville Rodair International recently carried out a shipment of two 66-ton generators plus spare parts from Plzen, Czechoslovakia to Abu Dhabi in the United Arab Emirates.

The generators measured 6.62 by 4.0 by 3.21 meters. The move was carried out in partnership with GPLN member CSS Dubai.

The project was handled by BRI's Czech office. BRI was contacted by CSS Dubai and the two partners worked closely together to deliver the most competitive offer to win that business. The generators, picked up in Plzen, were pre-carried to Hamburg for loading onto a Ro-Ro vessel for direct transport to Abu Dhabi Port.

CSS Dubai and the BRI team put in a

lot of energy to ensure the smooth transportation of the generators and spare parts. The whole job was handled without any problem and BRI was happy to acknowledge the good cooperation from CSS Dubai that enabled it to reach this goal.

In another job, BRI moved four large containers from Giurgiu, Romania to Antwerp, Belgium. The containers measured 16.3 by 3.6 by 3.6 meters and weighed 32 tons each. BRI Romania has just completed the final delivery of the fourth container, which was handled for one of BRI's key customers.

The shipment went by road through Europe to its destination, and BRI Romania had to meet a really tight schedule due to the extreme urgency of the delivery.

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TFC starts Thailand-Myanmar barge service

The Freight Co., Ltd Myanmar announced their appointment in Myanmar and Thailand as General Sales Agent (GSA) for a barge service between Ranong, Thailand and Yangon, Myanmar.

The barge service operated by Consolidated Heavy Lift Singapore will start operation in the middle of September.

The service will be provided with the 2x650HP tug *Shwe Lin Ta* and the 210-foot flat-top barge *CHL 2101*.

The barge has a 60-ton heavy duty ramp. There

is also an option to add a 100-ton or a 300-ton ramp.

To allow for self-sustained discharging at remote locations the barge can be fitted with a crawler crane.

The barge service is primarily targeting the oil, gas, power, steel, mining and construction industries.

Services can be provided to all coastal areas, to offshore platforms as well as upriver in Myanmar's waterways, subject to draft conditions.

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Indial Shipping enjoys busy year

Indial Shipping has been having a busy year, handling a variety of project shipments to and from India. From boats to locomotives to plant machinery, all projects were well handled during the year.

The wide variety of shipments handled by the company during the year highlights the knowledge and understanding they have about breakbulk and heavy lift movements.

The company has its head office in Mumbai, India and has branches at strategic locations in India, giving it the advantage of coverage and connectivity.

Patrol boat

As one of its jobs, Indial Shipping handled import movement of a boat for the usage at Hazira Port for patrolling. It was manufactured in Cork, Ireland and they arranged for the local transportation under the boat's own power from Cork to the Southampton port, where it was loaded onto a main liner ship.

The boat, with a total length of 13.5 tons and a weight of 19.5 tons, was lifted and loaded under deck on a platform with the necessary engineering.

Another unique shipment handled by Indial Shipping was the import movement of a Duomatic tamping locomotive for an important industrial company in India.

The locomotive is used for tamping and laying of railway tracks. It had a total

weight of 51 tons and a volume of 185 cubic meters.

It was lifted and stowed under deck on combined flatracks engineered as a platform to take the weight of the cargo. It was loaded at Antwerp Port and cargo was discharged at Mundra.

The export of cold rolling mill equipment to Turkey was arranged for a major engineering equipment manufacturer. Indial Shipping handled the transportation at Mumbai port for two units of a mill housing assembly.

The mill housing assembly had a gross weight of approximately 148 tons and was part of a reversing cold rolling mill. It was loaded at Mumbai port and successfully discharged at Derince seaport in Turkey.

Engineering

Indial Shipping also carried out the movement of a breakbulk shipment from Mundra Port to Apapa, Lagos. The engineering equipment with a gross weight of approximately 28 tons and a volume of 224 cubic meters, was transported from the plant site to Mundra Port.

At the port, the equipment was lifted using a spreader, which was arranged at the port especially for this shipment. It was stowed under deck of the vessel and discharged at Apapa port.

A break bulk movement of cement plant machinery was carried out by Indial Shipping for one of its reputed customers



from Mumbai Port to Hamriyah, UAE. The shipment weighed 65 tons and was measured at 84 cubic meters, which included the main machinery measuring 58.8 cubic meters.

The scope of work for Indial Shipping included handling of the machinery at the port, loading of the machinery on to the vessel using the port crane, sea freight and discharge at Hamriyah Port.

An air export shipment of 29.4 tons from Mumbai Airport to Riyadh in Saudi Arabia for a major engineering equipment manufacturer was also carried out by Indial Shipping.

The project cargo, consisting of four

engineering valves, each weighing approximately 7.35 tons, was loaded on a nose loading freighter aircraft, which was specially positioned for the movement of this cargo.

During the year Indial Shipping handled the movement of three barges for the Indian Navy from a shipyard in Kolkata.

These barges were manufactured by a major shipbuilding company in India. The barges were moved using a tug boat. One barge was moved from Kolkata to Karwar Naval Base in Karnataka while the other two were handed over to the naval base in Mumbai. www.gpln.net



Bati, CSS partner on move

The team at CSS Projects, Oil & Energy from Dubai, UAE and Bati Group Projects headquartered in Istanbul recently undertook a transformer movement from Derince, Turkey to the Ras Al Khor substation in Dubai.

The volume of the cargo was 1000 cubic meters, and included a 308-ton power transformer and accessories.

Given that the weight of the transformer was greater than the ship gear, a special 650-ton crawler crane had to be arranged at both origin/destination ports to arrange the loading and unloading of the transformer.

As the shipment was time sensitive, the teams at CSS and Bati Group had to ensure that

there were no delays at any stage of the shipment until final destination.

Once it reached the port of destination the transformer was discharged onto a 14-axle hydraulic trailer and was then moved to the electric substation for final installation by jacking and skidding method.

"This movement is a great example of how the teams here at CSS Projects, Oil & Energy and Bati Group are able to handle movements that require multiple special handling methods, especially in the case of time-sensitive shipments. The experience of both companies gives them the confidence to immediately address the situation on hand and provide a client with the most effective solution in the given time frame," said Raj George Sr. Vice-President, Projects Oil & Energy for CSS. www.gpln.net



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Sparber & Thunderbolt press on with industrial shipments



After several months of quoting and re-quoting, Sparber Project Cargo Division and Thunderbolt Global Logistics worked closely together and secured three separate shipments of an industrial press from Spain destined for South Charleston, West Virginia in the United States. The presses are used in the automobile industry.

Sparber Project Cargo Division were the most competitive out of several multinational forwarders bidding on this project.

The operation team based in Barcelona were the points of contact in Spain. Thunderbolt's team had Cathy Murphy and Precious Stith working together to take care of the first two shipments.

Shipments arrived at the Port of Baltimore on ACL vessels from Bilbao via Antwerp. Each shipment consisted of nine breakbulk pieces loaded on Mafi trailers and seven 40-foot open-top containers that were in gauge.

Terms of sale were DAP. Thunderbolt worked with the clearing agent of the

importer to ensure that the shipment would be fully released upon arrival of the vessel.

The weight of the breakbulk pieces ranged from 8 tons up to 55 tons. Overall there were 195 tons of breakbulk cargo per shipment.

There was a very strict delivery schedule regarding the dates of each specific breakbulk piece and specific container. The drivers had to be on time and deliver in the correct order as requested.

Delivery had to take place over five working days. The shipper in Spain supplied the labor and arranged the rigging to unload the heavy haul trucks and containers.

Experience

Thunderbolt secured the services of three domestic heavy haul carriers for the breakbulk cargo and one domestic carrier for all seven containers. All of the domestic carriers were asset-based carriers with years of experience picking up cargo at the Port of Baltimore.

The largest crate that weighed 55 tons could only leave the terminal after dark and had to be staged so that it could move by police escort the next morning for its journey to S. Charleston. There were no issues obtaining the necessary road permits required from the states involved (Maryland, Virginia, West Vir-

ginia).

The constant communication between the two companies was a key to the success of the first shipment. They really worked as a team. Considering this was their first experience together it was a very smooth operation.

The second shipment arrived in Baltimore a few weeks later. Everything was exactly the same as the previous shipment, totaling nine breakbulk pieces and seven 40-foot open top containers. For this shipment, experience helped a lot. All the permits were in place for the road transport.

In order to save the shipper some additional expense, the delivery schedule was altered so the 55-ton piece was delivered on the Friday rather than the following Monday due to weekend restrictions for oversized shipments.

Cooperation

The driver would have had to lay over all weekend at considerable expense. Since all the same carriers were used for the second shipment everyone knew their role and what was required. There was excellent cooperation from labor at the Port of Baltimore.

The third shipment is shipping in September. We expect continued success as summer turns to autumn in Spain and the USA. www.gpln.net



WLC handles main body transformer

World Logistics Consulting, Inc. (WLC) recently transported a main body transformer from the Port of Philadelphia, to a First Energy substation located in Adrian, Pennsylvania. The transformer had the following dimensions of 37.10 feet long by 11.70 feet wide by 14.50 feet wide and weighed 392,400lbs.

This unit was loaded onto a rail car at the Port of Philadelphia, and travelled for approximately two weeks until it reached its final destination Adrian.. WLC monitored the status of the rail car all throughout its transit from Philadelphia and provided regular updates to our clients on a daily basis until the transformer was set onto the pad.

WLC specializes in handling transportation of over-dimensional and super heavy project cargoes as well as general shipments anywhere

in the USA and Canada - whether it is a single container or a steam turbine that weighs up to 300 tons each, WLC can ensure that cargo will be handled with professionalism and the utmost care.

WLC has helped valued customers implement complicated and critical project cargo moves that required a large-scale, specialized transportation service with cross-border experience and extensive project management capabilities. Even though WLC is located in Chicago, Illinois, it can handle any type of cargo to any location within the USA, Canada and even Mexico.

WLC has no geographical boundaries when it comes to handling cargo in North America. and has what it takes to meet diverse and challenging shipping needs in these changing times. www.gpln.net



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AFRICA: Magellan Logistics Tanzania

Based in Dar es Salaam, the company has the slogan ‘Across Africa, Beyond Borders’

Magellan Logistics Tanzania Limited was incorporated on 11 December 2009. We operate from Dar es Salaam and in East Africa we have a sister company functioning in Kenya and associate companies in Uganda and Zambia. We have a team of 24 in East Africa, all of whom have hands-on industry experience.

We serve Tanzania, Kenya, Uganda, South Sudan, Zambia, Rwanda, Burundi, Eastern Congo and Malawi.

Services

Our core competence is cross-border logistics and project cargo management. We have successfully handled ODC and project cargoes that require special coordination with local Ministry of Transport & Works (responsible for highways, bridges and weighing stations), border posts and customs officials.

We regularly handle cargoes such as excavators, drilling rigs and mining machinery to various parts of East Africa. We have the flexibility to accommodate special requests and provide immediate solutions, due to our local expertise.

Our extensive network makes us a single point of contact for our customers across East and Central Africa. From the



time of cargo booking to delivery at final destination, Magellan creates a ‘no problems zone’ and makes sure that its customers get a seamless service all along the logistics chain. The team of professionals at Magellan consists of dynamic cross functional experts from every area of the international logistics business. In addition, we have specialists in transport and customs to handle every requirement.

Tailor-made services

For some clients we have offered tailor-made logistics services. For a multinational manufacturing and trading group,

we offer local distribution services. In this project, we invested in trucks of varying capacity and deliver our client’s products on a daily basis to their buyers. We have stationed our team members on the client’s premises to act as the focal point between the various trading desks of the client, so that a personal and hands-on service is delivered to our client.

System

We have developed an in-house software system that takes into account the work processes in Africa and ensures that checks and balances are maintained



throughout the logistics chain. In future, this system will be able to provide automated status reports to our customers on a “fixed time-daily” basis.

Risk Management

Logistic services are risky in Africa. For the protection of our customers, we have adopted the following risk management measures:

- ◆ Goods-in-Transit insurance – this covers any damage to goods, loss of goods and accidents.
- ◆ Errors and Omissions insurance – covers any errors in documentation and related procedures.
- ◆ ITIC insurance – covers all aspects of ship agency operations.
- ◆ Care in selecting transporters and enforcement of SOPs – we have developed strategic partnerships with reputed transporters who follow a time-tested operating procedure for all shipments.

Magellan Logistics – Across Africa, Beyond Borders.■

ASIA: MFC Transport Private Ltd. India

Four decades of freight forwarding experience and a wide geographical reach

MFC Transport Private Ltd., based in Chennai and other locations in India, is a logistics service provider focusing on heavy lift, breakbulk, over-dimensional cargo (ODC) for oil & gas, power, engineering & infrastructure industries.

Services include:

- ◆ Project Forwarding - Transportation of ODC, heavy and project cargo by road, air and sea
- ◆ Freight Forwarding - Transportation of routine cargo through sea & air
- ◆ Ancillary Services – customs clearance, port handling, chartering & warehousing etc. MFC is present across trade

lanes connecting India to South East Asia, Africa, US, Europe, Korea and Middle East.

MFC has a pan-India presence with over 50 branches across India plus overseas agents, and a total of 227 direct employees and over 300 field staff.

They are supported by a diverse fleet of own/leased vehicles (Volvo pullers, Goldhofer and Tratec hydraulic axles, heavy duty mechanical trailers like normal trailer, semi low-bed trailers, low-bed trailers, trucks and heavy duty cranes).

Among the company’s recent prestige projects which was taking a crucial role was the implementation of power projects

in India, being the sole service provider in transporting the imported equipment for two super thermal power projects of NTPC.

This project, in two phases, will involve the movement of 400,000 tons of freight.

The company is a registered Multimodal Transport Operator (MTO), is Indian Bank’s Association (IBA) approved, ISO 9001:2008 certified and CRISIL-rated SME.

MFC is a 100% family-owned business whose principals have been in the business for almost four decades. The company was founded in 2001. ■



Mr. Pawan Agarwal, Director MFC Transport Pvt. Ltd.

New GPLN Members — July/August 2014

Country	City	Company
Lebanon	Beirut	Navigators SARL
Tanzania	Dar es Salaam	Magellan Logistics Tanzania Limited
UAE	Abu Dhabi	Emirates National Shipping Services
UAE	Dubai	AMI Middle East LLC

Upcoming GPLN Meetings & Events

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



10th Breakbulk Europe Transportation Conference & Exhibition

19th - 21st May 2015

Antwerp Expo, Antwerp, Belgium



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

THE AMERICAS: Agencia Amerisur y Caribeña de Carga Venezuela

Founded on solid principles, the company has become a leader

Agencia Amerisur y Caribeña de Carga from Venezuela was established in 2007. The head office is located in Caracas and two branch offices in other ports, Puerto Cabello and Guanta. Amerisur established a customer base in the Caribbean, North/South America, Europe and China and are active in various industries.

In the past, Agencia Amerisur y Caribeña de Carga handled massive housing projects for more than 2500 apartments and homes, generators for power plants and different projects for oil rigs, just to name a few.

Transportation

We have the ability to respond to your needs for domestic transport rapidly and effectively through strategic alliances that we have in this area. Our effort is focused on providing a transport service of high quality, for this we have a highly qualified staff and an excellent technological support, plus a wide range of transportation equipment.

- ♦ heavy cargo transport
- ♦ exceptional or oversized cargo transport
- ♦ service loading and unloading with hydraulic equipment

Vision

We see our clients and employees working as a team based on an effective client-supplier relationship tending to establish the necessary bidi-

rectional communication to offer optimal benefits for the international and national cargo transport services and the customs broker services.

We are recognized as local logistics operators with innovation at international level and worldwide presence through our international agencies network.

We are leaders in the market and we give a premium worldwide class service, collaborating with the productivity of our clients and causing the profitable growth of our company.

Principles

1. The satisfaction of our clients is one of our fundamental principles.
2. Quality is the basic principle of our business.
3. Our employees are the main assets of the company.
4. We maintain our irrevocable decision to act under professional, ethical, and moral principles always present in the conduct of our personnel.
5. We are a responsible company fulfilling our legal and labor obligations strictly and comprehensively.
6. We assumed the social responsibility that all the companies have towards the community in which we operate. ■



Projects, Oil & Energy

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EUROPE: Unimasters Logistics Bulgaria

Advanced business processes have helped the company become a leader in Europe, the CIS and Middle East

Headquartered in Sofia, Bulgaria, Unimasters Logistics is a leading logistics provider in central and eastern Europe, whose human capital amounts to a total of 272 people.

Founded in 1990, Unimasters Logistics has more than 20 years of experience in the field of transportation, freight management, logistics and supply chain management.

Unimasters Logistics has 10 offices in Bulgaria, Romania and Hungary, where the company offers a full list of high-quality logistics solutions.

The company has an extensive professional network of carriers and agents and offers premium sea freight (FCL and LCL) and airfreight services on its markets.

Unimasters road freight services cover all European countries, Russia, Turkey, and many other destinations in the CIS

and the Middle East. The company operates a door-to-door express delivery service on the territory of Bulgaria and Romania through its own domestic distribution network and own warehousing facilities. Thanks to its advanced working tools



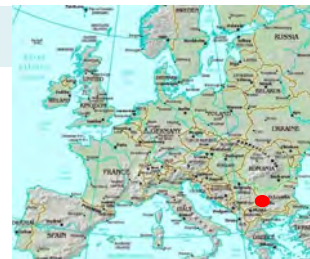
and business processes Unimasters Logistics provides tailor-made solutions to a variety of industries among which the three major industries are consumer and retail, machinery and equipment, and chemicals.

When it comes to challenging transportation needs – whether tall, long or heavy, the selection of the most efficient and cost effective option for cargo trans-

portation is based on our in-depth know-how, well-trained project team and a history of numerous projects accomplished. Unimasters Logistics offers a full range of project cargo services, specializing in planning and delivery of over-dimensional, heavy lift cargo by land, sea and air.

The company is able to meet the requirements of any particular project and offers site survey and feasibility studies, planning, consultation and status reporting, customs compliance and cargo documentation, port handling and cargo storage, door-to-door transportation services, tailor-made solutions and industry specific expertise.

With offices in all major Bulgarian and Romanian ports, Unimasters Logistics is also able to offer ship agency, surveys, marine supplies, container transportation and service management, inland haulage and depot management, warehousing services, special logistics, customs processing and insurance brokerage. ■



Executive Chairman of Unimasters Logistics PLC, Nikolai Bozhilov,

MIDDLE EAST: Paragon Shipping & Logistics Qatar

Offers an array of services that are niche driven and unique in the Arabian peninsula

Formed in 2006, Paragon Shipping & Logistics has ever since grown to become a global player in Logistics in the Arabian peninsula offering an array of services that are niche-driven and unique in terms of customer focus, quality, safety, technology & innovation.

Having a strong presence in the Middle East we have our own offices across the Middle East and a strong and reliable agency network across the globe.

There has been a remarkably high degree of employee loyalty due to the liberated work atmosphere and fair compensation policy.

Leadership

Paragon Shipping & Logistics also takes on leadership in several of the shipping support services and ranks among

the most reputed providers of services synonymous with innovation, commitment and performance to all its clients.

- ◆ Ocean & Air Cargo
- ◆ International Freight Forwarding
- ◆ Project Cargo Movement
- ◆ Shipping Agency & Container Liner Agency
- ◆ Chartering
- ◆ Land Transport
- ◆ Customs Clearance
- ◆ Warehousing & Distribution
- ◆ Exhibition Logistics
- ◆ Relocation Movement

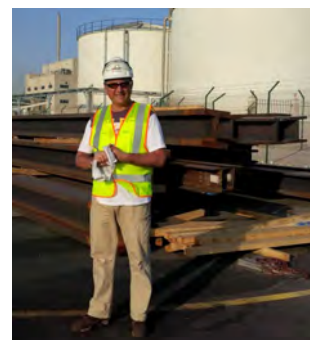
With the ultimate objective of improving and optimizing their supply chain, customers outsource their shipping and logistics needs to Paragon. combining technical and practical expertise along with the latest technology available paragon is able to truly offer our clients the

most cost effective and reliable logistics solutions.

Paragon Shipping & Logistics undertakes project cargo shipping and ensures your specialized project cargo reaches its destination safely and securely, anywhere in the world.

Our project cargo experts help shippers to overcome the most demanding logistics challenges. our professional team not only has the proven expertise in forwarding large format, out-of-gauge project cargo to the remotest of areas, but also possess specialized oil and gas industry experience.

We offer complete turnkey services from door to the job-site including managing the quoting process for budgetary purposes, warehousing, full and part charters, insurance, export packaging, customs clearance and trade documentation. ■



Domenico Longano, Senior General Manager at Paragon Shipping & Logistics

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Photo: Tom Paiva

Venezuela job for Amerisur



Amerisur recently carried out a number of jobs outside of its normal cargo services. These included moving 40 pipes from China to Puerto Cabello, Venezuela.

The company handled total logistics from door to door for the pipes, which measured 60 meters long by 3 meters in diameter, for shoring the new container terminal that is being built at Puerto Cabello.

Amerisur also shipped two desalinization plants measuring 14.0 meters long by 7.2 meters high and 4.3 meters wide, weighing 145 tons for the new 600MW generator that is being built at Moron, on

the northern coast of Venezuela by a Chinese contractor.

For these movements, Amerisur carried out several duties, including a prior route study to calculate and avoid problems on the way; ocean freight from China to Venezuela including lashing and securing on board in China; receiving the ships as agents in Venezuela.

Once the ships had arrived at their destination in Venezuela, Amerisur handled the stevedoring these ships, all ground operations, paperwork and customs clearance, and all ground transportation to the final destination at the project area. www.gpln.net



WWL ALS in rescue of historic warplane

WWL ALS is privileged to have been involved in one of the most important historic projects in recent years, to recover the aircraft from beneath the English Channel. The Dornier Bomber was shot down over the Kent Coast in World War II over 70 years ago, with the loss of two of its crew in the Battle of Britain on Goodwin Sands.

This project was purely funded by fund-raising including a National Heritage Memorial Fund a grant of over £345,000 which allowed the operation to start. WWL ALS have been involved in this high-profile and challenging project as part of a three-company tendering team that won the project almost three years ago over an eight-month period from the

planning and bidding stages.

The WWL team was responsible from off-hook including the coordination of removal from the barge ramp, loading to specialist trailers, transportation, escorting and supervising lifting/offloading from vehicles at the RAF Museum in Cosforth.

The last surviving Dornier 17 bomber was laid to rest at the Royal Air Force Museum, Cosforth in Birmingham one year ago and has undergone painstaking work on the remains before it could go on public display.

When the aircraft arrived at Cosforth it weighed 9 tons, though only around 5.5 tons was the aircraft's weight as the remainder was a mixture of sand, seaweed and barnacles from the sea bed.

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