



IPL completes large loco job

Brisbane-based global logistics provider International Project Logistics has completed a series of shipments of surplus locomotives.

The latest shipment of surplus Aurizon locomotives departed Brisbane bound for Durban in South Africa.

Unlike the 2012 and 2013 shipments, this consignment of 34 was for a different purchaser, South African state-owned port and rail operator Transnet Freight Rail (TFR).

Comprising 14 97-ton 2170 class units and 20 110-ton 2250 class, two different planned uses have been revealed. TFR has purchased the 2170 class units for a specific operation and will base them in Bloemfontein.

The 2250 class were purchased by

engineering arm Transnet Rail Engineering (TRE), and are to be used initially to help out with a loco shortage.

This situation is due to ease once deliveries commence of new diesel and electric locomotives, with a massive 1064 locos currently on order. TFR is looking long-term towards reselling the Queensland units into other parts of Africa, once their new locos arrive.

Entrusted

International Project Logistics was contracted by Aurizon to manage the movement from Brisbane to Durban. International Project Logistics had been entrusted with the 2012 and 2013 shipments from Brisbane, and had also organized the importation of new Siemens electric locomotives from Germany into Bris-



bane for Aurizon, Pacific National and BMA.

As for all of these projects a number of tasks need to be organized including shipping, road transport, stevedoring and craneage. While the 2012 project involved a mixture of rail and road delivery to the port, and the 2013 project road delivery only, the 2014 project featured rail delivery of all 34 locomotives.

Aurizon ran three 'trains' of 10 locos each from Redbank workshops to Fisherman Islands, followed by transfer of the last four as part of a regular loco movement. The ship transport component was obtained through BBC Chartering, using the heavylift ship *BBC Ohio*.

Secured

This was a sister ship to the *BBC Carolina* used in the 2013 shipment from Brisbane. While the rail transport to the port and subsequent storage there was arranged by Aurizon, the Port of Brisbane Multi-Modal Terminal (BMT) was secured for the removal of the locos from rail and loading onto road transport for the short trip to the wharf.

This required Aurizon to supply a shunt loco and crew for the four days required, in between the regular container trains (two per day) at the BMT. In addition, Aurizon now imports new rail from Austria, and loading of this onto wagons also took place from the same site during the week.

Craneage was organised through a local provider, with two 220 metric ton Liebherr cranes supplied. Short-haul road transport was initially provided with three prime-movers and multi-wheel floats, which ramped up towards the end to enable a quicker removal from the BMT. The AAT terminal was booked for the shiploading task.

This is the port's facility for non-container loads of this type, with a stevedoring company managing the actual loading.

The *BBC Ohio* duly arrived in Brisbane empty on time, with the first three locos lifted off at the BMT on the same afternoon.

These three (2267, 2273 and 2251) were stored on road transport overnight to enable their shiploading from 7am on a Tuesday. Ten locos were loaded on both Tuesday and Wednesday, the heavier 2250 class prioritized for the lower level of the ship.

One of the class, 2271, was supplied engineless and hence replaced by 2177D in this group of 20. Thursday saw 12 other 2170 class loaded, with the remaining 2170 plus 2271 also removed off-rail at the BMT. These last two were loaded into the bow of the ship at the start of Friday.

Later that same evening, the *BBC Ohio* eased away from No.1 wharf for the start of the voyage to South Africa.

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Interfracht completes challenging project

Following a three-year planning period, GPLN member Interfracht Germany, has successfully completed a challenging project job.

Four reactors, each weighing 800 tons were transported across a distance of 17,500 km from Japan via the Black Sea, followed by a river voyage on the Dnieper River in Ukraine all the way to Mozyr in Belarus.

Four special barges, a 10-kilometer heavy duty road, plus the unloading pier were designed and built exclusively for this movement.

The 50 by 7.2 by 5.5-meter reactors were loaded in Higashi Harima, Japan, and transported to Kherson, Ukraine by *MV Trina* of SAL Line.

Then the shipment was loaded onto

special barges constructed by Marine Digital.

The pontoons were towed along the Dnieper River from Kherson to the landing stage.

Due to the unstable political situation in Ukraine, this segment of the haulage in particular was extremely challenging and the location of the goods was inspected and monitored several times per day using the most advanced technology.

Heavy storms in Eastern Europe, which resulted in flooding at the destination site made this shipment even more complicated and a protective dam had to be built around the landing stage.

The final road haulage was carried out by using a 64-axle SPMT, to overcome steep road inclines of up to 12 percent.

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A Word from GPLN...

Dear Reader,

The year 2014 is rapidly coming to an end. In November our GPLN team was exhibiting at the PowerLogistics Asia Conference and Exhibition in Singapore, together with our GPLN members Flogis International/Korea, Sarr Freights/India, Star Shipping/Pakistan, The Freight/Myanmar, Thailand, Vietnam and our sponsors Global Airlift Solutions/Switzerland, Ruslan International/UK and Wallenius Wilhelmsen Logistics/Norway.

Next year’s annual GPLN meeting has been announced and many of our GPLN members are looking forward to catching up again with each other. It will be held from 8th to 10th February 2015 in Bangkok.

After our record-breaking meeting earlier this year we are looking forward to yet another large attendance since we have enrolled many new members from all over the globe to our network who will have excellent opportunities for networking during scheduled one-on-one meetings, social events and cultural tours in Bangkok.

In the meantime we have already started preparing for our next year’s travel plans and events. In March, our GPLN team will be heading for Shanghai to attend the Breakbulk China Transportation Conference & Exhibition. In May., we will exhibit at the Transport Logistic in Munich, Germany.

This bi-annual event is probably the largest logistics event in the world and it has for a number of years been a regular venue on our itinerary.

Just about two weeks later we can be found in Antwerp at the Breakbulk Europe Transportation Conference and Exhibition where we surely will meet a lot of our members.



GPLN members and sponsors attending PowerLogistics Asia are greeted by GPLN founder Patrick Dick (3rd from right)

Finally in October we will exhibit at the Breakbulk Americas Transportation Conference & Exhibition which is taking place again in Houston, Texas.

By reviewing our industry and the global economic situation in 2014 it has to be said that the recovery of the global economy is still not gaining much pace. After a period of revival a couple of years ago, the recovery of the Eurozone has been sluggish which is acting as a brake on the world economy.

Barring major geopolitical upheaval, global economic growth in 2015 is foreseen to remain modest. European economies have obviously more scope to recover, but there are also dark clouds from slowing exports to emerging markets.

It is expected that China continues its “soft fall”. Downsides to the global outlook relate to intensifying political and economic risks and the low oil price. Overall experts therefore see the economic growth next year as moderate.

The Asia-Pacific region is expected to remain the leader for global growth. So overall we are expecting

(yet) another year of hard work for our members to fend off the large number of competitors.

With this we’d like to wish all of you all the best for 2015.

Your GPLN team

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GLOBAL PROJECT LOGISTICS NEWSLETTER
Publisher: Global Project Logistics Network (GPLN),

Contacts:
Advertising: advertising@gpln.net
Press Releases: editor@gpln.net
Letters to the editor: editor@gpln.net
Subscriptions: subscriptions@gpln.net
Web: <http://www.gpln.net/>
Blog: <http://ProjectCargoLogistics.gpln.net>

The Global Project Logistics Newsletter is the official news of the Global Project Logistics Network (GPLN), the world's largest independent project logistics network serving the project cargo, chartering and heavylift industry.

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New GPLN Members — November/December 2014		
Argentina	Buenos Aires	Inter American Cargo Group S.A.
Canada	Ontaria	Rodair International Ltd.
Kenya	Mombasa	Magellan Logistics Kenya Limited
Singapore	Singapore	Freight Links Express Pte Ltd
Sweden	Västerås	Interfrakt ICOS AB
Turkey	Istanbul	Alpha Projects & Logistics Lojistik Hizmetleri Limited Sirketi
USA	New York	HLI Logistics, LLC
Vietnam	Ho Chi Minh City	Cuchi Shipping Co., Ltd

WWL's heavyweight solution delivers the goods



How do you get two 200-plus ton transformers across the Atlantic Ocean?

Very carefully, of course, with a customized Ro-Ro solution and using years of expertise.

When it comes to cargo, freight forwarders have seen it all. But when the Austrian branch of German engineering and electronics conglomerate Siemens needed to ship two gigantic transformers from Zeebrugge, Belgium, to New York, US, something special needed to be done.

The Siemens transformers weighed in at 263 and 225 tons, were around 9 and 13 meters long respectively, and arrived to Zeebrugge by barge from the Siemens factory in Austria.

It was clear that a customized solution was needed to get these massive items on board the vessel to North America.

Lifting units of these sizes high into the air and placing them on board a vessel would be dangerous and put the multi-million dollar cargo at risk.

Custom-made

Abu Nasser was the WWL account manager responsible for the shipment. He explained that he contacted the WWL Operations teams in Europe and the US with a request for a custom-made handling proposal.

The solution they settled on involved lifting the transformers off the barge and placing them directly on blocks and

beams, before rolling them onto the vessel using a jack-up trailer.

The 263-ton Siemens transformer had dimensions of 9.90 meters by 3.96 meters by 4.60 meters; the 225-ton transformer measured 12.95 meters by 3.96 meters by 4.60 meters.

The 263-tonne transformer was mounted on 24 blocks and 12 cross beams, while the 225-tonne unit required 18 blocks and 10 beams. The cargo was lashed and secured with heavy-duty lashings.

Eliminate

"By placing the transformers on blocks and beams and rolling them onto the vessel, we could eliminate the need for lifting and ensure safe, efficient handling," said Nasser.

The customer who has used WWL's services for some thirty years, agreed that Ro-Ro was the best solution for unique heavy cargo of this kind.

"This handling method minimizes the number of switches in the loading and unloading process, thereby significantly reducing the risk of damage to the cargo.

"Once the transformer is placed on the blocks and beams, it is secured there – with no need to unload it and secure it again on board the vessel."

Aside from the need for specialist cargo-handling expertise, the sheer size

and weight of the Siemens transformers also played a part in the customer's choice of shipping supplier.

Once you're dealing with weights of 260 tons, you don't have too many options. This is quite simply a weight that WWL's competitors are unable to handle. The options were either to go with WWL

or to charter a vessel.

The only vessel type able to accommodate cargo of this size and weight is the Mark V vessel. Although WWL's Mark V liner service covers Europe and the US East Coast, it does not typically call in New York.

"The *MV Salome* normally sails from Zeebrugge to Baltimore," says Nasser. "However, for this particular shipment, we added an extra port call in New York."

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Fax : +95 1 657 021
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Bangkok 10110, Thailand

Tel : +66 2 714 2414
Fax : +66 2 714 2424
Email : project@the-freight.com

Globalink crushes difficulties



Globalink's Project Division is renowned for its handling capabilities but almost legendary when it comes to taking on complex, intricate and massive projects.

Recently they lived up to this statement when they were asked to handle and deliver crushers from Spain to Kazakhstan for a mining project.

Globalink's scope of work was indeed a comprehensive one which included loading, crating, sea freight, road freight and customs clearance at destination.

Given the cargo weight, mobile cranes had to be positioned for loading onto the

vessel chartered from the trip from Bilbao to St. Petersburg.

At St. Petersburg, Globalink's personnel supervised reloading onto sea-river barges for the journey down the Volga Don River to the Caspian Sea Port of Astrakhan.

Upon docking, the crushers were off-loaded and lashed onto low-bed trailers, courtesy of Globalink's road freight division, and departed at once for the job site. Clearance at the destination was an exercise in efficiency and brought to a close a well-planned and brilliantly executed job.

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HEAVY MATTERS

By Gert Vos



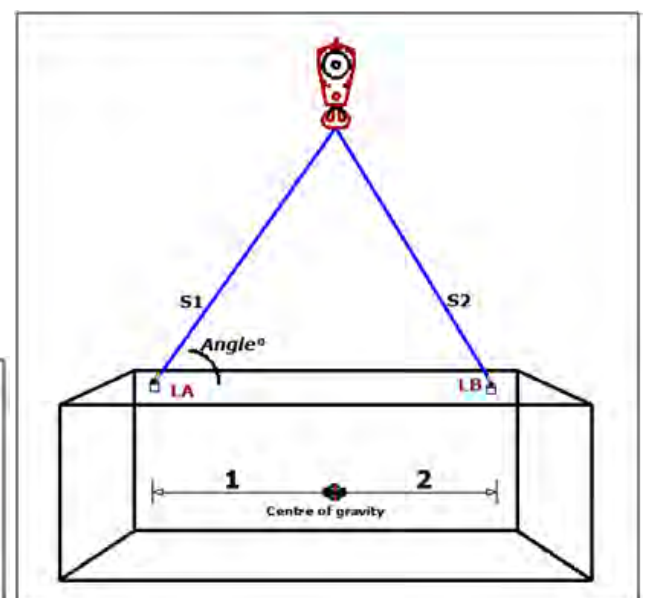
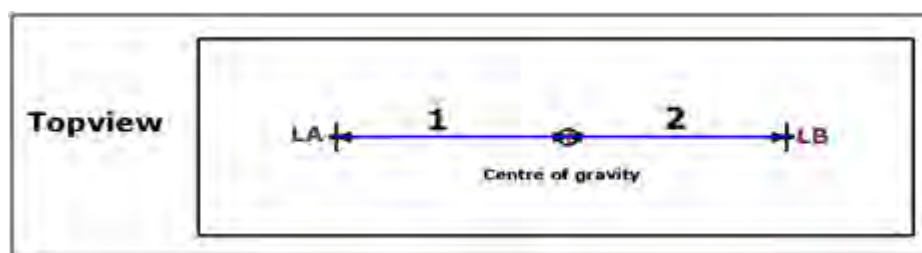
16. Calculating sling forces - Part 1

To calculate lifting forces is not so easy. In particular if the centre of gravity (COG) is not symmetrically positioned in the cargo. For those who want to understand and learn about this matter I give some basic calculations in this article.

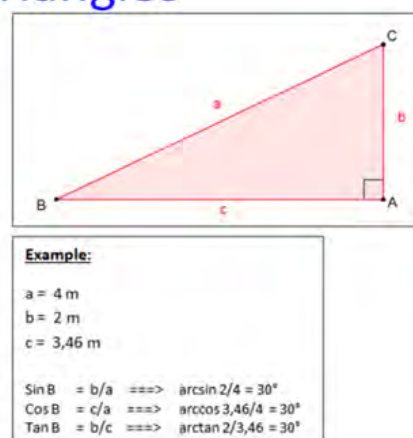
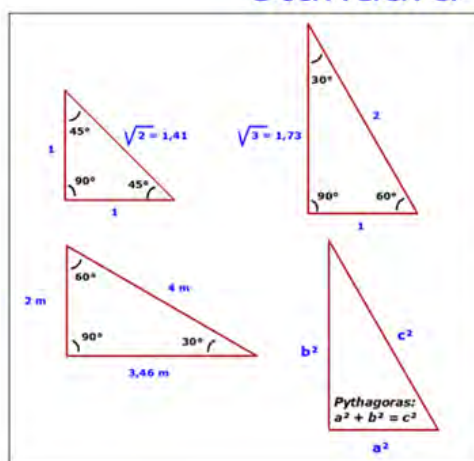
Lifting with 2 slings

Imagine that distance 1 and distance 2 to the centre of gravity are equal. The weight of the cargo is 50 metric tons. As you all should know that the longer the slings (S1 and S2) are, the better it is. The larger the angle (see drawing) the better.

Is calculation of forces difficult? No, only basic mathematics is necessary. If you understand Pythagoras and basic trigonometry (sin/cos/tan) and a little bit of composing forces, than it's rather easy:



Standard triangles



Composing forces

- If more force (f.e. 2) acting on an object we can calculate the net or resultant force:
 $F_r = F_1 + F_2$
- If 2 forces work opposite of each other, the net force will be in the direction of the largest force:
 $F_r = F_1 - F_2$
- If forces go in any direction we can calculate the resultant force by drawing a parallelogram of forces:
- The resultant force is the sum of all forces. We can show it with the "head-tail" method:

Calculation of our example:

Distance 1 = 3.5m.
Distance 2 = 3.5m.
Weight = 50 metric tons
Length S1,S2 = 5.5m.
Angle = $\arccos(\text{Distance 1}/\text{Length S1,S2}) = \arccos(3.5/5.5) = 50.47^\circ$.
Force is S1 and S2 (50 tons/2) = 25 tons/sin(50.47°) = 32.41 metric tons per sling

If the sling length is reduced to 4.5 m, than you will see that the forces in the slings will increase:
Angle = $\arccos(3.5/4.5) = 38.94^\circ$.
Force is S1 and S2 (50 tons/2) = 25 tons/sin(38.94°) = **46.64** metric tons per sling.

continued on page 5



TFC holds pioneer Myanmar workshop

The Freight Co., Ltd Myanmar hosted a Heavy Lifting and Heavy Haulage workshop in Yangon, Myanmar.

As Myanmar emerges from more than five decades of isolation and opens its doors to the world, it needs to rebuild the ageing and crumbling infrastructure.

This includes the road and railroad network, ports, airports and the power grid. At the same time investors are flocking to Myanmar to take advantage of the country's vast natural resources.

There are also efforts to develop Special Economic Zones and develop industrial estates in several parts of the country.

As all of this is unfolding the country sees larger and heavier cargoes arriving particularly for power plants and the mining industry. But heavy lifting and transport equipment is not easily available nor are there any international operations

standards or equipment certifications applied. This triggered the idea at The Freight Co., Ltd in Myanmar to set up this workshop.

Ministries

More than 10 ministries including the Ministry of Energy, Power, Industry, Construction and Transport, etc. and a number of private EPCs were invited to send their delegates to the workshop.

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

The workshop was very well received and the participants showed their appreciation and satisfaction to know that there is a source of information for the safe lifting and transportation of heavy and large cargoes now in Myanmar.

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Briefs



BRI moves diffusers

The Bellville Rodair International (BRI) office in USA has arranged by part-charter the transportation via China of two diffusers measuring 5.70 by 5.70 by 3.05m.

It was handled from the port of loading at Shanghai to the port of discharge, Abu Dhabi.

Thanks to BRI's expertise the operations went really smoothly and the cargo was shipped in optimal condition.

After shipping blade molds of 35 meters in length from Shanghai to Houston in July, BRI USA also secured its second part-charter shipments for 45-meter long blade molds and accessories.

The whole cargo comprised about 2000 cubic meters from Shanghai to Izmir. A third similar shipment is planned shortly and will raise another challenge for BRI USA.

Alpha moves HRSR equipment

Alpha Projects & Logistics has

shipped heat recovery and steam generation, equipment with related material from Haiphong in Vietnam, to Samsun port in Turkey.

The cargo consisted of a total of 212 packages with a volume of 10,676 cbm and weighing 1,877,092kg.

The cargo included eight units measuring 31.62 meters long by 5.47 meters wide by 2.60 meters high, each weighing 77,329kg, and six units measuring 10.28 meters long by 7.54 meters wide by 4.72 meters high, each weighing 33,285kg.

The equipment is for the Kirikkale power project in Istanbul, Turkey.

Indial moves yacht

Indial Shipping recently completed the movement of a 40-foot yacht with a 60-foot long mast from Le Havre. The yacht, with a total weight of 8 tons, was moved on a container carrier vessel.

The scope of work for Indial included ex-works movement from the yard, loading of the yacht at Le Havre port, sea transportation, unloading at Nhava Sheva port, preparing the yacht for operation, installation of the mast, lowering the yacht at the wharf.

Access opens new offices

Access Freight Africa has recently opened offices in Beira, Mozambique and in Dar Es Salaam, Tanzania.

Access Freight Africa prides itself in getting the big things right while not neglecting the finer details.

These operations further strengthen the company's service offering into sub-Saharan Africa.

continued from page 4

Now we make it a little more difficult. The cargo is asymmetric — the centre of gravity is not in the middle of the cargo.

Distance 1 = 2.5 m.
Distance 2 = 3.5 m.
Weight = 50 metric tons
Length S1 = 5.5 m.
Angle S1 = $\arccos(2.5/5.5) = 62.96^\circ$.

Length S2, determine Height: = $\sqrt{5.5^2 - 2.5^2} = 4.9$ m. ==> $\sqrt{4.9^2 + 3.9^2} = \underline{6.02}$ m

Angle S2 = $\arccos(3.5/6.02) = 54.45^\circ$.

Force in S1 : If angle was 90° , Force in S1 = $(50 \text{ metric tons} / (3.5 + 2.5)) * 3.5 = 29.17$ metric tons

But now with an angle of 62.96° , Force in S1 = $29.16 / \sin(62.19^\circ) = \underline{32.97}$ **metric tons.**

Force in S2 : If angle was 90° , Force in S2 = $(50 \text{ metric tons} / (3.5 + 2.5)) * 2.5 = 20.83$ metric tons

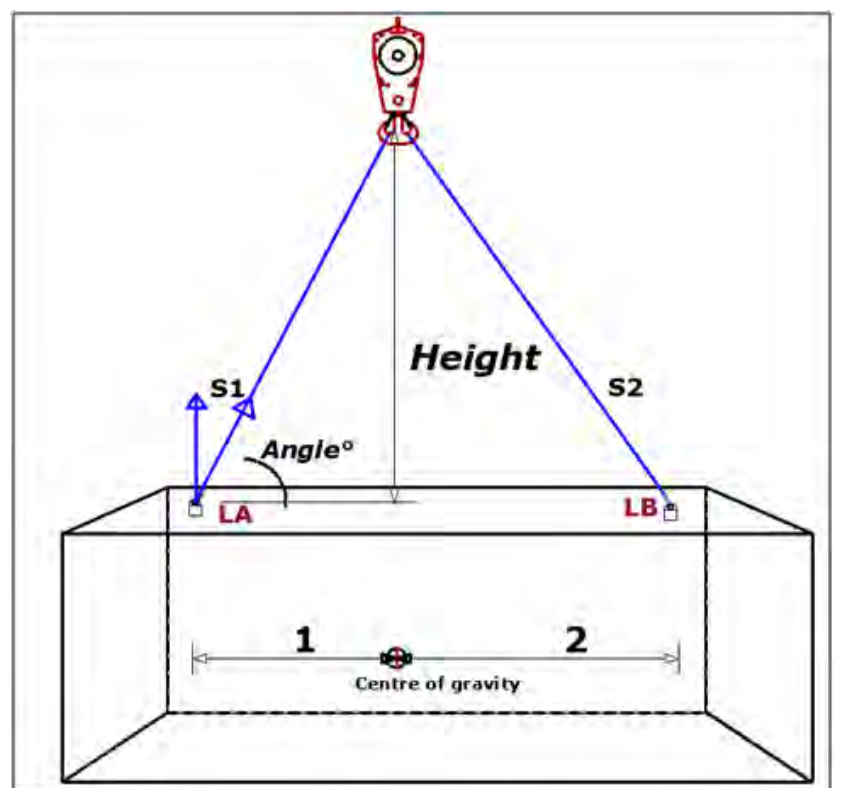
But now with an angle of 54.45° ==> $20.83 / \sin(54.45^\circ) = \underline{25.6}$ **metric tons.**

Of course the shackles in lifting point LA and LB have to deal with the same forces. If the centre of gravity is not in the middle of the cargo, the "lighter" side (S2 in this case) needs a longer sling. The crane hook will always find its position above the centre of gravity.

In the next article I will show some calculations with composing forces and then we also give an example of lifting with four slings.

Gert Vos - HTTC

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Maritime tackles tough challenge



Maritime Synergy (Thailand) Co., Ltd., a GPLN member based in Laem Chabang, Thailand, recently arranged the shipment of a transformer weighing 251 tons and volume of 521 cbm, plus two units weighing 75 tons from Laem Chabang to Sandakan, Sabah, Malaysia.

It was a big challenge to organize a vessel to Sandakan because it is a small

regional port and midstream discharging was required within the limited budget set by customer.

Project handling is one of Maritime Synergy's core businesses, whether it be stevedoring, chartering, or heavy lift. They can arrange over-sized and overweight moves for various industries such as oil and gas, energy, mining, wind power, coil, infrastructure, heavy machinery, and industrial equipment.. www.gpln.net

MFC proves its capabilities once more



When clients have a problem finding a logistics service provider to handle a difficult job, they turn to MFC Transport Private Ltd.

Take the case of a client executing an engineering assignment, who needed to find a company to transport the consignments from Hazira to the Jamnagar private sector crude oil refinery.

The dimensions of the consignment were 21.3 meters long by 5.4 meters wide by 6.05 meters high, weighing 64 tons.

Many service providers declined to consider the movement due to lack of domain knowledge or constraints on the availability of specialized equipment — such as, drop-deck hydraulic axle trailers.

MFC, based on its experience and domain knowledge acquired while moving

similar dimension consignments for other major customers, agreed to execute the movement.

The first step MFC took was a detailed study of the technical drawing of the consignment followed by a detailed route survey to determine the most economical and feasible route.

Once the route survey was completed then the appropriate equipment and manpower was identified for deployment.

The entire operation was planned in minute detail with the involvement of the entire team.

Initially, the client gave a trial order and on successful completion asked MFC to execute the movement of all the 12 consignments. Up to now, six consignments have been successfully transported and the balance are under execution.

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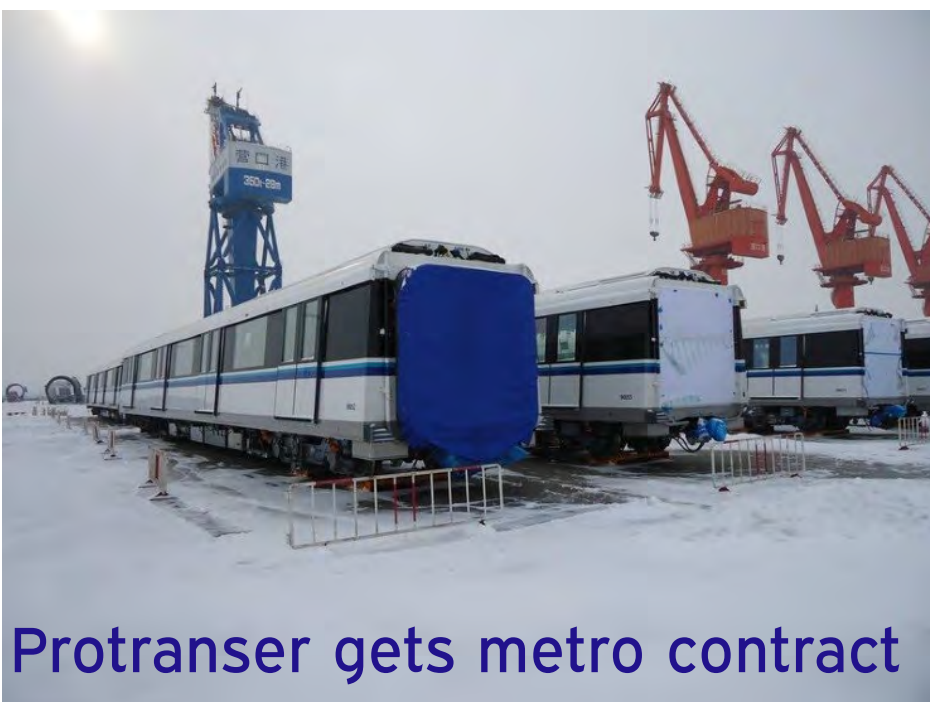
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Protranser gets metro contract

Protranser, a GPLN member from Shanghai in China, has been awarded a long-term contract for shipping metro cars for one of their VIP clients.

Protranser was responsible for shipping the metro cars from the port in North China up to Singapore port including loading, shipping and discharging.

As per the shipping schedule and stowage requirements from the client, Protranser arranged the proper vessel and stevedoring to ensure that everything went well.

For inland transportation in China, a special trailer was used. The metro cars had dimensions of 24 meters long by 3.3 meters wide and 3.7 meters high, and weighed 40 tons each.

As this is a long-term contract, Protranser will use a number of different vessels to ship the cargo, which will depart from the northern Chinese ports of Bayuquan and Dalian.

Last but not least, Protranser has handled a lot of projects related to metro projects during the past years, taking advantage of their rich experience in handling such projects. www.gpln.net



Amerisur ships cargo for energy plant

The biggest job handled recently by Amerisur, a GPLN member from Caracas, Venezuela, was the reception at Puerto Cabello of the *M/V Parandowski* of Chipolbrook line.

Amerisur received the cargo and transported it to the site for China Machinery Engineering Corporation (CMEC). The cargo weighed 4,600 tons and had a volume of 11701cbm.

CMEC site is located at the energy plant at Moron about 50 kms from Puerto Cabello. Amerisur moved all cargo within the space of three days using its specialized truck fleet. www.gpln.net

Aaras tackles giant jobs at Karachi



Aaras Shipping Agencies Private Limited, a GPLN member from Pakistan, handled three giant jobs in October.

MV. Amber Alena arrived at Karachi Port with a cargo consisting of 11,597 packages of power generation units 50MW, oil field machinery, land drilling rigs, Howo 50 & 70 coal mining trucks and other steel cargoes i.e. hot/cold rolled steel coils, rolled steel sheet in coils, h-i beam, billets, steel plates, steel wire rods which are weighing about 28,262 metric tons.

MV. Zhe Hai 522 arrived at Karachi Port with a

cargo consisting of 1278 packages of steel cargoes i.e. checkered plates, hot rolled alloy steel sheet in coils, steel wire rods, hot dipped galvanized steel sheet in coils which weighed 11,824 metric tons.

MV. King Brave arrived at Karachi port with a cargo consisting of 2096 packages of project cargo.

These included Komatsu excavators and cranes, 150 tph boiler and construction materials i.e. mixing plant, steel structure, valve snail steel, joint steel, channel steel, deformed steel bar, steel rod which weighed 8091 metric tons. www.gpln.net



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Green Worldwide says "Yes to the laycan"

By Green Worldwide Shipping's Project Manager Terri Tedford

It was a beautiful day at Houston port.

When the gantry crane operator picked up the last of five GTs to be staged in place before they lowered into the hold of the chartered vessel and seemed to forget where he was; my heart didn't even skip a beat.

The stevedores yelled, waved their arms and whistled to try and get the operator's attention before the generators tumbled like dominos when he knocked his load into the side of the ones already in position.

He maneuvered everything perfectly in the end and the load was released to the ground.

My client, standing next to me asked if my heart was beating as fast as his was beating.

"No, I'm a rock," I responded and patted my heart.

Not really true, but it will take more than it used to for my heart to race after this project.

After a laycan contract was in place, it became apparent that the supplier was

running behind on their projection date.

Seven days behind, from what I was hearing. The cargo was not going to be available for pick-up until two days into the laycan.

We were going to have to move 414.6 tons of cargo to the port as quickly as possible.

The vessel was finally scheduled in on the third day of the laycan and we were able to start scheduling picking up the freight the day before she arrived.

We planned on having half of the loads at the port when she berthed and deliver the other half while she loaded the first half.

Limits

At 1758 the afternoon before we were to start loading at 0600 the next morning, I received an email from the shipper.

They were discovering that recent safety limits on their equipment that had been implemented was limiting their ability to lift five of the loads to my trucks.

Permits, escorts and bucket trucks as well as trucks were in place bright and



early for the next day.

Luckily, I was able to get in touch with my trucker after hours, who was able to switch permits and trailers around for freight so that they were able to lift for loading in the morning.

In the meantime, we had the supplier order a crane to assist with loading at their facility.

They were able to get the crane to

their facility and set up precisely at the same time the vessel berthed at the port.

The last four trucks were loaded at the shipper's facility while the cargo already at the port was lowered into the hold. We had the last trucks unloaded direct to ship. No vessel demurrage was incurred.

My client laughed out loud at my "joke", "You're a rock!"

I am a rock. www.gpln.net



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Celebratory reception for Zygyus in Katowice



Zygus? In this case the talk is of a tramway, more precisely the last of 30 transported to South Poland by Universal Transport during the recent months.

The name "Zygus", a boys' name which is comparable to the German name "Siegmund", was chosen by the citizens of Katowice, as were the names of the preceding 29 tramways.

The special nature of the last transport at the end of September was the celebratory reception of the tramway, which in the future will be employed by the public

transport authority in Katowice.

The mayor of the city, numerous guests as well as reporters waited for the arrival of the heavy load transport, whose journey began in the factory near Swiecie, a distance of 450 kilometers.

For the order, Universal Transport chose a vehicle combination of a 4-axle tractor unit and a 6-axle rail semi.

Each single tramway had a weight of more than 44 tons and measurements of 32 meters in length, 2.4 meters in breadth and approximately 4 meters in height. www.gpln.net

Upcoming GPLN Meetings & Events

GPLN Annual General Meeting 2015

8th-10th February 2015

Landmark Hotel, Bangkok, Thailand



BIMCO Heavy Lift Contracts Workshop

11th February 2015

The 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

Ruslan airlifts helicopter to Africa



Ruslan International – the joint-venture company that manages and markets the 17 AN-124 freighters belonging to its owners, Antonov Airlines and Volga Dnepr Airlines – has partnered with a leading German charter broker to move a brand new AgustaWestland AW101 helicopter from the UK to Africa.

The helicopter was flown from its Yeovil factory in the southwest UK to London Stansted Airport, where the manufacturer's technicians dismantled the aircraft and stored it in a hangar ready for the flight.

On a similar assignment in 2013, inclement weather conditions had led to the AN-124 being positioned partially inside the Diamond Hangar in order to protect the helicopter during loading; the same procedure was adopted for this latest movement.

The helicopter was transported from Stansted to Africa on a custom-built cradle specially-designed to enable the aircraft to fit into the AN-124. With an overall height of 4.38 meters, the helicopter on its transit chassis was a tight fit

through the aircraft's nose door, with only centimetres to spare. With the additional support equipment and spares, the entire load weighed a total of 60,000 kilos.

The support equipment was subsequently returned to the UK by Ruslan International on another of its fleet.

At destination, the helicopter was offloaded using the AN-124's onboard winches and internal cranes.

An external crane was also sourced by Ruslan International (in conjunction with Volga-Dnepr Engineering & Logistics Centre) to assist in assembling the helicopter over a three-day period, following its arrival.

Ruslan International has moved several identical aircraft in recent years.

Said the company's Commercial Executive, Paul Bingley: "For this movement, with its size, value and urgency, there was no viable alternative to the AN-124. Due to our extensive experience with shipments of this nature and complexity, I believe we represented the known and trusted option." www.gpln.net

Star Shipping takes transformers to Pakistan



Star Shipping recently moved four 80-ton transformers from Shanghai to Karachi Port for onwards transportation to Lahore. The company's scope of work including all the handling and transporta-

tion. The transformers, which measured 12 meters long by 3 meters wide by 4.1 meters high, were loaded on special low-bed trailers before being loaded onto the vessel *King Brave* for the journey to Karachi. www.gpln.net

MIDDLE EAST: Sigmai Trade & Logistics Ltd.

With years of experience and professional resources, the company offers a complete portfolio of services.

Sigmai, founded in 2004 with its main office in Holon, Israel, is a dynamic forwarding and logistics agency operating the entire range of supply chain services with a professional and dedicated team and a global network of affiliations and commercial partners.

Our business is to facilitate international trade requirements by providing expert knowledge and services in all aspects of forwarding, customs brokerage and supply chain management solutions.

Years of experience and professional resources allow us to offer a complete portfolio of services. Sigmai's strong and dedicated employee base provides each account with personal care and attention, handling every shipment competently and with full transparency. Sigmai's one-stop-shop approach concentrates all logistic needs under one roof assigning a team member to execute and follow-up on the entire process.

Complex supply chain management and forwarding procedures require expertise in many markets and professional

fields. Sigmai is trained to see the entire picture, to simplify the process and make sure nothing is overlooked that can jeopardize the business.

Experienced in addressing the unique requirements of any project large or small, Sigmai is:

- ◆ competitive on large scale project management & solutions
- ◆ innovative in specialized projects that require customized, more creative solutions.

Overseas

Apart from its main office, Sigmai has local offices in Ashdod, Haifa, Tel Aviv airport, and at the Sheikh Hussein Bridge between Israel and Jordan. It maintains overseas offices in New York and San Juan, Puerto Rico. There are 25 local staff.

The company serves numerous industries including military and security, perishable cargo, transshipment cargo from / to Jordan and to neighbor countries, hazardous goods — chemicals, gas and energy power plants.

Sigmai has proven experience assessing and managing complex, sophisticated

logistic projects from the initial stage of negotiations through the execution and final delivery at destination.

We help the transacting parties:

- ◆ assess the project's logistic feasibility,
- ◆ identify possible risks and have ready alternatives to –
- ◆ ensure a foolproof scenario.

To do so, we study the type of material, the weight and dimension of the components, the packaging possibilities, what special loading equipment the cargo requires, whether the chosen ports have the facilities to handle irregular cargo, what are the customs regulations, and finally the best and safest transportation options.

Our turnkey logistics solutions have been a significant asset to many of our customers when building long term commercial commitments with their business partners.

Sigmai is proud to be a member of GPLN, and feel that this gives us a professional and logistic edge to assist our customers with the best in the field professional collaboration from GPLN members worldwide.

Importantly, Sigmai makes shipment and transshipment solutions available to exporters to Jordan whose trade has been severely affected by the current political situation in the Middle East, and the sanctions against Syria.

The Israeli government has responded to this situation by offering Haifa as a fast and convenient transshipment port for any type of cargo en-route to inland destinations in Jordan. The modern port of Haifa is capable of handling large capacity

cargo on any type container, break-bulk and Ro-Ro vessels.

Vessels calling on Haifa with cargo for Jordan have been prioritized and the cargo transferred mostly on the same day to Sheikh Hussein Bridge (the cross-border between Israel and Jordan).

Sigmai has a proven track record forwarding cargo to and through Jordan for many years, and is familiar with the customs and forwarding requirements between both countries.

Sigmai has been forwarding break-bulk cargo such as agricultural products and commodities combining trucking and marine freight on Ro-Ro vessels at minimum transit time.

For example, from Constanta, Rumania through Lavrio, Greece with a transit time of only eight days.

Other transshipment options are tailored to accommodate cargo from East and West Europe, Turkey and even the USA depending on the port of loading and other restrictions or preferences.

As mentioned, the Israeli Government has alleviated customs requirements to allow the smooth operation of cargo to Jordan and has even authorized trucking by foreign drivers.

Sigmai offers GPLN colleagues to benefit from its sound forwarding experience and procedures already established with the local and Jordanian customs authorities and the personal and professional services of its offices operating at the port of Haifa and the Sheikh Hussein Bridge. ■



ASIA: Yabuki Kaiun Kaisha Ltd.

Founded 92 years ago, the company prides itself on its extensive, economical and excellent service

Yabuki Kaiun Kaisha is a privately owned company based in Japan, founded by Kinzo Yabuki, a grandfather of current president Kinichiro Yabuki, in 1922 which became a limited company in 1938. The company has therefore been in business for 92 years.

Economical

Since its foundation, the company has continued to offer more extensive, economical and excellent service, in response to the changing situation on the basis of our know-how accumulated, with our consistent motto, "offering transportation services always putting ourselves in the position of our customers."

Services include :

- ◆ project forwarding, especially han-

dle ultra-large hydraulic excavator (operating weight 800 tons), other construction machineries and heavy machinery equipment, ex. transformer.

- ◆ international freight forwarding (sea-freight / air-freight)
- ◆ customs clearance
- ◆ harbor transportation
- ◆ warehouse operation including third parties logistics business
- ◆ trucking service
- ◆ packaging
- ◆ trading service, for example foods and confectionery

The company has five branch offices located in Tokyo (scheduled to be the host city for the Summer Olympics Game in 2020), the port of Tokyo, port of Yokohama, port of Hitachi-Naka and city of Shanghai, China with a total of 120 staff.

Also the company will soon estab-

lish a subsidiary in city of Jakarta, Indonesia.

Bonded

The company has its own headquarters building in downtown Tokyo and three exclusive bonded warehouses at port of Tokyo, port of Yokohama and port of Hitachi-Naka.

Also the company has a great amount of its own loading/unloading equipment, such as 30-ton capacity fork-lifts there.

We are looking forward to further expand our business worldwide as we move towards the 100th anniversary of the company. In order to achieve that goal, we are convinced that the most important thing is continuous growth through collaboration between other GPLN members and us, as a mutual benefit. ■



Company president Kinichiro Yabuki

AMERICAS: World Logistics Consulting, Inc.

Helps clients with its cross-border experience and extensive project management capabilities.

World Logistics Consulting, Inc. started out as a freight forwarder that mainly handled single container ocean shipments and LCL air shipments, being established in June 2006.

Since then, we have developed into a specialty freight forwarder that focuses mainly on over-dimensional and super-heavy project cargoes.

Although we've expanded our logistics network significantly (both locally and globally), we are still a relatively small company that has maintained our core values in which we focus all of our energy in personally providing the best consultation to our esteemed clients and partners worldwide.

Trusted

We currently have six members in our team all located in one office near the suburbs of Chicago, Illinois, USA.

However, we have fully qualified and trusted partners located all over North America (USA & Canada) that are more than capable of handling and completing the most complex project cargo ship-

ments.

The main industries we service are for oil & gas, power & electricity, mining power generation, chemicals, and offshore marine.

Commodities we've handled include windmills, turbines, generators, cold boxes, modules, girders, furnaces, and many more super-heavy and awkwardly shaped project cargoes.

Specialized

World Logistics 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 we are located in the suburbs of Chicago, we can handle any type of project cargo to any location within the USA, Canada, and even Mexico.

We have absolutely no geographical boundaries when it comes to managing project cargoes all over North America.

WLC has what it takes to meet your

diverse and challenging shipping needs in these uncertain times.

Quality

We will personally attend to the specific requirements from the beginning of the cargo movement, thus ensuring quality service while maintaining a resilient relationship with our valuable clientele worldwide.

Some project cargoes that WLC has recently handled:

♦ Reactor Effluent Steam Generator: measuring 41'9" x 12'6" x 11'10" and weighing 108 metric tons from Plymouth, MN to Houston Port, TX to Dubai, UAE.

♦ A/F girder measuring 72.9' x 22.0' x 11.6' and weighing 101 metric tons from South Korea to Seattle Port, WA to Fort

McMurray, Alberta, Canada.

♦ Six Samsung windmill tower blades measuring 145.0' x 8.9' x 8.9' and weighing 73 metric tons each. from Little Rock, Arkansas to Houston Port, TX to South Korea. ■



EUROPE: Prima SA Transport & Trading

Experience and ingenuity guarantee success

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

The human capital, the skill, the network that allow us to tackle difficulties and unexpected circumstances as though they were challenges, make us the perfect partner for the hardest types of transport in terms of type and size of merchandise, or the terrain and paperwork hassle in the countries we cross with our vehicles.

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

Experience

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

Past experience shows that Prima can

tackle seemingly impossible transport ensuring success.

The experience of each member of Prima's team and cooperating to achieve the goal are essential to ensure the success of every adventure!

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

The company maintains its head office in Chiasso, and has several partner offices all over Italy, Switzerland, for a total of almost 200 people working all together to perform in the best way for customers.

Partners

The company has partner warehouses all over Italy and Switzerland to grant cargo handling, cargo deposit and safe operations for customers.

Reliability, knowledge, the professional skills of people working in our organization, respect of compliance and any agreement assigned, is part of our capabilities and value. Working with us means always to be in pole position. Prima — one word, one meaning. ■



AFRICA: Velogic Indian Ocean

Over 30 years' experience in this unique market

Rogers and Company Limited, the holding company of Velogic, has been an innovative contributor to the development of the Mauritian economy since 1899.

Velogic offers all logistics activities conducted over more than 30 years by Rogers and Company Limited.

Their corporate office is located in Mauritius and other Indian Ocean offices are operated in Reunion Island and Madagascar.

Velogic's project team has handled in the past various projects in the Indian Ocean region, such as sugar factories and power stations, including an engine with a weight of 250 tons. This was the heaviest cargo ever moved in Mauritius and was part of a shipment of six units back in 2012, for the most recent power station built in Mauritius.

The engines had dimensions of 14.53m x 4.10m x 6.34m and weighed 250 tons. Actually we transported pieces of to 30 meters long on our roads here in Mauritius and have been involved in project cargo since 1994,

and we have been involved in power plants in Mauritius

since then. On other jobs, Velogic ensures its clients enjoy a competitive advantage by leveraging an integrated end-to-end supply chain to allow sizeable efficiency gains.

Clients get the additional guarantee of reliability, track record and capabilities required to ensure that customs and other relevant procedures are dealt with efficiently and swiftly.

To effectively meet our clients' complex and specific transport challenges, we have been acting for years as a reliable logistics partner across different countries and channels rather than just a mere freight forwarding supplier. ■



Braid shifts boilers from Poland



The Houston-based GPLN member Braid Projects USA has successfully completed the delivery of HRSG boilers for a project from Poland to Ohio.

The dimensions for these unique boilers that will be critical to the processing of coke for a plant located in Ohio, were 56' long x 16' wide x 14'tall high, weighing 190,000 lbs each.

Braid Projects' logistics scope included securing a suitable vessel for ocean transport from Gdynia, Poland to Baltimore, Maryland, arrange for US customs clearance, inland transport to the plant in southern Ohio, and positioning cargo under the receiver's crane for offloading.

Braid Projects coordinated the entire

scope of transportation for these boilers which required a specialized dual-lane perimeter beam trailer to haul these units over 400 miles through three states to the job site.

"A total team effort that assured success of this very important project which we completed on time and within the customer's budget," according to Mr. Gus Chalos, President.

Braid Projects USA, a division of The Braid Group, is a specialized project logistics provider based in Houston, TX.

Globally Braid Projects has completed many major projects in the energy, construction, oil and gas, refinery and transportation infrastructure industries.

www.gpln.net

PT Energy Logistics keeps things stable on boat lift job



PT Energy Logistics, a GPLN member based in Indonesia, successfully shipped 11 seismic boats on a heavy lift vessel in November 2014.

The shipment consisted of 11 boats, weighing a total of 450 tons with a volume of 6161 cubic meters with the heaviest boat weighing 260 tons.

The boats were loaded from the anchorage in Samarinda, East Kalimantan on the island of Borneo, and were discharged in Kabil, Batam.

The heavy lift vessel, *MV Clipper Copenhagen* was chartered specially for this job by PT Energy Logistics and the ves-

sel's own gear was used for loading and discharging.

In Batam, the heaviest boat was discharged directly into the water whereas the other 10 boats were unloaded onto low-bed trailers in the jetty and then transported to a nearby shipyard.

All the operations were supervised by PT Energy Logistics staff and were completed promptly, efficiently and safely.

The boats were received in perfect condition and no demurrage was incurred despite a tight schedule.

PT Energy Logistics was congratulated for this perfectly executed job.

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