



Global Project Logistics NEWSLETTER

The Official Voice of the Global Project Logistics Network (GPLN)

January - February 2015

Issue No. 43



**Breakbulk - WWL Executive
Outlook 2015 by Kibo Bodogaard
VP Key Accounts, WWL**

Predicting the future is always challenging. But given that investments decisions in our business require a 30-year horizon - that's the lifetime of a vessel - we have some practice, as well as very competent market intelligence people.



Based on that, I am happy to share what we believe will shape 2015. I'll be frank: I expect a relatively flat market for 2015 compared to 2014. Sorry folks.

However, there are regional variations and differences between industries that

will offer a silver lining, and longer term things are looking more up-beat.

Great variations between geographies

- The NAFTA area is performing well and we expect this to continue. We see significant production capacity being developed in the USA and particularly in Mexico, across industries.

Over the past year we have strengthened our liner service ex Asia and Europe to North America to support customer growth in these regions, among other adding a direct call to Galveston from Asia.

- Growth in South America has been patchy as of late, but successful reforms in Brazil should contribute to driving a recovery with positive implications for the entire region.

This year WWL added a new

monthly port call to San Antonio, Chile creating a regular service from Europe and North America to South America's West Coast.

- The European economy is not where it should be. There are some up-sides, but it is a sluggish market and we do not expect major recovery in imports in 2015. European exports on the other hand are quite strong, especially ex Germany.

Despite this outlook, and driven by demand from the auto industry, we have strengthened our service from Asia to Europe via the Mediterranean. With this we also serve North Africa, another region with its share of challenges but also a significant potential.

- We expect intra-Asian trade to pick up, especially on the back of infrastructure projects and manufacturing capacity additions in Southeast Asia. This will drive demand for machinery, rail cars, construction equipment and power generation units.

- Australia has been slow for quite a while, and while we expect it to stabilize next year we do not expect much growth. The mining boom is not coming back with a vengeance in 2015.

Industries - a mixed bag

Even if investments are not soaring, the need for replacement as well as new production capacity across the world give a stable outlook for machinery and

machine tools.

Infrastructure projects will also remain at decent levels and will translate into good volumes of rail industry and power industry products. Mining looks less positive. Since the mining boom peak in 2012 volumes have dropped significantly, and I do not expect any major recovery in 2015.

The aviation industry has a more positive outlook, on the back of strong demand for new aircraft, in particular in Asia.

The major manufacturers are expected to grow their volumes as well as their supplier base. Oil prices are low and the outlook is not good for that segment. My favorite oil analyst, Torbjorn Kjus at DNB, expects the price to drop even further in 2015 from current levels.

The lackluster and unpredictable market has made industry, especially oil & gas, more cost-conscious, and more particular in their choice of suppliers. Gone is "money is no object".

Everyone requires more cost efficient logistics solutions to protect their margins. At the same time, the need for consistent quality and frequency in delivery remains paramount.

A changing world for the shipping industry

The 2015 introduction of the 0,1% sulphur limit in ECA's is an unprecedented challenge for shipping, both operationally and financially.

The only readily available solution is to shift to MGO, a fuel that costs 50% more than HFO. This will increase rates and create an even bigger incentive for shippers to try new solutions.

Over the last three years multipurpose companies have been in a difficult financial situation, with lower volumes coupled with a vast over-supply of tonnage driving down rates.

We believe this struggle will continue given the current imbalances, leading to more mergers, acquisitions and joint ventures.

At the same time, we have seen RoRo carriers attracting a larger share of breakbulk cargo, as customers look for carriers that can bundle products to keep down costs and who offer reliable and frequent service. www.gpln.net



DAKO Worldwide/Lysander Shipping in teamwork for heavy Dalian Shipment, highlighting two GPLN members working together.

The GPLN-friends DAKO Worldwide Transport and Lysander Shipping executed mutually an interesting project with 272 tons / 1,000 cubic meters of a double action hot extrusion machine from Rossano Veneto, Italy, to Dalian, China.

The machine produced a variety of long, uniformly thin items, from window sashes to industrial components and more. Considering the large dimensions of the cargo, it was immediately apparent that road permits and special transport would be required.

After completing a route survey it was decided that transport to Porto Maghera would be the safer option, offering a shorter distance from the shipper to the port, without any hills, bridges or natural obstacles along the way. Negotiations were entered into with breakbulk carriers and once confirmed heavy lift special transport, terminal operators and road permits were arranged and everything was booked.

Haulage was arranged over four days at the end of November, and goods departed from Porto Maghera on CP Cosmos on December 5, arriving on time in Dalian on January 17, much to the delight of the customer.

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A Word From GPLN...

Dear Reader,

We hope that you have all started the new year well and that this will be a great, healthy and successful year for all of you.

The year 2014 saw only modest growth for the breakbulk and heavy lift cargo industry. The price of oil continued to collapse to near six-year lows in early January as rising supplies collided with weak demand growth. Few would have expected such a sudden price collapse and the selloff is having an impact.

Companies have been taking an axe to their budgets, postponing or cancelling new projects, while trying to squeeze the most out of producing fields. The effects might not be felt immediately, but project delays and faster decline rates will also affect our industry.

In 2014 we once again attended several logistics and industry events across the globe and many times we shared our booth with GPLN members.

For those members interested in joining us at one of the logistics events around the world in 2015 go to our meetings page on our website where you can see all events we will be at-



The GPLN team is ready to welcome you in Bangkok for its Annual General Meeting (GPLN founder Patrick Dick 3rd from left)

tending this year. Our focus is now on our Annual General Meeting which will be held from February 8-10, 2015 at the Landmark hotel in Bangkok.

Close to 160 members have already signed up for this conference and around 70 members will join our dinner cruise and city tour ahead of our AGM.

Right after the meetings we are offering a complimentary BIMCO workshop to our attending members and sponsors to show our gratitude to their always excellent support of our network.

This seminar offers topics such as “HEAVYCON and the knock-for-knock liability regime”, “ROJECTCON”, HEAVY LIFTVOY etc. and is the ideal platform for project forwarders with intermediate knowledge to broaden their chartering know-how.

Our travelling season starts middle of March with the Breakbulk China Transportation

Conference & Exhibition in Shanghai, followed by Transport Logistic in Munich Breakbulk Europe Transportation Conference & Exhibition in Antwerp, PowerLogisticsAsia in Singapore and ends with the Breakbulk Americas Transportation Conference & Exhibition in Houston.

We hope to see you all in Bangkok and at many logistics events during this year.

Your GPLN team
www.gpln.net

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NEW GPLN MEMBERS — JANUARY/FEBRUARY 2015

China	Beijing	Beijing Oriental Freight International Transportation Ltd.
China	Beijing	Beijing Unialltrans International Logistics Co., Ltd.
Indonesia	Jakarta	PT Dextrans Worldwide
Singapore	Singapore	Dextrans Worldwide Pte. Ltd.

Freight Links Express Singapore's Submarine Cable Job



Freight Links Express Singapore has previously completed a project shipment whereby we transported a reel of submarine cable weighing 250 tons, with length and width of 13.15 meters, and a height of 4.1 meters (709 cubic meters). We chartered a vessel to transport the cable from Singapore to Hitachi port.

The immense challenge of this project lies in the precise and detailed coordination and communication needed with the barge and mother vessel.

The reel of submarine cable was positioned on the cable-laying barge surrounded by a steel structure. Should the crane swing by more than a meter during the lifting, the steel structure would have been struck.

In addition, for the uplifting to be executed successfully, safety factors had to be carefully considered. For instance, we had to observe the weather conditions and executed the lifting only when there was mild tidal movement.

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Another Perfect Highland Project Logistics Shipment

In September 2014, Highland Project Logistics shipped a compressor from Dresser Rand in Olean, New Jersey, USA, via Camden and Shanghai to Chongqing, China.

The largest piece was 546 x 171 x 154 inches = 1,387 x 434 x 391 centimeters and 191,750 pounds = 86,977 kilograms. You can see our truck and the cargo being loaded into the vessel in Camden, NJ.

Originally, we planned to board the vessel in Philadelphia. But while our truck was en route we got notified by the port that their heavy duty crane broke down and the truck could not be offloaded.

We quickly secured additional per-

mits for New Jersey and rerouted the truck to the port of Camden, New Jersey, located three miles away across the river where the same Chipolbrook vessel was docking as well.

There is nothing like perfect pre-planning, but when things go wrong, sometimes a little bit of luck (and a lot of hard work) will always help.

Between December 2013 and November 2014, we handled a large project of minerals processing machinery originating in multiple countries (USA, Canada, China, India, Chile, Switzerland, Italy, Germany, Poland, Spain...) for a mine in Bozshakol, Kazakhstan.

The total volume of cargo was 5,000 cubic meters. www.gpln.net



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This service is operated by: Consolidated Heavy Lift Ltd.



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Lysander Ships Telescopic Assembly Joint



In December, Lysander Shipping arranged the import and delivery to site of a telescopic assembly joint, measuring 25.5 meters long.

After being initially loaded in Houston and transhipped in Antwerp, smooth discharge was arranged directly to trailer in Aberdeen port through careful planning and co-ordination with vessel owner and local stevedores.

The careful journey was then made by road to NOV site in Scotland where the unit was safely offloaded.

The whole operation ran smoothly and cargo was delivered to site without delay at a competitive price, achieved through careful, meticulous planning and monitoring at all stages of the transport.

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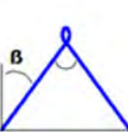
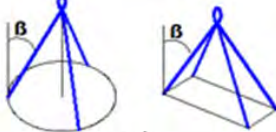
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MATTERS

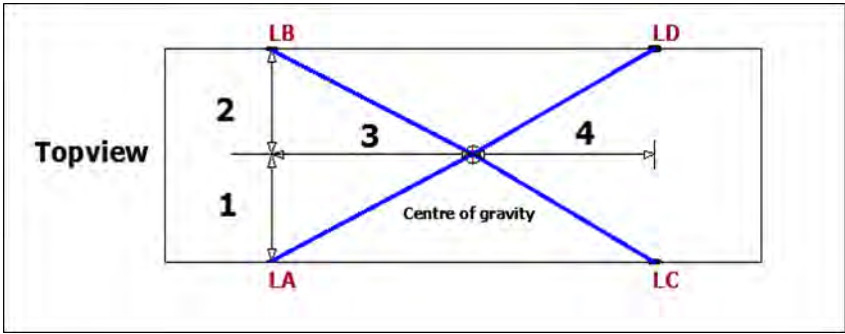
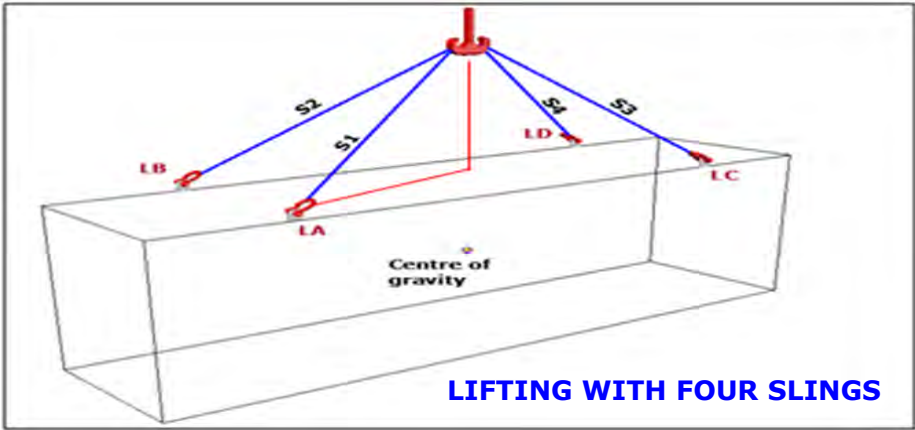


16. Calculating Sling Forces - Part 2

In my previous article I wrote about lifting calculations with two slings. In this article we will explain how to calculate the forces in slings when we lift with four slings. In safety regulations, you can see that there is no difference in workload factor if cargo is lifted with three or four slings. The reason for that is that we assume when four slings are used, always one sling will lift not as much as we expect - like a table on four legs. It is always wobbling.

WORKLOADCHART FOR ASSEMBLED SLINGS					
Way of slinging	Single	Looped	2 - Legs		3 and 4 - Legs
					
Angle β	Not applicable	Not applicable	0° - 45°	45° - 60°	0° - 45° 45° - 60°
Workloadfactor	1	0,8	1,4	1	2,1 1,5

$\beta > 60^\circ$ not allowed.
Values for symmetric load



Imagine that distance 1 and distance 2 and distance 3 and 4 to the COG are equal. The weight of the cargo is 100 metric tons.

EXAMPLE OF LIFTING WITH FOUR SLINGS (ASYMMETRIC CARGO)

- A.

We need the values as mentioned in the drawing.
- B.

Value 1 = 1000 mm. Value 2 = 2000 mm.
Value 3 = 2000 mm. Value 4 = 4000 mm
Sling length S1 = 8000 mm
Weight of load is 100 to.
- C.

Distance LA to CoG = $\sqrt{2000^2 + 1000^2} = 2236$ mm.
S1 = 8000. The Angle of S1 = $\text{ArcCos}(2236/8000) = 73,77^\circ$.
- D.

Weight in LA + LB: $(4000/6000) \times 100$ to = 66,67 to.
Weight in LA is: $(2000/3000) \times 66,67$ to = 44,45 to. But that is when the forces are complete vertical.
Now the real force in LA (S1) will be: $44,45/\sin 73,77 = 46,29$ to.
- So we can calculate all separate forces.

EXAMPLE OF LIFTING WITH FOUR SLINGS (SYMMETRIC CARGO)


- A.

We need the values as mentioned in the drawing.
- B.

Value 1 = 2 = 1000 mm
Value 3 = 4 = 4000 mm
Sling length S1 = 6000 mm
Weight of load is 100 to.
- C.

Distance LA to CoG = $\sqrt{4000^2 + 1000^2} = 4123$ mm.
S1 = 6000. The Angle of S1 = $\text{ArcCos}(4123/6000) = 46,59^\circ$.
- D.

Weight in LA + LB: $(4000/8000) \times 100$ to = 50 to.
Weight in LA is: $(1000/2000) \times 50$ to = 25 to. But that is when the forces are complete vertical.
Now the real force in LA (S1) will be: $25/\sin 46,59 = 34,4$ to.




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We understand that your business requires transportation of highly complex cargo. As experts demanding an efficient transportation chain, you need to compliment your product with the right shipping solution. Ultimately, your shipment is a promise you make to your customers.

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Global Shipping Services Project Management handled the diversified project cargo shipments for its global principals.

The customer-mandated requirements were to meet the sensitive time delivery of shipments, in conjunction with providing daily high-level logistics transportation management services.

The project management team was instrumental to arrange the special transportation logistics for military helicopters:

When the industries thinks of cargo as „high value, high tech!“, they think of helicopters and military? If it's understood to be “high level”, then it's important, sensitive cargo business.

Global Shipping Project team was called upon to bring forward the best industry options to handle military helicopters.

The helicopters needed to travel from a strategic Middle Eastern country to their temporary new home in the USA. The objective? Leave the Middle East on November 3, arrive at the principal's door prior to November 27, which was the major Thanksgiving holiday.

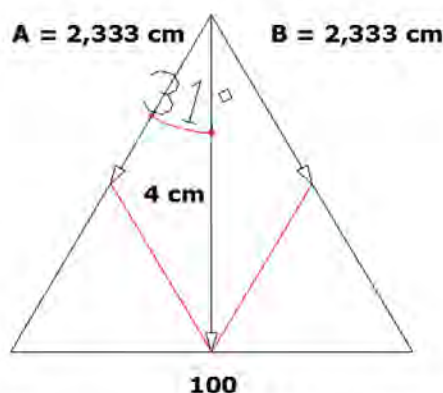
Our project management team arranged a seamless transportation operation. This shipment was delivered three days before due date, to the principal's full satisfaction. www.gpln.net

continued from page 4

Analyzing the forces:

In the previous article we explained the object: composing forces. In the following example I explain how it works when you resolve the forces:

We choose a scale of 1 cm = 25 metric to.
So here 100 metric to = 4 cm. Go 4 cm down and draw the parallelogram.
Measure distance A and B and calculate the forces:
A = B = (2,333/4 cm) x 100 metric to = 58,25 metric to.



Checking mathematical: LA = (100/2)/sin(90-31)= 58,33 metric to.

So if you have problems with the sin/cos/tan than it is rather easy to draw the lifting situation and solve the problem with resolving the forces.

Next time I show an example of how to calculate with different elevation points.

Gert Vos - HTTC

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Briefs

CSS Marking 20 Years

Consolidated Shipping Group (CSS) , based in the United Arab Emirates, will be celebrating 20th anniversary of operations in the field of shipping and logistics during the month of March 2015. The company started 20 years back as a small firm to cater to the logistics requirements in the Middle East and has grown to become one of the most sought-after names in the field of freight-forwarding and logistics today.



With diversified operations within the shipping and logistics industry, CSS caters to a cross-section of business community around the globe. From NVOCC to projects and from relocations to heavy equipment logistics, the company with the professional and skilled team designated for each department, touches every segment of shipping and logistics.

Globalink Chosen Best Provider

With a year already full of multiple achievements and milestones, Globalink Logistics Group was honored to close out 2014 after being recognized as the Best Service Provider in Kazakhstan.

Awarded to Mr. Siddique Khan, President & CEO of Globalink, during a ceremony held at the Independence Palace in Astana in the presence of the President of Kazakhstan, Mr. Nursultan Nazarbayev, the Alтын Sapa Presidential Prize is an extremely prestigious award among Kazakhstan-based companies.

Selected annually, nominees recognized as leaders contributing to the pro-

motion of their respective industry sectors, are judged based on quality, commitment, excellence, quality management, implementation of international standards and customer satisfaction. With a rigorous selection process nominating only nine out of the total 293 companies registered for the competition, Globalink can rightly be considered to be the best logistics service provider in the region.

Trees for the Middle East

Maritime Synergy would like to share our recent project handling a tree shipment from Kerry Siam Seaport, Sri Racha, Thailand, to Jebel Ali port, United Arab



Emirates.

The project's highlight was that the trees must be loaded and stand on the hatch cover. Not an easy task given that the trees had to be loaded standing vertically while in the holds below 52,000 metric tons of bulk sugar were loaded, not allowing any hot work or welding for additional lashing points. Altogether we shipped 278 big and 38 small trees, totaling 6,580 cubic meters and 1,250 metric tons.

The largest tree was 19 meters high, the complete loading operation took not even three days.

Change of Address – The Freight Co. Ltd., Myanmar

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 Golden Valley (2), Bahan 11201
 Yangon, Myanmar
 Tel.: +95 (0) 99 7072 9067



Aaras Shipping Agencies are pleased to update on our recent shipment of an Attock Refinery project which was amongst the best and most memorable events we handled in November and December 2014. The cargo consisted of 215 heavy and oversized packages of project cargo which are weighing around 878 metric tons and 5,239 cubic meters approximately. Our stevedores efficiently and safely discharged the cargoes from the vessel and took direct delivery under hook/hook and arranged inside transportation from berth to stowage area allotted by the Port Qasim authority, Karachi, Pakistan.

On completion of custom formalities we arranged inland transportation of cargoes to the job site with a distance of approximately 1,460 kilometers. www.gpln.net

Braid Does High-Volume Cargo



Braid was responsible for the following logistics scope:

- 1) Collect of all cargo from various overseas suppliers and deliver to nominated ports of loading via truck.
- 2) Charter a vessel with suitable lifting capacity from Masan, Korea and Huangpu Old Port, China.
- 3) Discharge modules, steam drums, SCR Ducts, Outlet Stacks and blowdown tanks to end of hook in Newport News.
- 4) Receive all other components in Baltimore port for truck transport to Maryland job site.

“The challenge that arises from executing high-volume movement of materials is meeting demanding project deadlines,” said Mr. Gus Chalos, President. “But thanks to our effective planning and precise coordination, we were able spot problems early before they could impact the project schedule.”

In addition to the tight schedule, specific handling requirement needed to be respected in order to ensure of a safe and timely loading and discharge of all equipment in all ports.

“Having executed similar projects in the past, we were very confident about our approach” added Mr. Brandon Jackson, Director of Operations.

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Braid Projects USA has been awarded a contract to handle a series of shipments that consisted of 12,500+ freight tons from China, Malaysia and Korea into the United States for the Cove Point Power Project in Maryland.

The main components consisted of modules weighing 394,000 pounds each.



The Freight Moves 72-Ton Boiler

Thailand-based GPLN member, The Freight Co. Ltd., Bangkok, has successfully completed the move of a 20 megawatt water tube boiler from the manufacturing plant located in Chachoengsao Province, Thailand, to the port of Sri Racha in Chonburi.

The challenge to move the boiler with its 72 tons was not the weight itself, but with the measurements of 11 x 7.3 x 4.8 meters we had to use a hydraulic extendable drop deck trailer to accommodate the boilers width of 7.3 meters and height of 4.8 meters.

The Freight Co., Ltd. scope of work included the positioning of cranes at the factory, loading/lashing and moving it to Sri Racha Harbour.

Due to the public holidays between Christmas and New Year and the hours of driving restrictions imposed by the highway police, we only had 24 hours to complete the operations starting from loading at the factory to unloading at the ship site.

Together with our agent in New Zealand we secured a suitable vessel to move the boiler from Sri Racha harbour to its final destination in Timaru, New Zealand.

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Rickmers-Linie, the Hamburg-based liner carrier for break-bulk, heavy lifts and project cargoes, has again been chosen by Kirov for the transportation of railway cranes from Hamburg to Xingang.

The shipments in 2014 marked the continuation of a long-standing relationship between the two companies, but was nevertheless a special shipment.

It contained six cranes of the type KRC 2880. 20 more units of the type KRC 1680 are to follow into 2015.

Kirov has already delivered a number of railway cranes for the ever expanding railway network in China.

The cranes are used in various railway

administrations throughout the country.

A German project forwarder took care of the freight forwarding and the booking of the six cranes.

The cranes were transported to the Wallmann Terminal in the Port of Hamburg by barge and road transport.

The ocean leg from Hamburg to China is being performed by Rickmers-Linie's 2002/3-built Super Flex heavy-lift vessels which can lift up to 640 tons and are serving the round-the-world Pearl String service of Rickmers-Linie.

This service rotates eastbound around the world, linking Europe, Southeast Asia, the Far East, North America and again Europe. www.gpln.net



plates of various thickness from ex. work Ukraine, which was brought to Jebel Ali on a break bulk vessel. We also have won a bid for moving 2,000 containers in a year for the movement of hazardous and non-hazardous chemicals from several countries to Iraq on a duty-paid basis.

Additionally, FleetLine Shipping offered a total logistics solution for a crew boat. We loaded the boat measuring 41 x 8 x 12 meters, weighing 160 tons, from Mussafah, Abu Dhabi port, to Lagos. Since the boat had no cradle available, in order to load the

same on a break bulk vessel, FleetLine Shipping project team designed and fabricated the cradle basis, which was then transported to the port in dismantled position. Prior to the vessel's arrival, our technical team assembled half of the cradle on shore near the berth, which was then lifted by ship crane. Remaining cradle parts were bolted together on board, ready to receive the crew boat. The boat was then lifted by ship crane from the water and placed onto the cradle.

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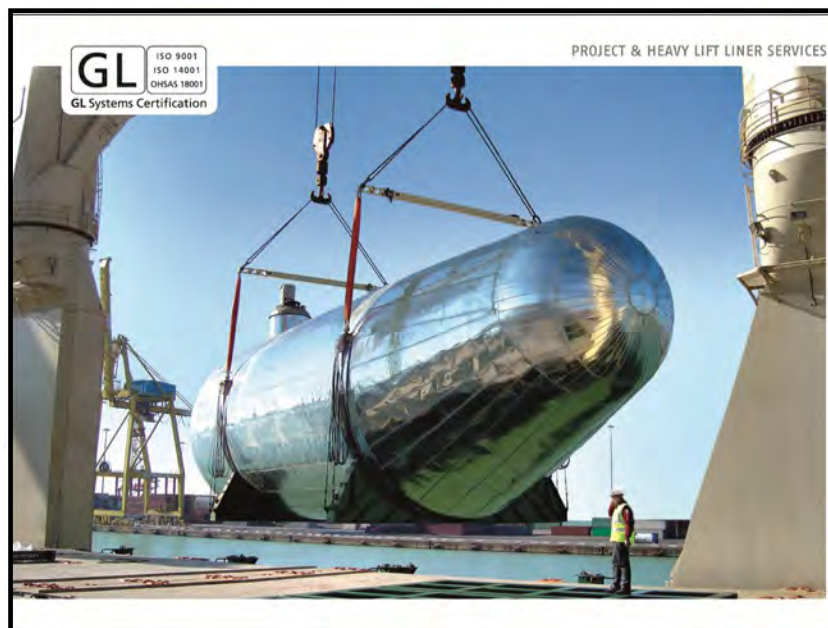
FleetLine Shipping Dubai, in association with its branch office in Iraq, have successfully done following shipments on a door-to-door basis in Iraq: Recently, we have delivered 800 cubic meters of oil field cargo to Erbil in Kurdistan via Mercin, Turkey. Furthermore, we have loaded 1,200 ton steel

On the first day of the new year 2015, Vietranstimex has mobilized SPMT and all necessities support equipment and material to receive the first heavy lifts of Nghi Son Oil Refinery Project.

This is major second oil refinery complex project in Vietnam with capacity of up to 200,000 barrels/day. The first heavy lifts consisted of seven heavy packages with the longest being 60 meters and gross weight over 200 metric tons. The next coming heavy shipments will arrive continuously and to be done by Vietranstimex.

During the same time, Vietranstimex also arranged SPMT's to do site-moving of steel beams (205 metric tons each), six cradles (315 metric tons each) and six reels (520 metric tons each) at the Triyards ship building located in Vung Tau City where also the headquarters of Oil & Gas Vietnam and shipyards are located. The job was completed safely and timely, with heavy lifting vessel required.

Furthermore, in January, at Ba Ria Vung Tau, Vietnam, Vietranstimex has completed carrying out a job including directly receiving an oversized tilting platform (95 metric tons) with an additional road transport from the port to the Japanese steel plant site. The successfully job was highly appreciated by the client. www.gpln.net



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The best way to move your cargo

A HERO on the Seas

By Nic Townsend

The expansion of the Panama Canal has opened up an opportunity for WWL to develop its next-generation RoRo carriers. Due to its importance to international trade, the size of the Panama Canal has long been a design constraint when it comes to shipping vessels. With wider locks currently under construction, however, Wallenius Wilhelmsen Logistics (WWL) decided to begin designing a new RoRo carrier that was not only bigger, but also better adapted to today's industry demands and customer needs.

"Now that we have the freedom to expand the width of our carriers, we can also implement other improvements as well, so we began a process of wide consultation with our customers, maritime authorities and technical experts," says Geir Fagerheim, Head of Fleet Management, WWL. "The challenge was to come up with an optimal design that could not only offer increased capacity and greater flexibility, but also reduced fuel consumption and carbon emissions."

The result is the new High Efficiency RoRo (HERO) carrier – a modern, state-of-the-art vessel that is fully equipped to

meet industry demands both today and in the foreseeable future. However designing and building the HERO-type vessel is a long process involving extensive research and testing.

The initial design development phase started in 2010, and was a collaborative project between WWL and the technical departments of Wallenius Marine and WW ASA. Throughout the whole process, the key objective of the project team was to meet industry and customer needs as best as possible, while remaining within the confines of what was technically feasible.

One of the key demands from customers was the need to improve capacity and flexibility, and accommodate a much greater and wider variety of cargo.

Consequently, the new HERO vessel includes liftable decks that allow for multiple configurations, thus optimising space and storage capacity.

Another key requirement from many stakeholders, which is also in line with WWL's ambitions for a zero emissions future, is the need to reduce the vessel's carbon footprint.

To this end, the HERO includes a number of innovations to help reduce fuel consumption and its environmental impact, as well help it operate more efficiently in a wider range of conditions. For



example, its rudder decreases drag and improves surrounding water flow, causing less strain on the engine.

In addition, the novel bow design reduces wave resistance and by extension overall fuel consumption.

A new Exhaust Gas Cleaning system, the first of its kind on this type of ship, ensures sulphur emissions comply with new Emission Control Area regulations and reduces particulate emissions by 70%. Emissions of SOx, CO2 and NOx have also been reduced.

The Hero complies with the Green Passport, the International Maritime Organisation's guidelines on ship recycling.

"We set ourselves some very ambitious targets when we began designing these new vessels, and the final result is very satisfying," says Fagerheim. "Not only have we successfully increased our carrying capacity, but we've also significantly improved our environmental footprint."

As shipping continues to become more globalised and trade routes become more intricate, there is a growing need to access ports in many developing countries, where depth can often be an issue.

To help combat this, the HERO vessel includes a shallower draft, enabling it to dock into more ports than other vessels.

"With the Hero vessels we can carry a much wider range of cargo types, and cover all the core trade routes," says Fagerheim. "This will enable us to support our customers with much greater capacity and efficiency."

The first HERO vessel is due to be delivered in January 2015. Another seven vessels are currently under construction and are due to be delivered by 2016.

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FOX Cargo Brazil in Rio Port Expansion

FOX Cargo do Brasil transports 12 new "ERTGs" (Electric Rubber-Tyred Gantry Cranes) to Libra Terminais Rio. The Brazilian freight forwarder FOX Cargo coordinated between September and October 2014 two shipments of 12 new ERTGs from Zhangzhou, China, directly to Libra terminal, in Rio de Janeiro.

The acquisition of this new equipment

is part of the terminal expansion plan with investments estimated in R\$ 520 million (US\$ 202 million). These investments will prepare the terminal to receive the super ships to come to Rio de Janeiro after the Panama Canal's expansion.

This is good news for Brazil, considering the current picture of logistics invest-



ments in the country. Brazilian federal ports spent only 28,5% of its investment budget between the years 2000 and 2013,

meaning 71,5% of the funds remain available.

Through the partnership with its agents in China, FOX Brazil managed the logistics of this massive project. One of the biggest challenges was to interact with the large number of stakeholders involved in the project: the cargo owner, the port operator, the shipper (who was also responsible for all stowage on board at origin and destination), the customer and the agent, to ensure that the whole process occurred with excellence. www.gpln.net



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Upcoming GPLN Meetings & Events

12th GPLN Annual General Meeting

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

A Shipment of a Third Kind



For a change, the weight and dimensions of a shipment didn't matter when The Freight Co. Ltd. in Myanmar was called in to help.

The European Union had made a sizeable donation to reform the Myanmar Police Force (MPF). The EU had given the contract to a European-based company to undertake this task on their behalf.

The company ordered in total six containers loaded to the brim with crowd-control management gear which were shipped from Shanghai to Yangon and had to be customs-cleared and delivered to the MPF.

In a country where seven days is considered fast for an import customs clearance and many shipments take 30 days and more to clear out of the port, The Freight Co., Ltd was given the mandate to clear the goods in one single day only.

Marketing and Customer Service Manager, Mr. Nay Lin (Scotty), attended a number of

meetings between the client and the MPF.

Prior to the ship's arrival, Mr. Nay Lin went to see the port authorities and customs office to get their support for this crucial task. Mr. Nay Lin received the documents to clear customs on Friday morning. The same day in the afternoon, the shipment was cleared and the first three out of six containers were loaded on trucks that were ordered to wait on standby. The three containers were dispatched the same evening with police

escort to the MPF site where they were unloaded the following day.

The remaining three containers were sent the second day to the MPF and were unloaded the following day. As neither the client nor the MPF had any experience with this kind of job, The

Freight was also requested to take on a consultancy function as to how to arrange the unloading, QC control and storage arrangement.

The job was finalized to the entire satisfaction of the client and MPF. www.gpln.net



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ASIA: Protranster

One of the leading Chinese companies specialized in project logistics

Protranster is an international forwarding company specializing in project logistics. In April 2005, Protranster was established with "Class A" and NVOCC license in China.

We provide logistics services including project forwarding, international air and ocean transportation as well as warehousing/packing. Since the beginning, we have been focusing on worldwide project logistics and heavy lift/oversized cargo transport.

Our professional team consists of sen-



ior and well-experienced personnel. As one of the leading Chinese companies specialized in project logistics management, we have a network of agents in 76 countries to provide timely, secure and comprehensive services in compliance with the standard of ISO9001.

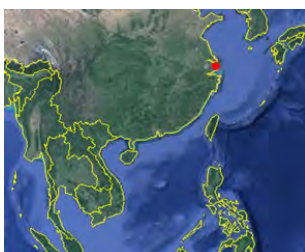
Protranster has expertise in operating complex cargo transportation and management. For all kinds of container cargo, heavy lift/oversized cargo and large-scale projects, our project team can provide

individual advice and service from the beginning till the completion of the whole project logistics.

For sporadic and complicated logistics issues, we can customize the most suitable proposals and solutions to meet various shipping requirements from our clients.

Furthermore, by maintaining long-term relationship with many shipping companies, Protranster can provide better services with more competitive price and service.

For more on Protranster, visit www.protranster.cn



crude excluded). The office is located in the center of Luanda, very near the port area for easy access to any terminals in Luanda.

The management lead by Christiaan Braans, General Manager, consists of highly experienced maritime professionals, experienced in shipping agency, forwarding as well as marine & cargo surveying in Angola.

Their aim is to provide a dedicated and personalized service to their customers to guarantee smooth operations of either their vessels or cargo.

Megalog is specialized in handling any type of project cargo and heavy lifts and can arrange low bed trailers, modular trailers and cranes up to 200 T SWL for discharging items on site etc.

Megalog handles transportation of breakbulk cargoes, containers or project cargo from anywhere in the world up to virtually anywhere in the Angolan Territory.

For offshore facilities, Megalog can arrange transport by supply vessel or helicopter. Megalog is also supervising the lashing & securing of specialized

cargo on trailers and can perform route surveys prior to the actual transport of large or sensitive items of cargo.

For more on Megalog, visit www.megalogda.com

MIDDLE EAST: Navigators SARL

The Middle Eastern specialists

Navigators SARL was founded in 2003 in Beirut, Lebanon. Located in the heart of Beirut, the trustworthy, cost-effective shipping consultants currently have 69 employees.

They handled in the past heavy and oversized cargo for various industries, such as power, mining, infrastructure, industrial etc., besides regular transportation services within Lebanon and surrounding regions in the Middle East.

For more on Navigators SARL, visit www.navigators-lb.com



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EUROPE: Alpha Projects & Logistics

Project forwarders handling all cargo - from 1 kilogram to units of 850 tons, to and from all destinations worldwide

Where there is a will there is a way - it's the *leitmotiv* of Alpha Projects & Logistics, a 5-year old, young and upstoring company with the full business experience any client would ask for.

CEO Peer Rommelhoff with more than 25 years of experience as project forwarder as well as his experienced crew of managers, assistant managers and trainees:

They as a team are your personal guarantee for the handling of all cargo to all



projects worldwide.

These days it's not just enough to offer "door-to-door" transportation and send everything from standard package or containers, for special transport, obtaining various permits all over the world.

Alpha Projects & Logistics goes the extra miles.

Chartering, Special Transports & Languages

"We have more than 25 years of experience", says CEO Rommelhoff. "We handle all kinds of special transports with heavy lifts and large project shipments. We master it all!"

Be it customs, explosive and dangerous goods, documentation or languages, Alpha Projects & Logistics gets the jobs done.

Take their true internationality with a team speaking more than 15 different native tongues, among them English, German, Norwegian, Swedish, Chinese, Turkish, French, Italian, Dutch, Serbian, Portuguese, Spanish, Russian, Ukrainian and Latvian.

They are well prepared to work all over the world, with the company especially knowing its ways in the Middle East, Iraq, Saudi Arabia and Kuwait.

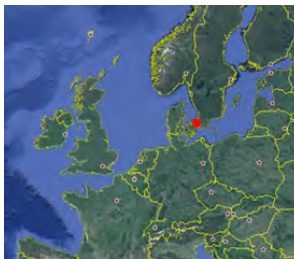
Dedication

To be a top company in the project forwarding business it's not just enough to have experience and best contacts. Alpha Project & Logistics monitors your shipments on a daily basis from collection to delivery at site in respect of time limits agreed.

For this, they're basically available around the clock from early mornings onwards.

"We are at your service", says CEO

Rommelhoff, "and curious to learn how we can serve you!"



For more on Alpha Project & Logistics, visit www.alphapnl.com ■

AMERICAS: CargoLive

No matter how complicated the move: CargoLive, partner of choice

No matter how remote the destination or how complicated the move, CargoLive Mexico is specialized in expert logistical solutions for your most precious cargo.

CargoLive Logistics provides custom-crafted freight forwarding across a range of entertainment and professional industries.

Besides Mexico we operate various other offices and are a member of GPLN, allowing us to provide knowledgeable and personalized service across the globe.

We craft custom solutions for each and every move, creating the ideal itin-

erary based on your time schedule, budget and cargo specifications.

With decades of combined freight forwarding expertise, the team provides logistics services for the following industries:

Industrial projects, music touring, theatrical events, orchestras, corporate events, film and television, sports, automotive, fine art and industrial projects.

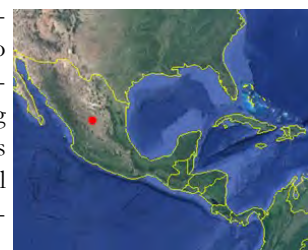
CargoLive Logistics utilizes every mode of transportation according to the needs of our clients, including shipments of domestic and international air freight, air charters, ocean containers, ocean charters, rail traffic, oversized, FTL, and/or LTL trucking.

Our team of experts carefully analyses each project to create and execute customized solutions for each and every move.

We specialize in "no fail" logistics, handling our clients most crucial and complicated moves.

CargoLive has a strong presence in Latin America and over 25 years' experience in providing integrated logistics.

For more on CargoLive Mexico, visit www.cargolivelogistics.com ■



Five Kilometers in a Container



Transport of over one hundred containers in one lot is no longer a challenge.

Within October to December, Unilogistics, a Polish company, has conducted an intermodal transport of five belt conveyors which are a part of a continuous conveyor system (CCS), a project worth about 13.5 million dollars.

The longest belt conveyor reaches the length of about five kilometers! The entire machine has been divided into over thousand components held inside 122 containers. The weight of the whole cargo reached about 1,700 tons. The project was divided into couple of stages.

The biggest challenge was to deliver components of the machine to the harbour in Gdynia, Poland, in a strictly determined time. It was done by means of road

transportation, from places scattered all over Europe.

Considering technological matters, the transport was conducted on different kinds of trailers: standard-trailer, container-chassis, platform and specialist low-bed trailer.

The next part of the project was to unload the cargo from trailers and load it into containers, considering various dimensions, weight and shapes of the cargo.

Special pre-formed containers had to be held in a warehouse until completion of the entire load. After customs clearance, the machines are ready to be shipped to Jakarta, Indonesia.

All 122 containers were safely shipped on board of one vessel. www.gpln.net

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DAKO Gets Air Separation Plant to Ireland

DAKO Worldwide Transport has recently executed the transport of several heavy and very bulky pieces partly from the German port of Bremen, partly from Turkey, to the final destination Leixlip in

The major problem was the on-carriage of the heavy lifts through the city and the outskirts of Dublin to the final destination.

In order to make sure that the transport was generally feasible, a computerized route survey measuring every single corner as well as the height clearance of this special transport was arranged with a special measuring to Ireland.

With having this survey in hands, the preparation and the obtaining of the transport permits from the various counties still took more than three months.

Finally transportation was executed using hydraulic axles from receiving the heavy lifts under hook at Dublin port up to the construction site, delivering the units directly under the crane for the final erection. No damage at all was done to the pieces. The execution of the transport was done in accordance with the planning to the entire satisfaction of the client.

www.gpln.net



Ireland.

The biggest and heaviest piece consisted of one unit with 185 tons and with dimensions 43 x 5 x 4.20 meters plus several other units which were only slightly smaller.

The ocean transport was effected by part-charter on vessels with own gears from the port of loading to Dublin, Ireland.

TecniProject Handles Power Plant in Chile



TecniProject SA, a GPLN member based in Santiago de Chile, recently arranged the transportation of the coal fired power plant Guacolda V of AES in Huasco, Chile.

The heavier equipment from Mitsubishi Japan consisted of a 200-ton turbine (dimensions L8.45 x W6.74 x H5.77 meters) and a 270-ton generator (dimensions L11.9 x W3.97 x H3.51 meters) to the jetty of the power plant in Huasco, Chile.

Since the road to the job site was not

completed to meet the safety requirements, TecniProject had to come up with an innovative, safe and creative solution, proposing to its customer to perform this job with a brand new Self Propelled Trailer (SPT).

After the vessel arrival both turbines were loaded separately onto the trailer and then moved to its final position, offloading them to the site by using TecniProject's 800-ton gantry crane.

www.gpln.net

U Bein Bridge Amarapura, Myanmar



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