



Allseas keeps Cyprus pipeline project afloat

Allseas Global Logistics is playing a pivotal role in a unique project to deliver essential water supplies by pipeline under the Mediterranean Sea to Northern Cyprus.

The Northern Cyprus Water Supply Project, which is a world first, will supply 19.8 million gallons a year of water for drinking and irrigation to Northern Cyprus from southern Turkey, via an 80-kilometer long, 1.6-meter diameter pipeline which will be suspended at a depth of 250 meters below the water surface.

A critical part of the project is the supply by Trelleborg Offshore of 132 giant buoyancy modules which will hold the pipeline in place.

In addition to the buoyancy modules, Allseas shipped 270 ancillary pieces known as bend restraints. These bend restraints provide a gradual stiffness to the connection between the pipeline and the buoyancy module ensuring that there is minimal fatigue.

Design

Trelleborg Offshore manufactured these specially designed buoys in Skelmersdale in the north of the UK, and appointed Allseas to transport them from there to the project assembly site at the port of Taşucu, in Turkey. Each 8-ton buoy measures 3 metres in diameter and 3.6 metres in length. Allseas was appointed to:

- ◆ Collect the buoys from the factory in Skelmersdale, loading them to trucks;
- ◆ Transport the buoys by road to the Port of Felixstowe for loading on to flat-

tracks and shipping to the Port of Mersin;

- ◆ Unload the buoys from the flattracks at Mersin and assist with Customs and other documentation;

- ◆ Reload the buoys to road trucks for the journey to Taşucu commercial port;

- ◆ Unload the buoys at Taşucu, organizing cranes for the task.

“This is an amazing and unique project and we are proud to be part of it,” said Des Nott, Allseas project manager. “The challenges of lifting, securing and transporting these huge buoys are tremendous. For example, they are loaded end-to-end for the truck journey but side-by-side on the flattracks, so loading/unloading requires a 90-degree turn.

Nott said that the buoys were shipped from Felixstowe to Taşucu over a four-month period earlier this year.

Depth

Ruth Clay, Trelleborg Offshore’s marketing communications manager, said: “This pipeline will run across one of the deepest parts of the Mediterranean – it will not be on the seabed like most pipelines, but held 250 meters below the surface.

“The buoys will keep the pipeline suspended deep enough so ships cannot hit it, but not on the seabed, where it could get damaged by debris. Hence the reliability and efficiency of the buoyancy modules are a key element of the project.

“Safe handling, planning and good communications have all been vital to keep the project running smoothly and we have been able to deliver exactly what was required.” www.gpln.net

GPLN partners cooperate on chemical job



In August and September 2014, GPLN members Heavy Logistics NV from Belgium together with Unishipping Intl Ltd, based in Varna, Bulgaria, carried out the delivery of equipment for the Belgium chemical producer Solvay and its local factory in Bulgaria which is the biggest European facility of the group.

Tanks

The equipment consisted of a total of six tanks, four with diameters of about 5.50 meters, maximum length 12.00 meters and unit gross weight 25 tons, delivered by sea vessel from Antwerp to Varna.

Heavy Logistics were in charge for all operations in Belgium including sea freight,

while Unishipping performed all local operations in Bulgaria from the cargo’s arrival in Varna Port.

Special attention needed to be given to the seaworthy lashing and securing as no sufficient lashing eyes were available on the tanks.

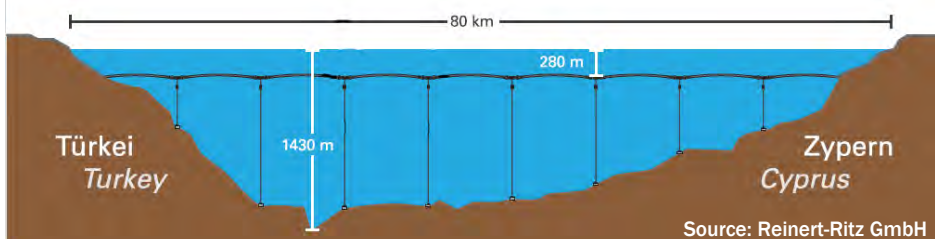
The other two tanks, with diameters of about 4.10 meters, maximum length 14.42 meters and unit gross weight 22 tons, were loaded on extendable low-bed trailers for direct trucking from Belgium to Bulgaria arranged by Unishipping.

The whole equipment was delivered successfully without any delay or damage. www.gpln.net



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A Word from GPLN...

Dear Reader,

Next year's GPLN Annual General Meeting has been announced and will be held from 08th to 10th February 2014 at The Landmark Hotel, a five-star hotel strategically located in bustling downtown, the main business, shopping and entertainment area. We are looking forward to probably the largest attendance in GPLN history.

Another great opportunity on offer during our annual meeting is a BIMCO Heavy Lift Contracts Workshop, as well as a Heavy



GPLN's 2015 Annual General Meeting will be held at Bangkok's Landmark Hotel

Transportation and Lifting Seminar, the latter once again conducted by our technical expert from the Netherlands, Gert Vos.

Both seminars are scheduled for 11th February at the same venue, The Landmark Hotel.



The GPLN team, led by executive director Luzius Haffter (left), hosts GPLN members at Breakbulk Americas 2014

In the meantime GPLN exhibited at Breakbulk Americas Transportation Conference and Exhibition in Houston, Texas where we were host to 12 GPLN members from various parts of the world.

Those members enjoyed plenty of opportunities to maintain existing and establish new contacts that will benefit greatly their business.

Meanwhile our regular work goes on with one more event coming up before the end of the year at which GPLN participates as an exhibitor, PowerLogistics Asia 2014.

This leading regional Heavy Transport and Lifting annual event will be taking place on 18th and 19th of November at the Suntec Singapore Convention & Exhibition Centre which is located in the heart of the maritime industry in Singapore. We are looking for-

ward to meet again a multitude of our GPLN members during these upcoming events.

Since the year 2014 is coming soon to an end we hope that you all can look back on a successful year.

Best wishes,

Your GPLN team

www.gpln.net

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Medden moves longest blades



Medden Shipping & Trading S.A is pleased to announce the movement of the longest wind turbine blades ever produced in Turkey (with a length of 58 meters).

They were transported from factory to port and loaded onto a vessel by Medden's operations team which has been handling windmill equipment ever since turbine producers started to invest in the country.

Medden is proud to be Turkey's leading shipping agency and stevedores, having handled the most wind turbine equipment in the country with about 1500 exported blades and 2250 imported blades together with other parts that belong to a wind turbine.

Medden's team has been surveyed many times by authorities sent by turbine producers and has now become listed as "exclusive agents" due to more than satis-

fying performances. Medden is agents to many turbine producers such as Nordex, Enercon, General Electric, Vestas, Suzlon and Gamesa.

Apart from windmills, Medden moves oil and gas equipment as well as diplomatic cargo from Istanbul, Izmir, Mersin and Iskenderun ports to Iraq and CIS countries on a weekly basis.

Some of the cargo it has carried so far belong to prestigious companies such as Halliburton, Schlumberger, Weatherford, Shell, Siemens and Petrofac.

Medden's operations team attends all operations throughout Turkey and provides its clients with a detailed report including pictures, lashing report and tracking sheet which gets updated on a daily basis.

Medden looks forward to cooperating with fellow GPLN members in the near future. www.gpln.net

L.Branco a good fit for turbine job

L.Branco has recently moved an Alstom Hydro turbine wheel from a vessel's hold in the port of Leixoes, to under a gantry located inside a cavern.

This is an on-going project that will last about one year, where L.Branco performs all on-shore operations — customs clearance, stevedoring, on-carriage, crane hire, some storage, etc.

This operation with the turbine wheel had the particularity of needing the piece to be inserted in a purpose-built chassis and placed vertically before driving down the narrow mountain road towards the power plant and, finally, into the cavern where there was only a few centimeters of clearance between the cargo and the ceiling.

The wheel and chassis weighed 105 tons and had an overall height of 7.30 meters.

The road does not allow items over 5.10m wide so L.Branco has been providing the means for alternative solutions for various large pieces. www.gpln.net



Universal takes heavy load inland



Universal Transport GmbH, a GPLN member from Germany, handled heavy equipment from an inland vessel to a vehicle combination in the Brunsbüttel Elbe harbor in Germany.

The shipment consisted of a 261-ton transformer and two 32-ton radiator batteries, which were moved to a transporter with a floating crane.

The sheer measurements of the parts were unusual: the transformer had a length of 11.35 meters, a width of 3.83 meters and a height of 4.36 meters, while the batteries each measured 7.11 meters long, 3.90 meters wide and 4.36 meters in high,

In Nuremberg, the transformer was loaded at the customer's quay onto the vessel and the two radiators were added at another trans-shipment point on the Main-Danube canal.

Once the vessel arrived at Brunsbüttel Elbe harbor the transformer was lifted over the quay wall using a floating crane onto a specific vehicle-combination which had a length of 52.4 meters and was composed of a pull-push-convoy with two 8x4-axle-tractors, plus additional 18 modular axles.

When the transformer was loaded, the total weight of the combination amounted to about 400 tons. The radiator batteries were loaded onto a three-axle towing vehicle coupled to a four-axle semi-trailer and a three-axle towing vehicle coupled to a five-axle semi-trailer.

The final destination of the transport was a voltage transformation substation.

Due to the weight and length of the vehicle combination and its cargo GPLN member Universal Transport had to reinforce a bridge on the route using foundation slabs. www.gpln.net

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Concrete success for Tuscor Lloyds

Continuing its collaboration with the construction industry in Mexico, Tuscor Lloyds project management team was asked to transport a concrete plant.

The first part of the project was divided into two shipments, which took place in mid-August and late September respectively.

For the first shipment, Tuscor Lloyds picked up the parts of the concrete plant from the manufacturers in Murcia, Spain.

Consisting of a mixer and auxiliary equipment for the preparation of concrete, the cargo was transported as out-of-gauge cargo.

Maximize

Due to the difference in the size and weight of each of the parts, Tuscor Lloyds project cargo management team ensured all the parts were grouped according to their characteristics and loaded into the right container in order to maximize the space and efficiency of the shipment.

As a final result, the parts were loaded into three 40-foot high-cube containers,

three 40-foot open-top containers and one 40-foot flat-rack container.

The containers were transported by road 230km north to the port of Valencia where the cargo was loaded and secured to the container vessel ready for shipment to Veracruz, Mexico.

Checking

The first part of the shipment was completed when the ship arrived at the port of Veracruz in mid-August. After being unloaded from the vessel, onsite surveyors inspected the cargo, checking that the cargo had not suffered any damage during the transatlantic transportation. Once confirmed everything was safe, the cargo was delivered to the final recipient.

In early September preparation for the second shipment started. The cargo, which consisted of a group of hoppers, a kneader and several auxiliary pieces, was loaded into one high-cube container, five open-top containers, one 40-foot flatrack container and one 20-foot flatrack container.

Just as with the first shipment, the



cargo was picked up in Murcia, Spain and then transported by road to the port of Valencia where the assigned container vessel was ready to load.

Thanks to all Tuscor Lloyd's contacts on the scene, the cargo was efficiently loaded and secured, thus preventing any possible damage during the transatlantic transportation to Veracruz.

Several days after sailing from the port of Valencia, the vessel arrived at the port of Veracruz where each of the containers was unloaded. At the port, the pieces were carefully examined, and to the satisfaction of everyone involved the cargo was then delivered safe and within the agreed time and budget.

www.gpln.net



17,000-kilometer haul for Ruslan

Ruslan International – the company which manages 17 giant AN-124 freighter aircraft for its partners Antonov Airlines and Volga Dnepr Group – has moved 75 tons of urgent oil and gas industry coil-tubing equipment from London Stansted to Adelaide, to support a drilling programme in the Coober Pedy Basin of South Australia.

The equipment was needed urgently in order to commence drilling on schedule, and the timetable did not allow the time required for transportation by ocean.

In addition, the largest item in the consignment – a reel weighing 38 tonnes and measuring 3.95 metre high – was too large to fit into any other aircraft type. This meant the only viable solution was to utilise an AN-124.

The 17,000 km flight was completed in 58 hours, and involved stops in Baku, Karachi, Kuala Lumpur and Darwin.

Loading and unloading were relatively straightforward operations, using the aircraft's unique portable ramp system, and external cranes.

All operations at origin and destination were overseen by specialist staff of the charterer, which has its own offices in Europe and Australia, as well as South Africa and Canada.

A representative of the charterer commented on this job: "The AN-124 provided the ideal solution to meet the consignee's time-critical production schedule, and everything went very smoothly thanks to Ruslan International and the aircraft flight crews."

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Multiple jobs for The Freight Co.

As part of an ongoing petrochemical project in Saudi Arabia, Swiss-owned The Freight Co. Vietnam (TFC) has chartered a vessel, on behalf of an European partner, to transport over 6000 tons of cargo from Dung Quat on the coast of central Vietnam to Al Jubail, including a 55-meter-long length pipe column.

The scope of TFC's work also covered the ship's agency, pre-loading, loading, lashing and securing surveys. As usual, coordination between the Chinese crew, Vietnamese stevedores and Korean shippers was a challenge, which was why the presence of TFC as port captain was imperative.

Alvaro Martinez, managing director of TFC Vietnam, said that the trickiest part was the lifting of the column which measured 33 meters long, 8 meters wide and weighed 165 tons.

The vessel was equipped with two cranes that com-

bined had a lifting capacity of up to 400 metric tons. However, the cargo needed to be lifted at a distance of 25 meters from the cranes which reduced the lifting capacity to 140 metric tons.

In addition the master of the ship ordered to berth at the starboard side (the cranes were located at port side) and the ship's owners were not willing to afford the cost of shifting the ship.

The ballast tank had to be fully filled up to 500 tons and the self-propelled modular trailer (SPMT) had to move as close as possible to edge of the dock.

TFC has also been active in Thailand, shipping two Samway 46 fiberglass boats, worth \$150,000 each, from Map Ta Phut port, Rayong province, Thailand to Sharjah port in the United Arab Emirates.

The boats measured 14.20 meters long by 4.57 me-



ters wide by 3.89 meters high and weighed 7,005kg each.

The lashing was done by a surveyor and TFC's job was to ship the boats via sea freight on the vessel M.V. Ocean Queen to Sharjah, for inland transport to the final destination in Dubai. www.gpln.net



HEAVY MATTERS

By Gert Vos



15. Forces (1)

Although many people do not like the calculation part of all acting forces during lifting, transport and lashing and securing of cargo, it is good to understand the details of how they operate.

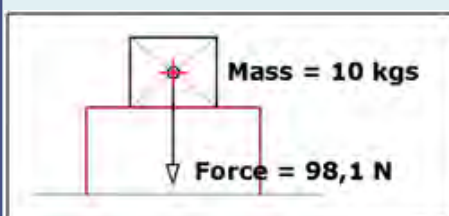
In this article we will give some information about those forces.

What is a force?

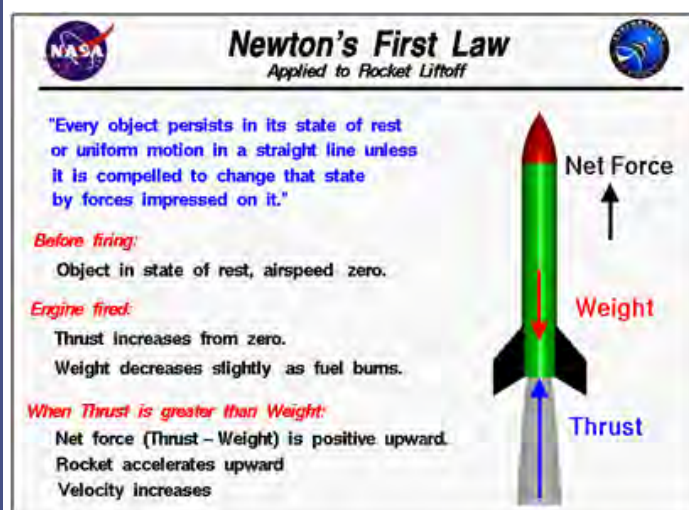
FORCE: any influence that causes an object to undergo a certain change, either concerning its movement, direction, or geometrical construction.

Force (weight) = $m \cdot a$
where m = mass
 a = acceleration on earth surface, equal to 9.8 m/s^2 .

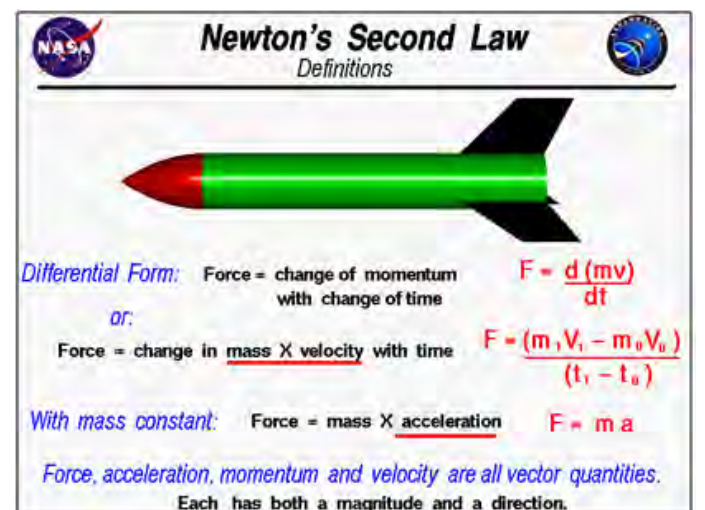
1 Newton is the force that gives an acceleration of 1 m/s^2 to a mass of 1 kg.



Newton's Three Laws of Motion



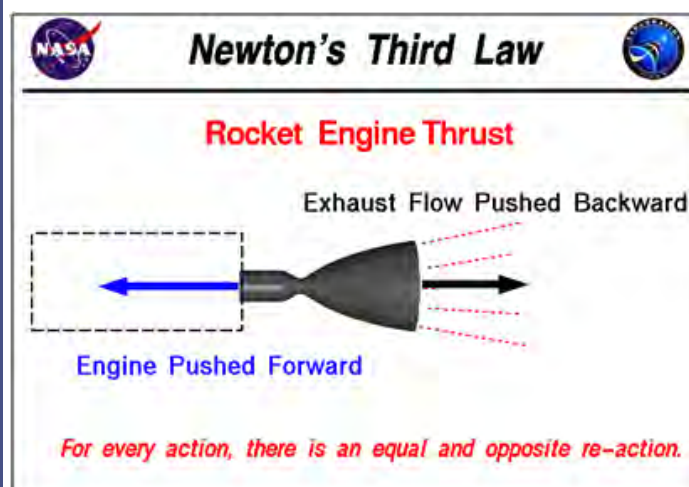
First law: an object either is at rest or moves at a constant



Second law: The sum of the forces on an object is equal to the total mass of that object multiplied by the acceleration of the object.

A force can develop acceleration. Hitting an object with a larger force will achieve a bigger acceleration. But hitting with the same force on a heavier object, the acceleration will be less.

Third law: When one body exerts a force on a second body, the second body simultaneously exerts a force equal in magnitude and opposite in direction to that of the first body. **Action is reaction.**

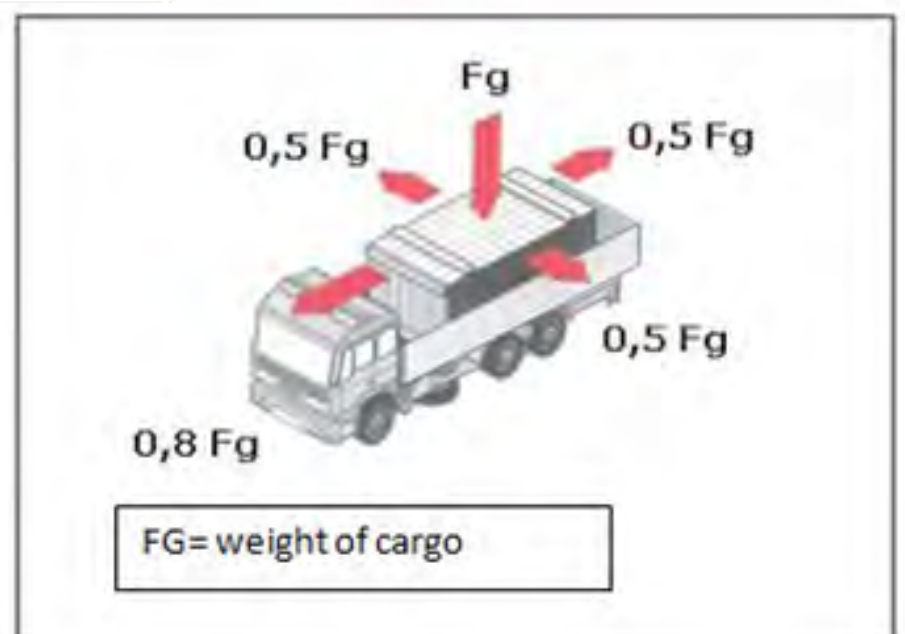
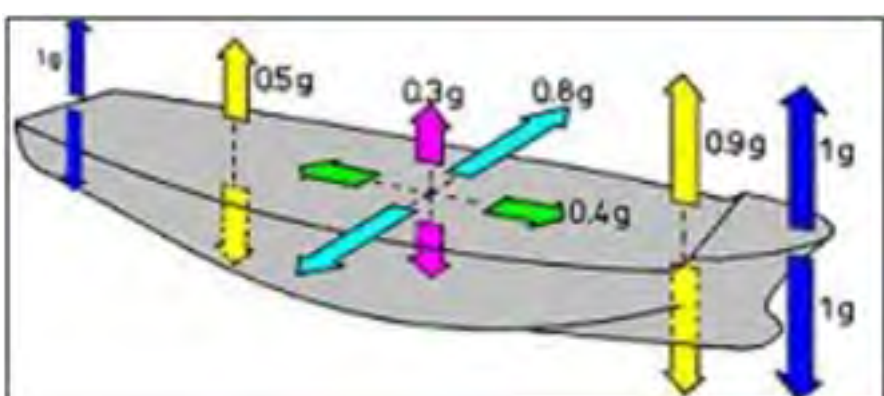


In all transport movements we have forces:

- ♦ Acceleration/Deceleration (increasing/decreasing velocity)
- ♦ Centrifugal (making curves at a certain velocity)

♦ Wind

Examples: acceleration forces in transport by sea/road/rail/air. Against these forces you have to secure the cargo.



(continued on page 6)

Briefs

Protranser goes nuclear

Protranser, a GPLN member from Shanghai in China, was recently awarded a contract for handling equipment related to new nuclear technology research.

The oversize equipment was imported from Italy to Shanghai port. Protranser was in charge of picking up the cargo from the port and transporting it to Hefei City, Anhui province, around 500km away from Shanghai.

Though the cargo weight was only 22 tons only and with dimensions of 4.5 meters wide by 3.95 meters high, Protranser needed to coordinate closely with the port authority during the discharge, so that the cargo could go directly from the vessel to the trailer, to avoid multi-handling because of the extremely high value of the cargo and its sensitivity to outside impact during handling.

Global does A to Z in Peru

Global Shipping Services (New Jersey Branch) recently and successfully transported a complete purification system for one of its valued clients.

This move involved coordination and control from A to Z for the client in Ca-

llao, Peru from 12 suppliers located throughout the United States onto a single vessel for on-shipment.

The client employed Global Shipping to make arrangements that included purchasing several SOCs, export crating, surveyor reports, all inland transportation to port, and Global Shipping staff at the port of Houston worked round the clock to oversee the loading.

The main column measured 861 by 161 by 156 inches, with a weight of 91,000 lbs and a total volume of around 1000 cubic meters.

Global's staff worked very closely through three shifts over 72 hours with the ship owners and port captains, as ship loading was delayed due to inclement weather at the port of Houston.

In the end, the satisfaction came from the words of the client themselves, who said: "You guys did a fantastic job and will be our chosen logistics company for the next project in 2015."

Three jobs for CERL

CERL recently carried out three jobs transporting cargo between Europe and Asia.

One job involved shipping pumps and accessories from Lyon airport to Singapore airport. The cargo consisted of two units 8.6 meters long, 2.57 meters wide, 2.91 meters high and weighing 16,210 kilograms, plus one crate measuring 3.08 meters long, 0.57 meters wide and 0.85 meters high, weighing 615 kilograms. Another job involved moving a heat exchanger and accessories with a volume of 1980



Liburnia, GPLN member from Croatia, recently loaded one oil recovery vessel 190 tons and anti-pollution boat 20 tons in Tuzla for Umm Qasr on "AAL Kobe". This was another turnkey project for the client. The company had its two surveyors on board to ensure safe loading.

cubic meters and weighing 716 tons from Porto Marghera, Italy to Ril Jamnagar Sikka Jetty, India.

A further heavy job involved moving 21 saddles, 16 cases and three pallets between Malaysia and Venezuela. The total volume was 4360 cubic meters and the weight 1639 tons.

World Logistics moves transformer

World Logistics Consulting, Inc. (WLC) has been busy transporting a transformer main body from the Port of Houston, Texas to First Energy Substation in Niles, Ohio.

The unit was directly discharged from *MV Rickmers Singapore* onto the rail car. The transformer had the dimensions of 37 feet 1 inch by 12 feet 2 inches by 14 feet 6 inches weighing 392,622 lbs.

WLC supervised the direct discharging of the unit at the port, and

also handled the rail transportation from Houston to Niles, Ohio.

WLC was responsible for coordinating the trans-loading, short distance haul, and offloading/setting of the transformer onto the pad.

In the meantime, WLC has also been working on another railcar movement originating from South Korea going to Edmonton, Alberta, Canada for the Wal-terdale Bridge Replacement Project consisting of approximately 15,000 cubic meters of steel structures. ■



(continued from page 5)

Two calculation examples : breaking force and centrifugal force.

Maybe not easy to understand. But nevertheless important to know.

Centrifugal force is the force that causes objects which are supposed to be turning to attempt to carry on in a straight line, and hence is the cause of numerous accidents.

Because only if you understand the inner workings of of some of the physics involved, you can judge the right

or wrong way of transporting and lifting cargo.

Gert Vos - HTTC

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Centrifugal force

The centrifugal forces are a result of a load that makes a curve and that acts on the CoG of the load.

Formula:

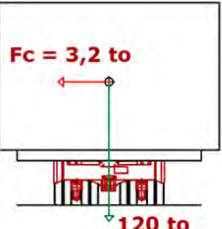
$$V_o^2 = a_c \cdot r \implies a_c = V_o^2 / r$$

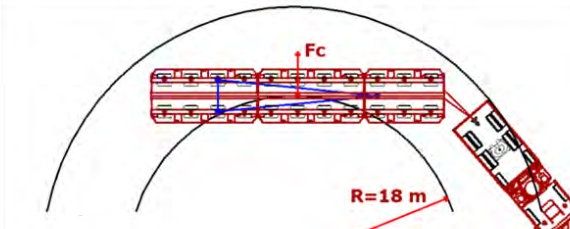
a_c = curve acceleration in m/s²
 V_o = velocity in m/sec
 r = radius of curve

Example: Transportcombination with a GVW of 120 to. Speed of 8 km/h = 2,22 m/s and makes a turn of 18 m (radius).

What is the centrifugal force ?

$F_c = m \cdot a_c$
 $a_c = V_o^2 / r = 2,22^2 / 18 = 0,27 \text{ m/s}^2$
 $F_c = 120 \times 0,27 = 32 \text{ kN} = 3,2 \text{ to.}$





Force

Some formulas to calculate forces

$$St = V_o \cdot t + 1/2 \cdot a \cdot t^2$$

$$Vt = V_o + a \cdot t$$

$Vt^2 = V_o^2 - 2 \cdot a \cdot s$

$F = M \cdot a$

$Vt^2 = V_o^2 - 2 \cdot a \cdot s$
 $(0 \text{ m/s})^2 = (13,88 \text{ m/s})^2 - 2 \cdot a \cdot 40 \text{ m}$
 $80 \text{ m} \cdot a = 192,65 \text{ m}^2/\text{s}^2$
 $a = 2,41 \text{ m/s}^2$

$Vt = V_o + a \cdot t$
 $0 \text{ m/s} = 13,88 \text{ m/s} - 2,41 \text{ m/s}^2 \times t$
 $t = \frac{13,88 \text{ m/s}}{2,41 \text{ m/s}^2}$
 $t = 5,6 \text{ seconds}$

$F = m \cdot a \implies F = 120.000 \text{ kgs} \times 2,41 \text{ m/s}^2 = 289,2 \text{ kN} = 28,92 \text{ to.}$

Example: transportcombination of 120 to (Gross Vehicle Weight) with a speed of 50 km/h (=13,88 m/s) has to stop at a distance of 40 meters. What is the breaking force on the transportcombination ?

$$Vt^2 = V_o^2 - 2 \cdot a \cdot s$$

$$(0 \text{ m/s})^2 = (13,88 \text{ m/s})^2 - 2 \cdot a \cdot 40 \text{ m}$$

$$80 \text{ m} \cdot a = 192,65 \text{ m}^2/\text{s}^2$$

$$a = 2,41 \text{ m/s}^2$$

$$Vt = V_o + a \cdot t$$

$$0 \text{ m/s} = 13,88 \text{ m/s} - 2,41 \text{ m/s}^2 \times t$$

$$t = \frac{13,88 \text{ m/s}}{2,41 \text{ m/s}^2}$$

$$t = 5,6 \text{ seconds}$$

$$F = m \cdot a \implies F = 120.000 \text{ kgs} \times 2,41 \text{ m/s}^2 = 289,2 \text{ kN} = 28,92 \text{ to.}$$

Hindustan Cargo finds cost-effective solution

Hindustan Cargo Ltd India is always offering new venture solutions to their project cargo customers for the movement of ODC cargo movement. Recently Hindustan Cargo Ltd moved ODC cargo on 40 Mafi containers from Mumbai, India to Fremantle in Western Australia.

For their regular port calls, vessel owners can easily load enough cargo to enable them to break even, but for remote destinations like Fremantle, it is difficult for them to get sufficient cargo to make the trip worthwhile.

In this situation, vessel owners are not able to make port calls with insufficient freight, due to long distance and heavy fuel consumption leading to high running costs.

Hindustan Cargo Ltd understood its customer's problem and offered this solution with booking of this cargo movement on a Ro-Ro auto liner car carrier with transshipment in Africa, and successfully completed the project movement with their expertise and market knowledge of Ro-Ro car carrier routing and transshipment.

This could present a big trade challenge in future if these car carriers develop transshipment connections and space sharing arrangement among themselves.

It would cause tough competition in the breakbulk logistics industry, and a great cost-effective logistics solution for odd dimension machinery for the manufacturing industry, as it is possible to load up to 100 tons of cargo given the restricted ramp size of Ro-Ro carriers. www.gpln.net

Logiventures scores regional first with 24MW power plant

Scoring a regional first, Logiventures (Pvt.) Ltd, Sri Lanka's leader in project logistics and its partner Star Shipping (Pvt.) Ltd, Karachi successfully relocated an entire 24 megawatt power plant from Colombo to Karachi, Pakistan.

The project consisted of an overland transportation component and a shipping component, both of which required specialized skills and equipment.

The land segment of the mega-move required Logiventures to lift and handle four 108-ton diesel engine generators located in Horana with the use of synchronized hydraulic jacks and stools and beams to carry the special weight prior to moving it 65 kilometers overland to the Colombo Port.

This required highly specialized equipment and coordination, including the use of a multi-axle trailer and heavy duty puller.

Powerful

"Based on our initial assessments we realized that we needed a trailer and a powerful puller as the locally available equipment was not fit to handle massive loads of this type. The hydraulic multi-axle trailer owned by Logiventures is the first of its kind in Sri Lanka," said Logiventures Director Mr. Janitha.



In this phase, the Logiventures project team coordinated with the Ceylon Electricity Board (CEB), Sri Lanka Telecom and the Police Department, to safely escort and navigate the cargo, through narrow corridors from the site in Horana to the Colombo Port over a distance of 65km consisting of four days for each return trip.

The entire operation was monitored through advanced GPS and equipment condition system, via the command centre located at the project office.

"In the past such mega-scale projects were handled by experienced and well-equipped international project logistics providers, which were in most cases extremely costly.

"However in this situation, Logiven-

tures was able to successfully win the bid upon comprehensively convincing the client of its experience and capabilities," Mr. Jayanetti said.

In the shipping segment of the mega move, Logiventures and Star Shipping, who are both members of GPLN, chartered a heavy-lift vessel, which was capable of transporting the oversized and over-weight cargos.

During the entire operation Logiventures, coordinated and executed the mega-scale project with the use of 28 trade specialists and experienced professionals, which resulted in one of the largest incident-free successful logistics projects ever handled in Sri Lanka, by a local entity with their own equipment and personnel.

www.gpln.net

New GPLN Members – September/October 2014

| Country | City | Company |
|-----------|---------------|-------------------------------------|
| China | Shanghai | Yabuki Kaiun (Shanghai) Co., Ltd. |
| Denmark | Skanderborg | Freja Transport & Logistics Limited |
| Finland | Vaasa | Freja Transport & Logistics Limited |
| Japan | Tokyo | Yabuki Kaiun Kaisha Ltd. |
| Lithuania | Klaipeda | Baltkonta UAB |
| Malaysia | Petaling Jaya | Mory-Tnte Mondial Express Sdn Bhd |
| Mauritius | Port Louis | Velogic Ltd. |
| Norway | Oslo | Freja Transport & Logistics AS |
| Pakistan | Karachi | Raaziq International (Pvt.) Ltd. |
| Reunion | Sainte Marie | Velogic VSR |
| Sweden | Gothenburg | Freja Transport & Logistics AB |

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Asia Pacific & Oceania



Michael Nielsen
Transportation Operations
Manager (ASEAN & India)



Philip Ovanessians
V.P. of Material Management,
SQS, and Logistics



Gunther Bielfeld
Chief Commercial
Officer Asia Pacific



Vilasini Krishnan
Head of Business Development /
Regional Project Division



Thomas Timlen
Asia Liaison Officer



Kadukannage Suranga Pieris
Assistant General Manager (ops)



Patrick Michael Dick
Managing Director



Ashish Sheth
Managing Director



Jimmy Chua
Group General Manager



Xiao Ming Tan
Functional Manager



Shankar Chatterjee
Chairman & Managing Director



Evgeniy Rogatchev
Managing Director



Steven Dunnewijk
Regional Sales Manager



Exhibitors



SARR Freights enables urgent food shipments



SARR Freights was recently awarded a contract for the transportation of raw rice stocks from Vizag to Agartala in Tripura, a remote state in far north-eastern India, through multimodal transportation to meet PDS requirements.

This challenging venture required an alternate route as opposed to the conventional rail-road transportation route that is frequently disrupted due to rough geographic terrain, roadblocks and other circumstances.

SARR Freights is providing the complete set of logistics solutions for this new route including sea, river and land transportation, in foreign and domestic territories.

This, first of its kind, pilot project that SARR Freights has been entrusted with is critical in determining the efficiency and

effectiveness of this unconventional course, which is expected to ensure significant time and money savings.

This endeavor reduces the transit distance by almost 80%, and ensures smooth supply and distribution of food grains and other essential commodities to the North-Eastern region, which is

often facing acute shortages of basic items including food.

Additionally, the success of this project will facilitate the development opportunities and industrial growth of the north-eastern region.

SARR Freights is working closely with the India and Bangladesh governments to ensure this project is completed successfully in an efficient manner.

SARR Freights' undertaking of this innovative and unprecedented project is not surprising, as the company frequently takes on difficult and unconventional domestic and international projects, providing complete logistics solutions.

The company has unparalleled expertise and experience in difficult regions including states of Jammu & Kashmir, Himachal Pradesh, Uttarakhand and the north-eastern states. www.gpln.net

Boxshipping moves generators to Panama

Boxshipping Finland was recently awarded by Dako Worldwide Transport GmbH the task of shipping of three 68-ton pieces from Finland to Panama.

The consignment consisted of three generators with dimensions of 4.97 meters long by 4.33 meters wide by 3.93 meters high.

They were loaded in the city of Helsinki at the manufacturer's site and then loaded onto special low-bed trailers for delivery to port of Turku, Finland.

Surveillance

Finland inland routing was planned and carried out through smaller roads due to the combination of the extreme dimensions and the weight of each piece. Routing included many bridge surveillances, and transport was carried out just after the morning rush hour had subsided.

After almost five hours, the transport reached Turku port safely and on time.



The generators were loaded onto special heavy-duty Mafi trailers at Turku port and shipped on a Ro-Ro vessel to Manzanillo, Panama with a transshipment at Bremerhaven, Germany.

The final destination of the generators will be a power plant located in the north-west of Panama.

The whole project was planned and carried out smoothly. The most important thing for all parties involved was the excellent information flow which was provided to supplier and consignee by GPLN agents Dako Worldwide Germany and Boxshipping Finland. www.gpln.net



Green Worldwide handles urgent delivery

In October, Green Worldwide Shipping, LLC, located in Atlanta, handled the transport of eight tanks from China via the Port of New Orleans to a small shipyard in South Louisiana.

The tanks were late in manufacturing and were urgently needed at the destination for completion of a project.

While these tanks were relatively light at 22,000 kg each they were quite large measuring 520 cm in diameter and 600 cm tall.

The tanks were shipped on deck onboard a break bulk vessel to be last-in/first out.

After careful consideration of transport methods from the Port of New Orleans, it was determined that barge transport would be the most efficient way, both in transit time and cost, to move the cargo.

Coordination was made so that the

tanks were directly discharged from ship to barge and were lashed/secured as they were placed on the barge. The discharge to barge operation took about eight hours.

In all, the tanks occupied approximately 135 feet of the 140-foot-long barge so the spacing was very tight. The tanks were moved through the roughly 180 miles of waterways in only 36 hours.

Upon arrival the tanks were unloaded in four hours where they were then placed on another barge that the shipyard was building as a permanent home for the tanks.

"The shipyard was very pleased that the tanks were moved quickly and safely so the new building could be completed on time, and our customer was very happy that the deadline was met — and that in an economical way", said Green Worldwide's Project Manager, Edward Chambers. www.gpln.net



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UTM forwards driven hammer to Transylvania



Universal Logistics's team recently received an order to execute five transports from Ingolstadt in Upper Bavaria, Germany to Romania.

The destination of the transportation was the Unterwald, a historic landscape in Transylvania, which nowadays is the south-eastern part of Alba county and the south-western part of Sibiu county.

The part to be loaded was a driven hammer together with all the accessories available like leaders and booms. The device was urgently required for the upgrading of motorway No. 1 (A1) in Romania.

Due to the time pressure the execution of the transport began immediately after receiving all per-

mits necessary for a vehicle combination of an 8 by 4-axle tractor and a 9-axle semi flatbed trailer.

The driven hammer was actually the biggest of all parts to be delivered with measurements of 21 meters length, 3.40 meters breadth and 3.6 meters height. The weight amounted to 68 tons.

After the boom had been loaded, four semi-flatbed trailers were made available to the customer from Ingolstadt for further transports.

The transit time totaled five days overall, during which the team covered a distance of 1.400 kilometers.

Shortly after the first vehicle had arrived the other accessories followed soon, so that the construction work of the A1 could be continued. www.gpln.net



Multiple jobs for Paragon

Moves underway for Daewon Logipia

Daewon Logipia Co., Ltd recently transported a gangway tower from Masan, South Korea, to Doha, Qatar. The total volume of the cargo was approximately 3000 cubic meters.

And as part of its ongoing efforts to provide wider service to its customers, Daewon recently acquired the accredited logistics consulting and service company Korea Logistics Consulting & Service.

The merged company will continue its business under the name of Daewon Logipia. With this business acquisition, Daewon Logipia is able to offer more expanded and qualified services to

Recent jobs for Paragon Shipping included moving 9000 pipes with a total weight of 7000 tons within a three-day period, and 1000 tons of plates shipped from Italy to Jebel Ali and on to Doha.

Although these were not particularly large jobs, the challenge in both cases was the tight timeframe within which Paragon had to work.

The company recently also moved a separator, weighing 322 tons and dimensions of 19 meters by 4.6 meters by 4.6 meters from Hamriyah port to Montreal.

The success of the jobs reflect the fact that apart from having a strong presence in the Middle East, with offices all round the region, Paragon has a strong and reliable agency network across the globe. www.gpln.net



GPLN members.

For any kind of size of heavy project shipments, Daewon with the accredited logistics consulting team, will diagnose, analyze and propose the most suitable and customized solutions to the members. www.gpln.net



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Ruslan ships cultural icon



Ruslan International was recently flying a spectacular, gigantic mechanical Dragon Horse to Beijing on an Antonov 124. "Long Ma Jing Shen" or "The Spirit of the Horse Dragon" was participating in a Chinese parade to mark the 50th anniversary of diplomatic relations between France and China. The celebration parade took place in Beijing in October.

The model which requires at least eight human operators riding aboard to control the puppet's movements com-

prises a wooden chassis over a steel body. The dragon has articulations that enable intricate movements including the ability to rear its hind legs, spew fire, snort jets of smoke and uncoil its tongue. The model sits on a support vehicle enabling it to move at speed.

Meticulous

Said Andriy Blagovisniy: "The whole team worked extremely hard throughout the meticulous six hour loading process, to ensure that the model would arrive

safely in China. The Antonov 124 was an ideal aircraft for Long Ma Shin as its doors open to 6.4m x 4.4m."

"The history of the AN-124 is one of carrying exceptional loads; but this ranks among the most unusual and fascinating assignments with which Ruslan International has yet dealt. Specialists from Ruslan International's Load Planning Department developed a custom solution for loading and safely securing this unique cargo, and preparations for the flight took 3 months.

"We are delighted to have been in-

volved in the safe transportation of this amazing machine, and look forward to seeing its performance in China."

www.gpln.net



Source: La Machine

Dako brings power to Liberia



Dako Worldwide Transport shipped on two part-charter vessels the equipment for two diesel power plants.

The cargo came mainly from Germany and partly from other European countries and was delivered to Port Buchanan in Liberia as well as a number of FCL shipments to Monrovia and from there by road to Port Buchanan. The total weight was about 20,000 tons.

The main items for this project were five generator sets each weighing 92 tons which had to be delivered up to the foundations at the Port Buchanan power plant.

Dako Worldwide executed the local transport from the port up to the jobsite with imported hydraulic trailer equipment as that was not available in Liberia.

The foundation delivery was arranged with a modern jacking & sliding system which was as well imported under the

responsibility of Dako Worldwide.

For the second power plant in the mine of Tokadeh, about 230km from Port Buchanan, 10 diesel engines with a unit weight of 84 tons and 10 generators with unit weights of 39 tons had to be shipped to Port Buchanan, as well as all additional and auxiliary equipment.

The transport of the heavy generators and engines was executed on the mine's own railroad from Port Buchanan to the mine at Tokadeh.

At Tokadeh, Dako was responsible for the transport from the laydown area close to the mine to the power house inside the mine.

This was achieved using the imported hydraulic trailer equipment as well as for the unloading with the trailer's hydraulic system and the delivery of all engines and generators onto the final foundation inside the power house. www.gpln.net



Delivering the promise!

We come to work each day for one reason: to make things work for you — not just merely on paper or conceptually, but on the ground practically. The commitment and strength of our people at 35 locations in the CIS and Middle East stand behind that promise. No matter how great or small your freight forwarding and project logistics needs are; we are committed to making them as efficient as possible.





Heavy Logistics absorbs the pressure

Heavy Logistics, based in Antwerp, organized the transport of a huge absorption tower measuring 59 meters long by 6 meters diameter and weighing 232 tons.

After an inland voyage on pontoon, the column was loaded in Antwerp on the

BBC Tennessee on which the tower just fitted in between the vessel's cranes. After a sea voyage of 18 days, the tower was carefully transhipped onto a derrick pontoon for final delivery to the client.

This project was delivered safe and sound. www.gpln.net



UN job for Maritime Synergy

Maritime Synergy has carried out a complex and critical project for the United Nations, and was able to deliver it to the full satisfaction of the client. The job involved the transport and handling of two 40-foot HC containers of UN cargo from Laem Chabang port, eastern Thailand, to Naples, Italy.

The containers were packed with eight brand-new GPS Ford Ranger workshop diesel LHD 4X4 vehicles with accessories, and then loaded on M.V. Peal River Bridge.

The vehicles measured 2.58 meters in height so their tires needed to be deflated in order to load them into the containers and subsequently were re-inflated before the secure lashing of the cargo. www.gpln.net



LPG tanks job for Unishipping

In August 2014 Unishipping Intl Ltd was awarded with contract for delivery of three LPG tanks with capacity 400 cubic meters for a new gas terminal in Giurgiu, Romania.

The unit dimensions were 34.20 meters long by 4.87 meters wide by 4.20 meters high, 86 tons gross weight. All tanks were produced by a Bulgarian manufacturer in southern Bulgaria.

All items were delivered successfully, despite the obstacles on the road (wires, rail crossings, and mountain roads).

Unishipping were in charge not also for the transport, but for the discharging on elephant legs and mounting on foundation. Discharging and mounting on the foundations were performed only by special equipment (elephant legs, sliding and jacks) – no use of mobile cranes.

www.gpln.net

Briefs

Allseas ships to China



Allseas Shipping has shifted three containers from Felixstowe to Nantong, China.

The shipment consisted of three 40-foot flatrack containers measuring 12.7 meters long by 3.08 meters wide by 3.25 meters high, weighing 28,500 kilograms each.










Sunward moves cranes



Sunward Logistics recently moved a large offshore crane from Qingdao to Longkou, a port city in northeastern Shandong province.

The crane measured 8.2 meters by 6.98 meters by 4.7 meters and weighed 34,000 kilograms. The inland haulage distance was 850 kilometers and was carried out using low-bed trailers fitted with a hydraulic system.

On the way, there was a maximum height restriction of 5.08 meters.

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ASIA: PS Bedi & Co Pvt Ltd

Third-generation family-owned business now reaches to over 30 branch offices

PS Bedi & Co Pvt Ltd (PSBedi Group) is a third-generation family-owned knowledge-based organization and has been in the logistics business (integrated end-to-end) for over 38 years during which it has handled many prestigious and large multinational accounts relating to the entire gamut of the business world including specialized, general and project cargo.

Certified

Recognized by most leading associations as well as empanelled with major Chambers of Commerce, PSBedi is an IATA, FIATA, Multi-modal Transport Operator (MTO) and a member of all logistics trade associations in India. They are also ISO 9001:2008, ISO 14001:2004 and OHSAS 180001:2007 certified.

With a pan-India network of over 30 branch offices in 16 cities covering all international airports and major ports, each duly licensed to undertake complete activities in-house, and a team (of over 350 persons) consisting of dynamic, highly motivated, experienced and customer-focused professionals, PSBedi brings in over 5000 man-years of collective experience.

Working with an ethos of being 'partners in our customers business' PSBedi works to the highest ethical standards.

Each member of the PSBediGroup is committed to not only lay the next standards in the Indian logistics industry but also to walk that extra mile, 24x7x365, for ensuring customer delight by being 'simply better' in all service areas.

PSBedi Group started as consultants

in customs, central excise and import trade control in 1975 and later graduated into services for international freight forwarding, customs brokerage, inland transportation and door-to-door logistic support services including rigging out and rigging in.

Requirements

PSBedi endeavor to understand in details the supply chain requirement of a client, as also the service deliverables of the client.

Based on such inputs, PSBedi devises the Ideal Logistics Solutions for the client. PSBedi is not just simply a 'service provider' but a 'solution provider'.

In fact PSBedi takes pride in converting their knowledge into value for the benefit of their client. They believe that their success lies in the success of a client.

PSBedi is a logistics solutions provider with focus on various specialized verticals like projects, pharmaceuticals, chemicals, oil & gas, defense, automobile, exhibitions & events, general cargo, etc.

Infrastructure

In the area of infrastructure projects, PSBedi Group has handled several project imports for a large number of EPC turn-key, multi-national contractors.

The group also specializes in ODC transportation and have transported single piece exceeding 300 tons for project imports. PSBedi Group has rendered Customs clearance and logistic support services for the following projects:

- ♦ thermal power project
- ♦ gas based combined cycle power project



PSBedi Group prides itself on dynamic and motivated staff for bringing success to its clients

- ♦ industrial captive plants
- ♦ EMS SCADA projects for transmission and distribution projects
- ♦ telecom projects
- ♦ solar power plants
- ♦ wind turbine power plants
- ♦ metro rail projects
- ♦ infrastructure projects

In the area of industrial projects, the group has handled a large number of project import clearances for initial setting up and also for substantial expansion of projects. In the last decade or so PSBedi-Group has handled different power projects which have been commissioned in

the north-east of India and in the eastern sectors and also many projects in difficult terrains. They also have the expertise in handling telecom projects, transmission and distribution projects, etc.

In the last couple of years the group has handled metro rail projects across the length and width of the country.

PSBediGroup's experience in rendering services to some of the largest companies in India and the world, over the last 38 years, provides them with the necessary expertise and knowledge to render such services professionally and efficiently. ■



THE AMERICAS: Falcon International

Solid reputation built on strict operational guideline and quality control management protocols

Falcon International is a family-owned and operated company founded in 2005, based in Pointe-Claire, Quebec, Canada. We have earned a solid reputation at finding transportation solutions, every time, with a

dedicated, experienced and focused team of 10 staff.

We provide complete project services, including rigging, planning, monitoring and consultation, and follow a strict operational guideline and quality control

management protocols. We specialize in oil field equipment, mining, energy, agriculture and complex machinery cargo.

We can handle air charters, heavy lift, specialized rail and road movement, breakbulk and Ro-Ro services. We have achieved SMRAC (Security Measures Respecting Air Cargo) certification.

Among our special services is what we call "Fast Ocean". If customers do not want to wait three weeks for regular ocean freight and think that air freight is too expensive for the size of your shipment, then there is the option of Fast Ocean. At Falcon International, we offer a dedicated service door to door in 13 days between Europe and Canada or the USA which can help our customers save time and money.

Falcon International offers customs clearance services at any airport, port or border, worldwide. Our network of customs clearance agents and brokers are very knowledgeable and expedite the customs clearance process so your freight can

move on quickly.

Falcon International offers full insurance coverage for your freight, door to door and world wide. Falcon International offers a tracking and tracing called Falcon PUSH, standing for Personal Update Service Handling. You will always know where your freight is located, door to door. Falcon PUSH will confirm your cargo has been picked up, has departed, arrived and has been delivered safely at its destination.

At Falcon International, our vast experience in the industry has granted us many projects over the years and has developed our reputation as a trusted partner to carriers. Today our team of freight coordinators work daily circumnavigating the transport world until we find a solution. We guarantee to get your shipment delivered safely, every time. ■



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



26th Breakbulk Americas Transportation Conference & Exhibition

6th - 8th October 2015

George R. Brown Convention Center
Houston, Texas, USA



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

MIDDLE EAST: Khalidia International Shipping

Prides itself on speed, economy, efficiency & reliability

Established and headquartered in Abu Dhabi in 1980, Khalidia International Shipping now has a presence across the UAE. We have over the years emerged as specialists in dealing with all modes of cargo transportation.

Khalidia International Shipping is committed to Quality, Reliability and Service. We are an ISO 9001-2008 certified company, and aim to maintain this by providing superior service that consistently meets the needs and expectations of our customers.

As an advisor to our clients in the multi-billion dollar world of international trade, Khalidia has demonstrated its ability to handle the most complex multi-modal transportations across continents along with our associates who are strategically located across the globe.

Speed, economy, efficiency and reliability is what we are dedicated to with every shipment we handle. The experts on our team will evaluate your current system and quickly detect potential for improvement and saving.

The main industries we serve are steel, chemicals, food, oil and gas, pipes, bulk, vehicles, exhibitions, process systems, and general cargo. Our

Projects division is particularly focused on the global transportation of heavy lift units, oversized cargoes, and project related shipments either as an ocean or air transportation only, or as an integrated transportation to the jobsite.

We provide specific marine vessels and aircraft, tailored to job requirements and can source any type of special carrier on the basis of voyage charter, part charter, or time charter.

Our experience in this industry includes a wide range of cargoes including power plant equipment, transformers machineries, fabrication items, etc.

Project requirement and schedules are carefully co-ordinated and all shipping aspects and possibilities are fully explored to ensure that our customers are offered the most advantageous solution for their specific need.

Our strength is in our ability to keep in mind even the smallest details in the logistics operations that are critical to completing a project successfully. ■



EUROPE: PFAFF International GmbH

From a small haulage enterprise to a strategic logistic partner

Pfaff International GmbH, based in Baienfurt in southern Germany, was founded in June 2010, and acts along with its subsidiary company LTK in Lübeck, northern Germany.

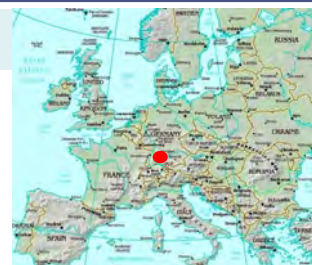
There are 16 employees in the headquarters office, and five employees in the Lübeck branch. The company specializes in the earthmoving and construction industries, manufacturers of agricultural machines and vehicles of all kind, automation and forming industry.

Pfaff offers multimodal transport solutions throughout Europe and Russia, worldwide caravan and motor home shipments.

The company owns standard tilt trailers, mega trailers and swap trailers, partially equipped with lifting ramps, warehouses with a total storage space of 14,300 square meters, storage of hazardous goods, temperature controlled storage. It can also handle customs consulting and documentation.

The company's path was set early on — one of the first commodities the company transported in the early years was oil, an extremely challenging product, with regards to safety and technology, it requires extensive expertise and reliability.

These founding years made us who we are today, and have ensured to this day that the highest quality requirements apply. Thus the company has become a flexible service partner that supplies highly efficient and attractive logistics solutions on all levels, especially when it comes to complex tasks. ■



**Christian Kirchner, Pfaff's
Registered Manager, Heavy &
Special transports**



**Guy Dienst Branch Manager at
Pfaff International**

AFRICA: Fairtrans Marine, Trading & Forwarding S.A.E.

A long professional history has resulted in an excellent reputation and good connections

Fairtrans Marine, Trading & Forwarding S.A.E. is one of the leading specialized shipping companies in Egypt, established in 1979 with its head office at Port Said and a branch office at Suez, with the aim of attending and servicing vessels traversing the strategic Suez Canal and calling at both ports.

The company now has other four branches at Cairo, 10th of Ramadan City, Alexandria and Damietta.

Expansion

Over the years the company has expanded its activities, especially when the Egyptian government allowed the private sector to participate in shipping agency activities, back in 1998, where the company was a pioneer to fulfill the Egyptian government requirements and obtain the shipping agency license.

In addition to that the company has developed its freight forwarding and logistical services being an IATA cargo agent, FIATA and EIFFA member.

Also the company has been a BIMCO member since 1986.

The company is ISO 9001/2000 certified by SGS since 2007. Fairtrans team has now reached around 100 skilled employees working in all branches covering all company's activities.

Stock Listing

In 1994 Fairtrans became a stock listed (limited) company, at Cairo and Alexandria Stock Exchange, with a paid capital reached 8,000,000 Egyptian pounds and authorized capital of 20,000,000 Egyptian Pounds.

In 2008 the company board decided to withdraw from Cairo and Alexandria Stock Exchange and choose closed stocks activity.

The company activities are insured with overall limit of the policy US\$500,000.

The company is proud to be one of the leading liner agents which started handling transshipment containers in Egypt, where Fairtrans was a pioneer in realizing the importance of Port Said and Egypt as a hub for Mediterranean cargo, and in fact has attracted some shipping lines to use this unique location, namely Contship Containerlines back in 1990 and Tricon (DSR Senator and Cho Yang) in 1994.

During the years the company built a solid history of representation for many reputable shipping companies most notably the following:

- ◆ Unique Shipping HK 1979-1985
- ◆ Unimar of Greece 1984-1989
- ◆ Contship Containerlines 1985-2004

- ◆ Americana Ships 1997-2001
- ◆ Lykes Lines 1999-2004
- ◆ TMM Lines 2001-2004
- ◆ United Feeder Services since 1990
- ◆ Interorient Navigation since 1990
- ◆ Cargo Container Line since 2004

As a result of our long professional history, the company is enjoying an excellent reputation and good connections with all competent authorities which results positively on our daily working activities.

Innovative

Fairtrans provides innovative and integrated transport and warehouse management solutions to meet and exceed clients' business objectives while controlling lowering cost.

ling lowering cost.

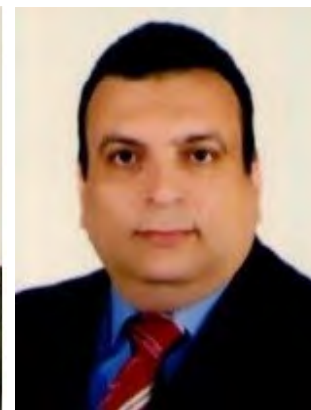
Fairtrans' logistics department offers multi-modal transportation depending on dedicated contracting fleets and corporate relocation.

The Air and Sea Freight Forwarding departments work in coordination to meet urgent customer requirements.

We represent over 30 years of combined experience in the transportation and logistics field and are backed by state-of-the-industry technology. ■



Islam Abu Samra, Commercial Director



Ahmed Shaaban, Director



Hayam Atout, Projects & Logistics Manager

THE PERFECT HAND OVER

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LOGISTICS

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VALUE
AT EVERY
POINT OF
TRANSFER

When a long, tall or heavy product is delivered by WWL, it's not just another handover. It's the last in a series of tailor-made solutions designed to perfection. It's about providing the right vessels and specially designed equipment to enable smooth transitions between land and ocean. And it's about combining decades' worth of handling expertise with a truly global network. Whether you need reliable shipping from A to B or door-to-door solutions, we work with you to create value at every handover.

Through this approach we help our customers reduce transport risks and increase delivery precision. Find out more about how we can create value together at bit.ly/WWLcases

TARE 11,0 to.
SWL 180 to.

Fox analysis cuts costs 36%

Fox Cargo do Brasil, a GPLN member based in Sao Paulo, Brazil, performed a door-to-door shipment from Norfolk, USA to Salvador, Brazil, of steel structures for the assembly of a factory/corn dryer system.

The cargo weighed 1450 tons which would normally be shipped as breakbulk cargo. But Fox did a thorough analysis of the cargo and realized that the job could be optimized if the cargo were placed in containers, to protect the cargo, add flexibility to the project and reduce overall logistics costs.

The cargo was scheduled to be loaded into 29 40-foot containers, two 40-foot

SOC containers and one 40-foot OT container. The storage process was carefully planned. Once completed, all the units were transferred to the point-of-loading port in order to be loaded on the booked vessels with a transit time of 32 days.

All the containers were loaded gradually, divided among three vessels in order to avoid terminal charges at origin and to avoid a big impact at the customer's plant and make the unloading operation as safe and effective as the loading.

Fox estimated that these steps, created by careful analysis and optimization of the project, saved the client more than 36% in logistics costs. www.gpln.net



Aaras busy with discharging cargo and direct delivery



Aaras Shipping recently handled a project where it was responsible for discharging cargo from vessels and organizing the direct delivery to consignees of their cargoes under hook/hook basis, and arranging land transportation from berth to the stowage area allotted by Karachi Port & Port Qasim Authority.

MV. *Heilan Brother* arrived at Karachi Port with cargo consisting of 997 packages for the Jinnah Barrage power plant, power generators for a cement factory, dump trucks, hot rolled steel, project cargo, coils and turbines, weighing a total

of about 5524 metric tons.

MV. *Han Yi* arrived at Port Qasim with cargo consisting of 60 packages of project cargo for Attock Refinery Limited, Rawalpindi with a total weight of about 271 metric tons.

Thereafter the ship called at Karachi port to discharge four 250 MVA transformers from Iran Power and Water Equipment and Services Exp. Co., Iran, and these heavy packages, with a total weight of around 623 metric tons, were successfully delivered to the local consignee NTDC, Wapda, Lahore. www.gpln.net



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