



# Global Project Logistics NEWSLETTER

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

March - April 2015

Issue No. 44

**R**uslan International recently transported a stripping tower from the U.S. to a Kurdish oil field in the first of its kind operation.

Ruslan International overcame significant logistical challenges to transport a 70-ton oil stripping tower from the United States to Iraq in February 2015 in a first of its kind operation. Ruslan International demonstrated its unfailing capability in heavy and out-size air cargo with the airlift of a 70-ton piece of oil and gas equipment to Iraq, which was negotiated and overseen by its U.S. representative in Houston, Volga-Dnepr Unique Air Cargo (VDUAC).

Ruslan International, in conjunction with Volga-Dnepr Engineering Logistics Center, transported an oil refinery stripping tower from Bakersfield, California, to Erbil, Iraq. This is an operation that many believed simply was not possible due the sheer length of the cargo and the fact that it needed to be transported in one single piece.

The lift, performed by one of Ruslan International's 17-strong fleet of AN-124-100 aircraft, was the culmination of more than a

## Ruslan Makes the Impossible Possible



month of meticulous planning, drawing on more than 25 years of expertise in logistics, engineering and design.

Manufactured in the United States, the tower was being transported by the Taq Taq Operating Company Ltd. (ITOPCO) for use in the Taq Taq oil

field in the Kurdistan region of Iraq.

The timing of the delivery was critical to enable operations at the refinery to begin as soon as possible. It was estimated that the tower could refine 40,000 barrels of oil per day, so every day that it remained in the United States resulted in a significant loss of revenue for the client.

Perhaps the biggest challenge associated with the lift was the fact that the piece of cargo, measuring 38.4 x 3.7 x 3.7 meters, was technically longer than the cargo floor of the AN-124-100 by almost two meters. Adding to the complexity, the ultimate goal was to transport the tower as it was constructed, without cutting it to reduce length or removing any protruding pieces so as to save valuable time and maintain the integrity of the tower. Consideration also had to be given to the fact that the tower had no authorized attach-

ment or lifting points on it - nor had it any loading technologies attached to it to facilitate transport or loading.

VDUAC rose to the challenge, combining the capability of the AN-124 with its advanced engineering expertise to meet the complex logistics requirements of the job in hand.

VDUAC designed two transportation cradles, which it developed through the use of 3D-modelling technology and drawings provided by the manufacturer of the tower.

The cradles allowed the tower to be loaded on to the aircraft via the ramp and rail system used by the AN-124-100, and also helped ensure the structural integrity of the stripping tower whilst in transit. Ultimately, the construction of the cradles ensured that all transportation requirements, load bearing concerns, restraint criteria for

*Continued on page 13*

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## A Word From GPLN

Dear reader,

Our GPLN Annual General Meeting which took place in Bangkok from February 8-10, 2015, was again a huge success. The record attendance of over 170 participating GPLN delegates demonstrates the strength and quality of the network. We would like to take this opportunity to say thank you to all participants, their partners and sponsors and hope that their attendance was rewarded with a lot of new business opportunities, friendships and a great experience. We appreciate also the compliments we got from many of you for this well-organized AGM and a suitable hotel venue in the city center of Bangkok. The management and staff of The Landmark Hotel were very supportive of our event and a big thank you goes also to them. The video and plenty of photos of our AGM are available on our Facebook page.

Mid-March the GPLN team attended the Breakbulk China Transportation Conference & Exhibition in Shanghai where we had company at our GPLN booth from several GPLN members. This year we had delegates from Maritime Synergy, Thailand; Rohde & Liesenfeld, Canada; The Freight Co. Thailand, Myanmar and Vietnam, who were joining us at our booth in Shanghai. Many GPLN member



The Global Project Logistics Network's Annual General Meeting in Bangkok, February 8-10, 2015

companies were also visiting our booth from as far as South America.

At the beginning of May we will attend the biennial Transport Logistic in Munich, followed by the Breakbulk Transportation Conference and Exhibition in Antwerp where we will meet many of our members. Our GPLN booth during both events will be manned by member companies from various parts of the world which will be also an excellent opportunity for networking among them and other exhibiting companies and visiting customers.

Later this year in autumn we will travel to the United States of America to attend yet another Breakbulk Transportation Conference and Exhibition which takes place again in Houston / Texas, from October 6-8, 2015.

Towards the end of the same month we are exhibiting for the first time at Breakbulk Middle East in Abu Dhabi from October 27-28, 2015. We encourage GPLN members who are interested in joining our GPLN booth for both events to contact us well in advance as space is limited.

We would like to take this opportunity to remind all of you to regularly visit our Facebook page and click "Like."

Please feel free to submit us stories and pictures that may qualify for the Facebook page, newsletters and press releases. Your stories are a great opportunity to promote your company.

### Your GPLN team

#### GLOBAL PROJECT LOGISTICS NEWSLETTER

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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 heavy lift industry.

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### NEW GPLN MEMBERS — MARCH/APRIL 2015

Brazil	São Paulo	Custom Comércio Internacional / Custom Cargo
Costa Rica	San José	Agencias Unidas SRL
France	Bordeaux	C. Steinweg France
Honduras	Tegucigalpa	Dacotrans Internacional
Hong Kong	Hong Kong	Pioneer Sea & Air Ltd.
Iran	Tehran	Tehran Rahvar Int'l Freight Forwarders
Japan	Tokyo	Interfracht Japan
Singapore	Singapore	Westlink Logistics
South Africa	Durban	C. Steinweg Logistics
Turkey	Istanbul	LSC Levant Forwarding Maritime S.A.
U.S.A	Milwaukee	LEMAN USA Inc.
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## Against All Odds: DAKO Ships Heavy Engine to Cape Verde Islands



**D**AKO Worldwide Transport from Germany has handled the shipment of a 60-ton engine from Germany to the Cape Verde Islands off the coast of West Africa that involved special arrangements.

The engine was collected from the supplier in Hamburg and then transported to Lisbon. At the port, the engine was transferred to an ocean vessel and sailed for Mindelo port on the island of São Vicente. The cargo was discharged and loaded on a local low boy for the journey to the power plant. At the entrance to the power plant, the engine was lifted onto its designated site using a tower lift system.

Because no such equipment was available on the islands, GPLN project forwarder

DAKO arranged for one to be imported from Portugal. But that was only the first challenge to be faced. The major problem was that the entrance door to the power plant was not high enough and therefore special arrangements were necessary.

Furthermore, the foundation of the old engine was too weak and had to be reinforced before it could be moved. Prior to placing the engine on its foundation, the generator was moved aside with the tower lift system.

After placing the engine on the foundation, the generator was lifted back to its original place. Finally, the equipment was aligned so that the final installation could be completed.

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## Towering Success: 150-Meter Bioenergy Towers for Venezuela

**B**razilian bioenergy equipment manufacturer JW Equipamentos chose a RoRo solution for a complex shipment of evaporator towers measuring almost 150 meters long.

With the largest conventional oil reserves and the second-largest reserves of natural gas in the Western Hemisphere, Venezuela is one of the world's leading crude oil exporters. Under pressure from the international community, however, the country is also ramping up its production of alternative fuels, such as ethanol.

One company that is supporting the diversification of the Venezuelan energy market is JW Equipamentos from Brazil - a specialist manufacturer of equipment for the bioenergy sector.

In 2011, JW Equipamentos, which has 30 years' experience developing projects and manufacturing equipment for bioenergy distilleries around the world, chartered a breakbulk vessel to deliver its first shipment of distillery equipment to Venezuela. The project was subsequently delayed and it was not until 2014 that Venezuela was ready for its next delivery.

This time, the product was extremely complex - three large evaporator towers, each 48 meters high, had to be shipped from the Port of Santos, Brazil, to Puerto Cabello, Venezuela. The towers will form part of the new ethanol distilleries in the



Venezuelan states of Barinas, Portuguesa, Cojedes and Trujillo. JW Equipamentos approached a freight forwarder asking for a good transport solution.

The cargo had out-of-gauge dimensions and a complex structure that required safe handling. WWL presented an excellent RoRo solution using roll trailers and specialist equipment to ensure secure, efficient operations. According to Rodrigo Costa, WWL Brazil Sales Executive, the main challenge in the project was changing JW Equipamentos' perspective on how to ship its products.

"The manufacturer had previously chartered breakbulk vessels for shipments like these," explains Costa. "We put a great

deal of time and effort into explaining the benefits of a RoRo solution to both the freight forwarder and JW Equipamentos."

To ensure safe handling, the towers were split into four parts, each with an average height of 12.5 meters.

At the port, WWL used roll trailers for loading and unloading, thereby minimizing the need for extra handling and lifting.

On arrival in Venezuela, they were collected by the end customer for onward transport by truck to the distilleries.

It took only about four hours to load the 12 modules and the handlers managed it with experience and ease.

The customer was very satisfied with the outcome. There were no risks involved in

this operation; everything went very well.

The regularity of WWL's ocean service from Brazil to Venezuela was another vital factor that helped JW Equipamentos go with a RoRo solution.

This afforded the customer, who did not know the exact dates of the shipment, flexibility with the timing, along with a guaranteed sailing schedule.

Another challenge was to ensure the product was ready for ocean transport on time. Costa explains that a license is required for certain oversized products and it is not uncommon for high-value cargo to be delayed in Brazilian customs.

"We negotiated with the terminal and they agreed to allow us to deliver the cargo early," he says. "As a result, it was customs-cleared and ready to go a week before the shipment date," he says.

About the cargo: Three large evaporator towers, each 48 meters high, were transported from the Port of Santos, Brazil, to the Puerto Cabello, Venezuela, on board the WWL vessel Tagus.

In order to ensure safe handling, the towers were divided into four parts, each with an average height of 12.5 meters - bringing the total shipment to 12 modules. The towers were loaded and unloaded using roll trailers and safely lashed below deck, thereby minimizing unnecessary handling or lifting.

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## Crewboat Ships From Dubai to Mexico



**F**leet Line Shipping Services, Dubai, is proud to inform that we have successfully executed another crew boat recently, this time the crew boat measuring 41 x 8 x 12 meters with 160 tons of weight. The destination was Dos Bocas, Mexico.

Our operations team had to make elaborate plans to load the crew boat on the break vessel BBC Maine as the 41 meter long crew boat had no cradle available. Our team had designed and fabricated a bespoke cradle in our warehouse, based on technical drawing of the crew boat, which was then transported to the allocated berth at Jebel Ali port after receiving necessary permission from port authorities for welding and assembling of the cradle onshore.

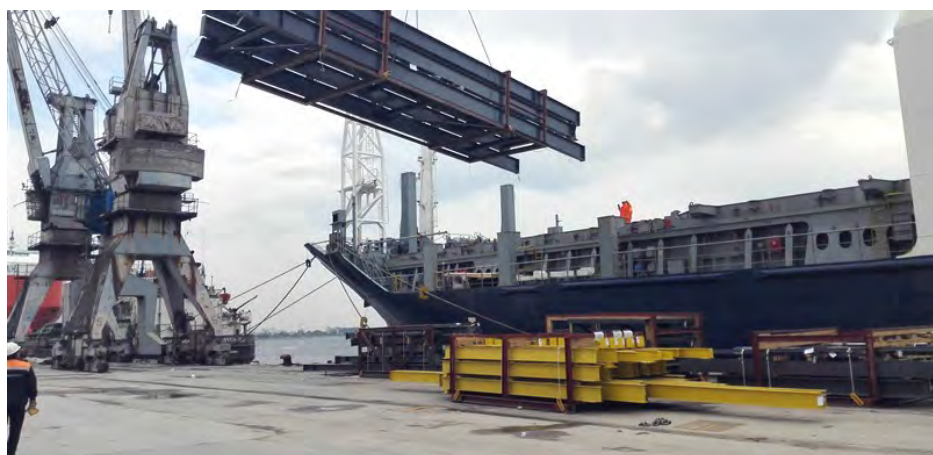
Upon the breakbulk vessel's berthing, the assembled cradle was lifted onto the board, then FLS appointed divers were ready to put the slings around the crew boat which was then safely lifted from water using the ship's on-board cranes and placed on the cradle.

FLS also arranged the crew boats agency matters such as crew sign off, coast guard permission, berthing permission, customs clearance etc. as a one-stop solutions for the whole project.

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## Steel From Turkey to Sweden



**S**NS International, from Turkey, recently handled a project of steel structures for Mertainen plant for the crushing and sorting of ore which will be built in Sweden. Total cargo was 6,500 cubic feet that was consisting of pieces up to 23 meters long and 4.5 meters high. All materials were collected by SNS from the sites in Bozoyuk and Ankara. SNS also arranged all logistics services including necessary packing, lashing, securing and loading operations in Derince port. Upon completion of loading, the vessel sailed to Haraholmen port, Sweden.

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## Briefs

### C.E.R.L. Does IL-76 Shipments

C.E.R.L. France recently achieved two bulk shipments with SPX Ilyushin IL-76 aircraft chartering.



The first shipment was from Lyon to Singapore: two complete pumps with motors, measuring 8.6 x 2.57 x 2.91 meters with a weight of 16,210 kilograms. The second shipment was two heat exchangers from Porto Marghera, Italy, to Sikka Jetty, Jamnagar, India. 25.22 respectively 20.64 meters long, the combined weight of the heat exchangers equalled 710 tons.



### Protranser Handles Wind Blades to India

Protranser, a GPLN member from Shanghai in China, was awarded a contract in renewable energy field. Protranser was in charge of transporting 18 sets of 46 meters long wind blades from Tianjin, China, to India. Protranser has rich experience in handling wind energy equipment, not only wind blades but also wind turbines and wind towers.



Protranser is a professional international forwarding company based in China, focusing on project logistics. In April 2005, Protranser received a "Class A" and NVOCC licence for nine offices within China. Protranser is providing comprehensive services, complying with the standard of ISO9001.

### APM Goes Central African Republic for the United Nations

"The early bird catches the worm." Anyone who dreams for a better tomorrow will recognize and admit this saying. It is in this sense that APM (Agence de Presta-

tions Maritimes S.A) find themselves once again in the Central African Republic thanks to the conclusion of another multi-annual contract with ECOLOG-company in charge of the supply of all materials to MINUSCA (United Nations Multidimensional Mission for the Stabilization of peace in the Central African Republic). Through this contract, APM hereby makes another step forward. Not only through the award of this contract,



but most especially a step ahead in their permanent quest for competence and the development of local know-how. The contract consists mainly of the clearing at Douala port, trucking to Bangui and clearing in the Central African Republic of 100 TEU (dry and reefers) per month for a period of three years. APM through this contract is participating in her own way in the restoration of peace in this country.

### Sunshine Logistics

Guangzhou Sunshine Int'l Logistics undertook four major projects. The first project was the towing of an uncompleted vessel (82,000 DWT) by river and sea from Nantong to Nansha in China.

The second project consisted of shipping and delivering parts of a port crane. The service scope included river feeder, loading, lashing/securing, sea shipping, discharging, delivering and in-position. Project no. 3 was the shipping and delivery of petrochemical equipment within China, including inland truck and port service.

Project no. 4, finally, was the deliver-



ing of transformers for Siemens, ABB and others. The job consisted of inland as well as international trucking, picking up the cargo from Mao Khe in Vietnam, repairing it in Zongshan, Guangdong, China, and delivering it back to Mao Khe.

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## HEAVY MATTERS

By Gert Vos

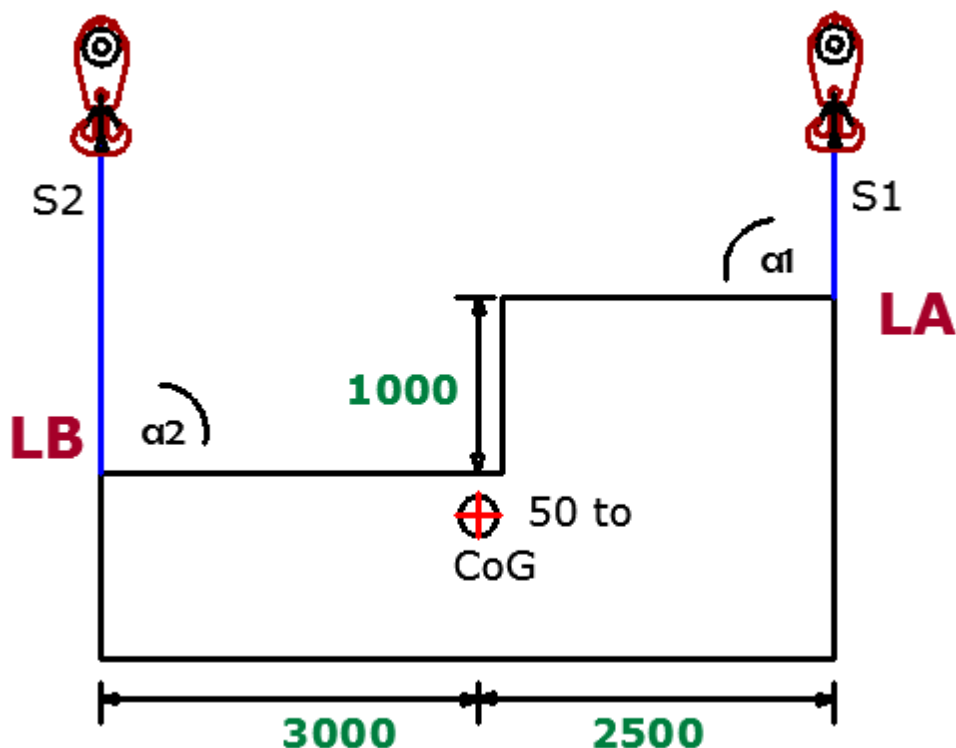


### CALCULATING SLINGFORCES - PART 3

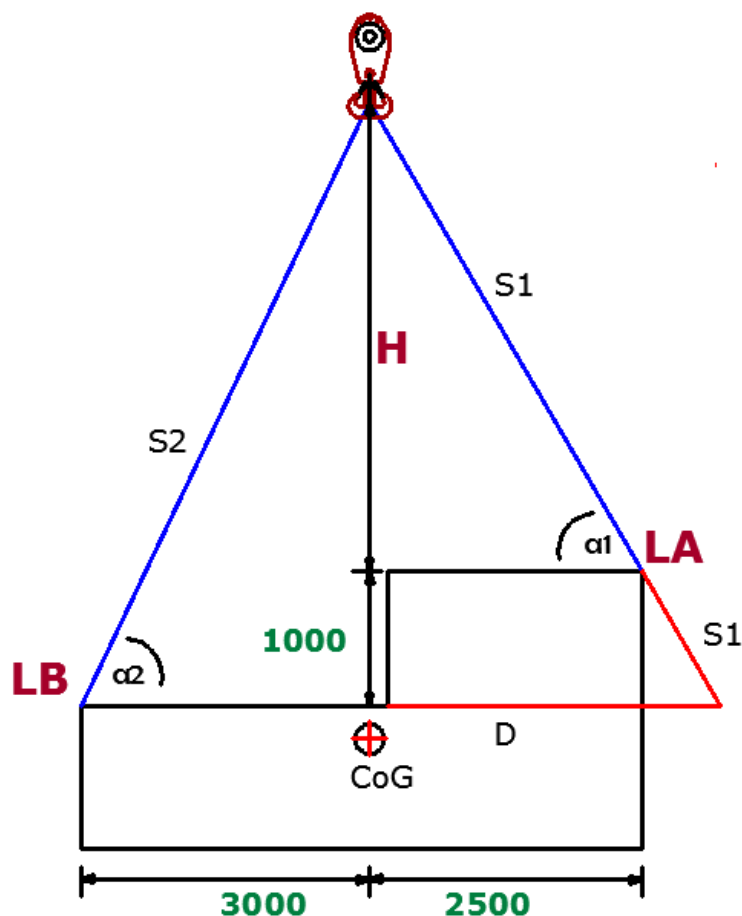
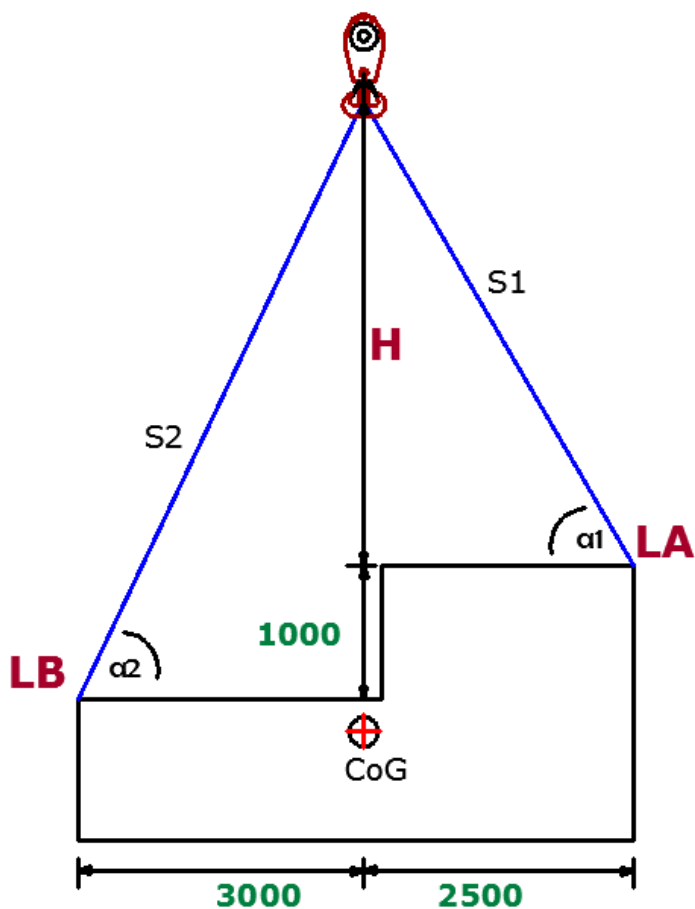
Lifting cargo with different level in height of the lifting lugs needs a specific calculation. Normally you would say that when lifting a piece with 2 cranes you easily can calculate like follows:

Forces in lifting point LB :  $(2500 / (3000 + 2500)) * 50 \text{ to} = 22,73 \text{ to}$ .  
Forces in lifting point LA :  $(3000 / (3000 + 2500)) * 50 \text{ to} = 27,27 \text{ to}$ .

That is easy as long as the angles of  $\alpha_1$  and  $\alpha_2$  remain  $90^\circ$ .



But now we have the following situation. The cargo will be lifted with 1 crane and that creates a moment left and right and for that reason the calculation will be a little bit different.



To determine the Forces in LB and LA you have to extend the line S1 to the level of the horizontal line of lifting point LB.

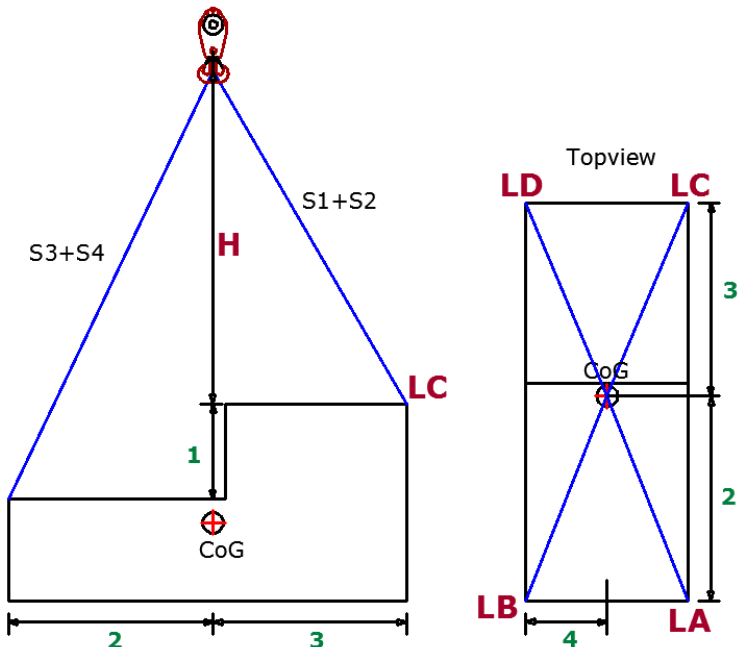
H = 4000 mm  
S1 =  $\sqrt{2500^2 + 4000^2}$  = 4717 mm  
 $\alpha 1 = \arctan(4000/2500) = 58^\circ$   
 $\alpha 2 = \arctan(5000/3000) = 59^\circ$   
D = (H+1000)/tan58° = 3124 mm  
S1' = 3124/cos58° = 5895 mm.

Dividing the weight:

Lifting point LB : (3124/(3000+3124))\*50 to = 25,51 to.  
Lifting point LA : (3000/(3000+3124))\*50 to = 24,49 to.

Forces in Sling S2 :  $25,51/\sin 59^\circ = 29,76$  to.  
Forces in Sling S1 :  $24,49/\sin 58^\circ = 28,87$  to.

To make it a little bit more complicated we can lift the same cargo, but now with 4 slings. Important is that you extend the lines of the slings on the right side, but you need to correct the angle to determine the correct distance of D. You can do a little exercise on this.



INPUT	Value	
1	1000	mm
2	3000	mm
3	2500	mm
4	2000	mm
Length S1:	4717	mm
Weight Load:	50	metric to.

OUTPUT	Length: (mm)	Force: (metric to.)	Angle (°)	
S1:	4717	16,4	$\alpha 1:$	47,3 Minimum 30°
S2:	4717	16,4	$\alpha 2:$	47,3 Minimum 30°
S3:	5738	16,6	$\alpha 3:$	51,1 Minimum 30°
S4:	5738	16,6	$\alpha 4:$	51,1 Minimum 30°
H:	3464			
Shackle LA:		16,4		
Shackle LB:		16,4		
Shackle LC:		16,6		
Shackle LD:		16,6		

Minimum Capacity: (according to safetyguidelines)	Symmetric load	A-Symmetric load:
Load is:		A-SYMMETRIC
Per sling, per shackle:	23,8	33,3

Gert Vos - HTTC

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With specialist teams across the world, our global network, and state-of-the-art equipment, Maersk Line Special Cargo can deliver your

project cargo anytime and anywhere. We look forward to seeing you at Breakbulk Europe 2015 in Antwerp, May 20-21. **Your promise. Delivered.**



## Tuscor Lloyds Spanish Office Celebrates 10 Years

**W**e are never short of celebrations here at Tuscor Lloyds. After the 20th anniversary of the Manchester headquarters last year, our Spanish offices now celebrate 10 years of smooth sailing.

Andrés Lozano, Tuscor Lloyds Spain Director, has penned an open letter of thanks to mark the occasion.

"Firstly, I would like to thank all our customers, suppliers and friends for sharing in the first 10 years of Tuscor Lloyds Spain.

From our beginnings in Barcelona 2005, we have had the opportunity to work on a great variety of projects in almost every industrial sector nationwide. Our continued growth has provided us with the experience and expertise to become an integral part of many supply chains, handling cargoes of all sizes. Our mission has always been to maintain continued growth balanced with quality of service. Over the past 10 years, our company has seen an average growth of 39% year-on-year and we continue to work as hard as when we started.

In our early years we offered a niche sin-



gle route service but over time have developed our offering across a multitude of routes and sectors. Currently our exporting market to Mexico is a substantial part of our business along with developments in North and South America such as Canada, Chile, Colombia, USA, Argentina and Dominican Republic.

At Tuscor Lloyds we pride ourselves on sustainable growth, with the development of a highly professional team who are dedicated to customer service. We strongly believe business relationships are based on personal ties born from trust and results. We always consider our customer's commitments as our own, offering a unique

and important added value in every one of our services. Finally I would like to give a special thanks to the great team around me. I am sure with these pillars we will continue to grow with success in our industry for many years to come."

*Andrés Lozano, Tuscor Lloyds Spain Director*

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**C**onsolidated Shipping Group (CSS Group) celebrated its 20th anniversary of operations in the field of shipping and logistics from March 12 to 14, 2015. The new Hyatt Regency Dubai Creek Heights was the main venue for the functions where the conferences and meetings were conducted. The conference and the gala dinner were attended by the world wide agents and partners of CSS Group. In Abu Dhabi, The Club hosted a carnival theme party on March 14 for the global partners and associates of CSS Group.

In connection with the 20th anniversary celebrations, CSS organized a golf event at the Dubai Creek Golf and Yacht Club in which golfers from the shipping and logistics fraternity from around the world participated. Some of the professional golfers from Dubai also participated in this event.

A company, which was started 20 years back as a small firm with minimum staff strength to cater to the logistics requirements in Dubai, has grown to become one of the most sought-after names in the field of



## CSS Group — 20 Years of Excellence

freight forwarding and logistics today. With diversified operational presence 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 point related to shipping and logistics. More than 800 people work with CSS Group today in the Middle East and the Indian subcontinent.

CSS group offices in the Middle East and the subcontinent joined hands and made the 20th anniversary celebrations

memorable. The senior management and the chairman of CSS Group, Mr. T S Kaladharan, extended gratitude to the government of the UAE, loyal customers, valued partners and, most importantly, to their trusted employees for making this event a successful one.

[www.gpln.net](http://www.gpln.net)



## Upcoming GPLN Meetings & Events

### 15th Transport Logistic Munich

5th — 8th May 2015

New Munich Trade Fair Centre;

Booth No. 110 / Hall B4

Munich, Germany

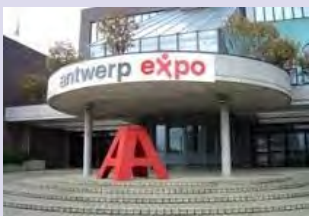


### 10th Breakbulk Europe Transportation Conference & Exhibition

19th — 21st May 2015

Antwerp Expo; Booth No. 300 / Hall 4

Antwerp, Belgium



### 26th Breakbulk Americas Transportation Conference & Exhibition

7th — 8th October 2015

George R. Brown Convention Center;

Booth No. 122

Houston, TX, U.S.A.



### 1st Breakbulk Middle East Transportation Conference & Exhibition

27th — 28th October 2015

Abu Dhabi National Exhibition Centre

(ADNEC); Booth No. 200

Abu Dhabi, U.A.E



For all information on upcoming events,  
please contact GPLN's Luzius Haffter at:  
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## Liburnia Maritime: Technical & Operational Know-How Is Everything



Croatia's Liburnia Maritime successfully loaded seven barges, each weighing 750 tons and measuring 60 x 16 meters, in Rijeka on to a Dockwise semi-submersible vessel destined for Cartagena, Colombia.

This is the sixth shipment of this type that Liburnia has executed, explained the company's managing director, Captain Danko Crncevic: "From our perspective there is a huge difference now, compared to when the first lot was loaded one and a half years ago.

Operationally and technically, all parties already have the know-how, so it appears that this shipment is very smooth to handle, but for the first lot we had to make a huge number of preparations to ensure the project was a success."

Crncevic praised the relationship that Liburnia has fostered with Dockwise: "There are no delays in the schedule, and they handle the cargo with utmost care. Liburnia has chartered Dockwise vessels for all six lots." He added completing shipments of this nature would not be possible without staff possessing wide-ranging technical and operational knowledge.

[www.gpln.net](http://www.gpln.net)

## When Planning Is Everything

Heavy lifts specialist company Al Sharif International Freight Services, from the kingdom of Bahrain, organized all forwarding and other related work and safely and timely delivery of heavy lifts equipment to Alba Marine plant project site in Sitrah. The equipment, weighting up to 210 Te, was successfully moved from Khalifa bin Salman port to Alba Marine via barging operation from port to private Ras Al Zuwiad jetty and then onwards to Alba Marine by special 18-axles hydraulic trailers. Officials said the operation was carried out in close cooperation between customs and port authorities, road directorate, bridges and maintenance department, the ministries of works, interior and the traffic directorate.

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## BATI Group Goes Geothermal

BATI Group of Shipping Companies has been awarded to handle the geothermal power plant of Zorlu Energy in Alasehir, Turkey. The geothermal power plant was integrated with two shipments loaded from the U.S.A. and Japan.

The shipment from Japan was consisting of 135 units and a total of 1,750 cubic meters.

This power plant plays a huge role in increasing the geothermal power up to the levels of 200 megawatt. The multimillion dollar project has been delivered successful-

ly by the project team of BATI, headquartered in Istanbul, Turkey. The company describes its credo as: "Know what's right. Value what's right. Do what's right!"

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**C**hina-based CJ Smart Cargo recently delivered a 5,400 metric tons upper hull of one floating liquefied natural gas system (FLNG) from Nantong to Singapore.

On February 11, our own self propelled barge (SPB) carrier KES NO. 1 with a dead weight of 15,000 metric tons and free deck space at 125 x 40 meters was berthing at the Nantong terminal and waiting for loading of the upper hull which had a dimension of 116 x 63 x 28 meters and a weight of 5,400 metric tons.

This huge module has been well prepared on the side of terminal for ten days. Before the arrival of the barge, the self propelled module transporter (SPMT) was put in position on February 8 to support the upper hull with a total of 204 axles.

The loading was done by roll on with SPMT 204 axles in the morning on February 13, followed by preparations for another two days, so that the barge departed on February 15.

The barge finally arrived in Singapore on February 25, berthing on February 26, and the lifting off by two floating cranes with a


## CJ Smart Cargo Delivers 5,400-Ton Hull



capacity of 5,000 and 3,200 metric tons respectively started on March 2, followed by cradle movement and deck clearances on March 3. CJ Smart Cargo has set up last year a new department called "Offshore Engineering and Energy Division." Today, CJ Smart Cargo has become a leader in the offshore engineering industry in China.

[www.gpln.net](http://www.gpln.net)

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## JSC Baltkonta Wind Logistics

**J**SC Baltkonta, a new GPLN member from Klaipeda, Lithuania, is an experienced logistics services provider for various wind mills producers. In 2014, JSC Baltkonta was awarded with a new contract.

JSC Baltkonta was responsible for the port handling services of 15 second-hand sets of Vestas E66 wind mills at Klaipeda port and delivering them by road and rail to Otar, Kazakhstan.

Planning to complete this project in summer 2015, JSC Baltkonta successfully handled so far five vessels which shipped all 15 complete sets of Vestas E66 wind mills to Klaipeda, Lithuania.

Moreover, nine complete sets have been already delivered to Otar, Kazakhstan. Showing its great team effort while this project is still on the run, JSC Baltkonta staff were coordinating stevedoring, customs procedures and inland transportation in order to gain more experience for their new projects.

[www.gpln.net](http://www.gpln.net)



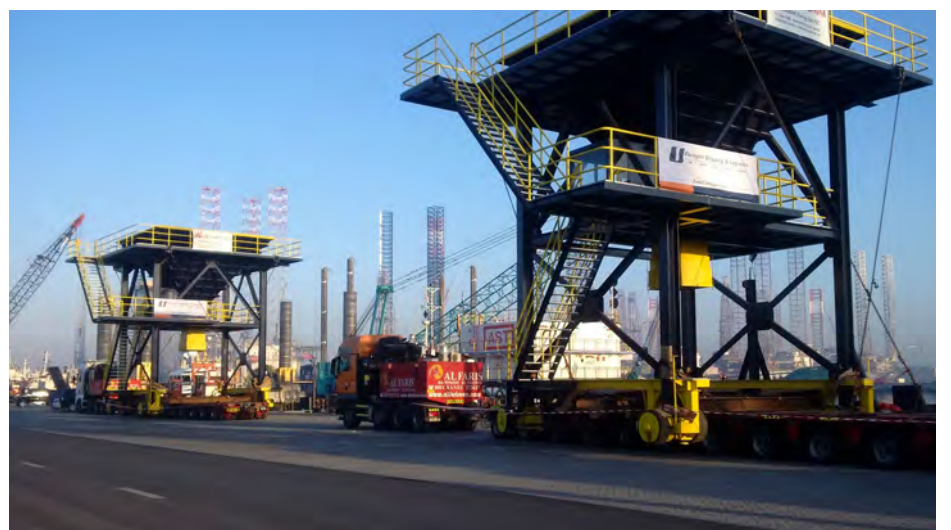
## Twice as Fast as Allowed

**P**aragon Shipping & Logistics L.L.C., a GPLN member from Qatar, successfully moved hoopers from Hamriyah Sharjah port to Abu Dhabi.

The project was successfully executed within two days from site up to port discharge. The cargo's specs were 4,300 cubic meters consisting of 200 tons with four pieces measuring 9 x 8.5 x 13.5 meters.

The time frame given to execute this project was between 72 and 96 hours,

but we managed to do it within 48 hours instead. Paragon Shipping & Logistics L.L.C. has offices in all major hubs on the Arabian peninsula with own offices across the Middle East offering an optimized supply chain for all logistics. [www.gpln.net](http://www.gpln.net)



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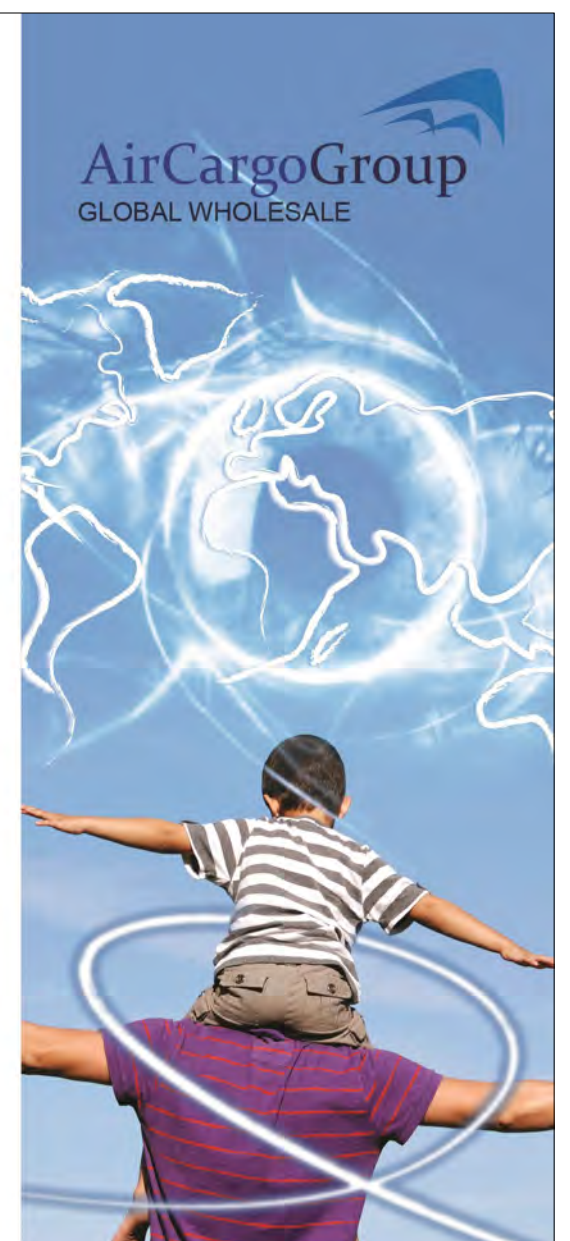
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## FREJA Offices Team Up

**A** combined project transportation carried out between FREJA Finland and FREJA Denmark offices was successfully delivered by FREJA Transport & Logistics' project department.

In February 2015, FREJA Transport & Logistics project department shipped a project from the west coast of Finland to near Copenhagen, Denmark. The project consisted of more than 10.000 cubic me-

ters of composite pipes, scrubber units and tanks. The two biggest pieces were two scrubber units with dimensions of 33.9 x 9.2 x 8.6 meters and a weight of 66 tons per unit. FREJA Transport & Logistics' responsibility consisted of pre-carriage from factory to port, loading with mobile cranes on a fully chartered vessel; discharging with mobile cranes and delivery of all cargo up to the site.

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## Globalink Beats Deadline

**G**lobalink Logistics Group's experienced project department from Kazakhstan was tasked with handling and working out the most efficient route for the transportation of two transformers from Hefey, China, to Atyrau, Kazakhstan.

With a deadline fast approaching, its customer needed the shortest possible transit time for delivery to the final destination. Globalink supervised the load-

ing and lashing at origin and dispatched the cargo.

Upon arrival at the Kazakhstan border, its border Dostyk office controlled the offloading and subsequently also reloading onto the waiting rail wagons for the final leg of the journey.

The cargo was successfully delivered by Globalink project's team to the customer in Atyrau, ahead of the deadline.

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## Universal Moves Transformers

**T**he loading for the first large-scale project in 2015 for the Universal Transport team started early this year. Two transformers with the measurement of 12 meters in length, almost 4 meters in width and 4.5 meters in height and a weight of 261 tons each were loaded on an inland-going vessel in Nuremberg. The transformers were shipped via the main Danube canal to the Weser port near Stolzenau. The transit time was to just under one week.

After arrival, the loading onto two vehicle combinations took place with the help of a SL3800 super lift crawler crane with floating ballast. The vehicle combinations chosen by Universal Transport were composed of two pull-push convoys, each with two 4-axle tractors and a trailer with 20 modular axles, which were positioned in line at the transshipment point Stolzenau. The total transport weight amounted to app. 370 tons per combination, which can be equalled with the weight of 80 full-

grown elephants!

Around 10 p.m. the police was ready for this big move and the drivers hit the road



with altogether 2600 horsepower to the transformer station Ohlenschlen near Kuppendorf. In the middle of the night the motorcade of the two vehicle combinations plus several escorts and police vehicles arrived at the transformer station. The following morning the unloading and the implementation of the transformers onto the designated foundations started.

Project planning had started many months before the transport: in autumn 2013. It was assessed that one of the bridges to be passed was not suitable for being crossed with a gross weight of nearly 370 tons. A so-called flying bridge had to be put over the actual bridge. So the combinations crossed the actual bridge using a mobile bridge.

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*Continued from front page — “Ruslan Makes the Impossible Possible”:*

g-force restrictions and tie-down requirements of the AN-124-100 were met.

Colon Miller, director of government & defence programs for Volga-Dnepr Unique Air Cargo, said: "When we first took on this project, we were met with detractors from all sides. Nobody believed that we could do it."

"The cargo was unique in terms of its size, weight and shape, but thanks to the hard work and problem-solving skills of the engineering team, and everyone involved in this project, we've managed to make the impossible possible."

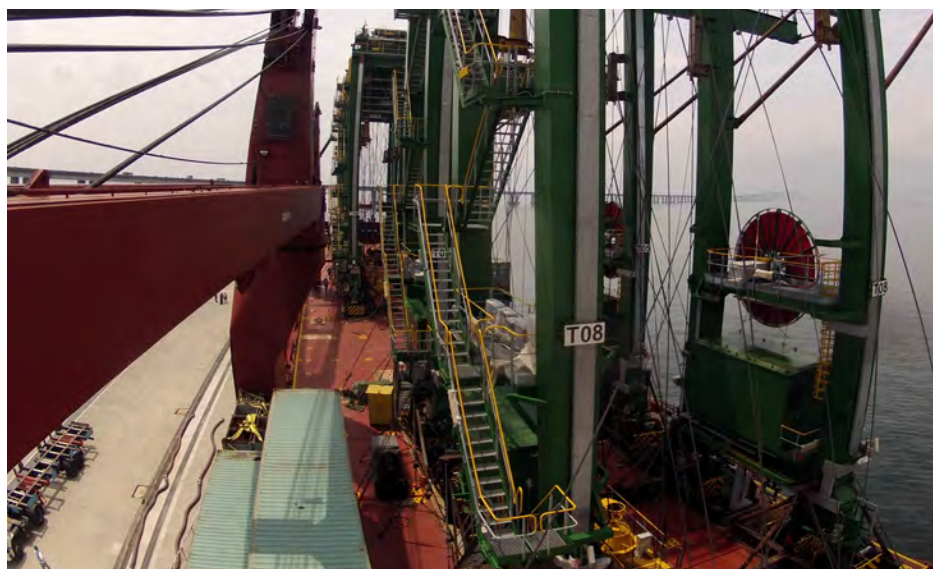
Dmitry Grishin, vice president of sales for Ruslan International, said: "This achievement is a source of great pride for everyone here. It serves to reinforce Ruslan International's credentials as leaders in heavy and outsize air cargo, with the capability to move

complex components quickly so that major projects can happen on time."

Ruslan International collaborated with Volga-Dnepr Unique Air Cargo and Volga-Dnepr Group's Engineering & Logistics Services to coordinate all other logistical factors for the lift, including: trucking, craning, local police escorts and general safety measures related to moving such a large piece of cargo over land to the airport for loading. Ruslan International was formed in July 2006 through a joint venture between Antonov Airlines and Volga-Dnepr Airlines. With a combined fleet of 17 Antonov An124-100 aircraft and 25 years of expertise in operations, load planning and route planning, Ruslan International is able to handle any outsize or heavy air cargo challenge. The company employs 38 staff and is headquartered at London Stansted Airport in the U.K.

[www.gpln.net](http://www.gpln.net)

## Rio Gets Ready for Panama

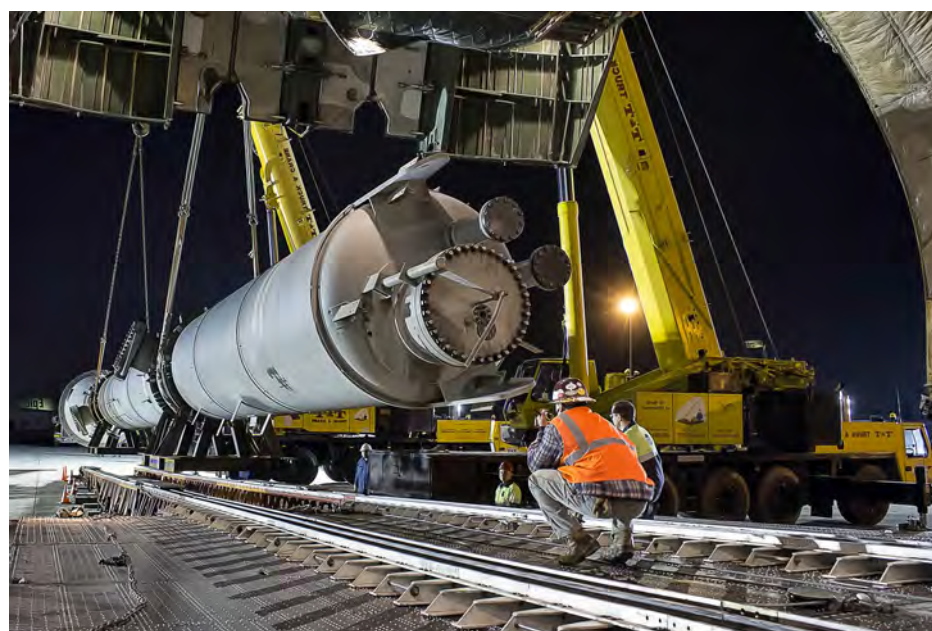


**F**OX Brasil Project Logistics transported 12 new ERTGs (electric rubber-tired gantry cranes) to Libra Terminais / Rio de Janeiro Port. The equipment was imported as part of the expansion plans of R\$520 million.

The original port was Zhangzhou in China, and FOX Brasil delivered a port-to-port service with international sea freight. The main pieces of the 12 electric rubber-tired gantry cranes measuring 30.4 x 12.22 x 30.2 meters were shipped directly from Zhangzhou to Rio. The cranes are part of an investment to prepare the terminal to receive the super ships to come to Rio de Janeiro after Panama Canal's expansion. These are of course good news for Brazil, considering the current picture of logistics investments in the country. Brazilian federal ports spent

only 28,5% of the funds provided between the years 2000 and 2013, i.e. they're left to spend 71,5% of the funds intended for them. The ports in Rio de Janeiro state were the ones least used resources provided during the period, according to a study by Dock Companies. Through the partnership with its agents in China, FOX Brasil managed the logistics port-to-port of these units. One of the biggest challenges was to interact with the large number of stakeholders 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 was managed according to all requirements.

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## ASIA: Zhenhua Logistics Group

Zhenhua's 46 offices and more than 3,000 staff master any logistics challenge

Zhenhua Logistics Group from Tianjin, China, is already 22 years in business. Started in 1993, the company was incorporated in 2006 and today counts 46 offices nationwide with more than 3,000 staff.

The assets of Zhenhua Logistics Group are as impressive as the huge staff count. They own 300 vehicles, including trailers and trucks, to meet any challenge



in the logistics industry. When accepting a project, Zhenhua Logistics Group always does the math about routing, cargo's character (dims, weight, pictures), climate, security, facilities, equipment, labor involved, etc.

The greatest challenges facing the industry in the eyes of the company are the maladjustment of supply and demand as

well as the mixing together of good and bad forwarders.

Zhenhua Logistics Group know

freight

logistics

in China

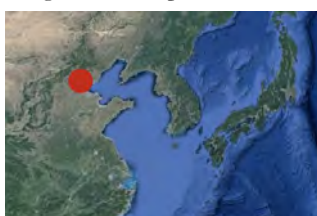
like the

back of

their hand. If true experience and expertise in China matter, Zhenhua Logistics Group is the company to rely on.

For more on Zhenhua Logistics Group, visit

[eng.zh-logistics.com](http://eng.zh-logistics.com) ■



## EUROPE: DAKO Worldwide

DAKO, for everything, everywhere

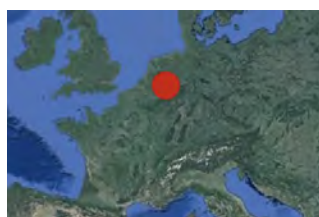
DAKO Worldwide Transport is certainly one of Europe's industry leaders. The group's head office is in Germany with about 25 branches and subsidiaries worldwide, mainly in Latin America, the Middle East, Eastern Europe and on the Subcontinent. The company's main credo is to

be very near to their customers and partners. To excel in the forwarding industry, a company must have a deep knowledge of transport facilities in the respective countries, says DAKO. As a rule of thumb you are not authorized to transport heavy and bulky pieces over the road whenever it is possible to transport by barge or rail. Obtaining permits is a time-consuming and costly matter.

The company is doing very well overall, thanks to the German industry's and international trade's good current shape.

Problems may arise because of political disturbances in destination

countries, such as Russia, Ukraine, Iran, Iraq, Syria, Egypt, Libya and some parts of Africa. Currently suspended are a power station for Iraq and two power plants for Liberia. DAKO



hopes the situation will improve in 2015 to get the projects done.

As such, no job is impossible for



DAKO. They own about 80 hydraulic axles in different key locations around the globe.

In addition they operate extendable trailers for the wind industry.

Add the more than 200 employees in 25 branches around the world – and DAKO sure knows how to partner up with a fellow GPLN member company in countries where they have not been active in the past.

DAKO's Kerstin Oberste-Hetbleck attends GPLN meetings since several years, creating special relations with GPLN members which are of special importance to DAKO.

For more on DAKO Worldwide, visit

[www.dakoworld.com](http://www.dakoworld.com) ■

## Hellcat Fighter Goes Home

A historic move as a World War Two F6F Hellcat fighter returns to its homeland:

Wallenius Wilhelmsen Logistics (WWL) and Abnormal Load Services (ALS) Hull organized the transportation of the unique Grumman Hellcat F6F from the Imperial War Museum (IWM) in Duxford on behalf of their customer, Transcars Limited.

With dimensions 10.36 x 4.92 x 3.99 meters and a weight of 4,300 kilograms, special ramps had to be deployed with a winch system to load safely onto the vehicle.

It was then escorted from Duxford to Southampton docks where arrangements had been made for it to be shipped overseas.

Built in late 1943, the Hellcat was a U.S. carrier based fighter which had also served with the Royal Navy. The Hellcat had been part of a collection of vintage aircraft at the Duxford IWM and is painted in the livery of its pilot WW2 ace Lt.

Alex Vraciu who served with the Navy fighter squadron VF-6. It arrived in the U.K. in 1990, having been rebuilt and restored to its original condition.

It was the only Hellcat performing



outside of the U.S.A., so had been a popular performer at air shows across Europe ably demonstrating its flying performance which made such an impact across the Pacific Theater during WW2. It has now been bought by a private collector in the USA.

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## AFRICA: Khedivial Marine Logistics

### Khedivial Marine Logistics defy challenging environment

Khedivial Marine Logistics (KML), from Egypt, operate in a challenging environment these days. Founded in 1981, with five offices and 45 staff, they have their own custom clearance and ship-



ping agency licenses as well as their own warehouse. Specialized in oil and gas, industrial, manu-

facturers and automotive, everything in Egypt these days is affected by the political and economic instability.

The local currency has lost half of its value

against the

U.S. dollar

and

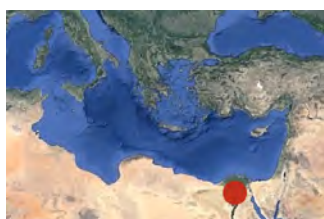
the euro,

the black

market pays better rates than banks and

currency restrictions are in place. With the

military firmly in control of the country,



checkpoints with soldiers are all over the country. Each truck is forced to pay a fee for the passage. Unfortunately, it's not a fixed tariff, it cannot be calculated in advance, but at least you get an official receipt. Knowing how to deal with this situation gives the company a decisive edge over big multinational companies.

*For more on Khedivial Marine Logistics, visit [www.kml-logistics.net](http://www.kml-logistics.net)*

## MIDDLE EAST: Almajdouie

### The Middle Eastern specialists

Almajdouie Logistics, based in Dammam, Saudi Arabia, is a leading forwarding specialist in the Middle East. To date, they have handled 12 million freight tons of petrochemical, project cargo and FMCG annually. Be it transportation, heavy lifts, freight forwarding

or terminal and warehousing, Almajdouie Logistics is a complete solution for integrated logistics with more than 1,500 latest tractors and 1,800 various types of trailers in service. Experienced to deal with the constant client pressure to meet deadlines, Almajdouie is also no newcomer to deal with



strict regulations by local authorities as well as

physical restrictions by road conditions, such as height limits, bridges or power lines.

Like any other player in this heavily competitive industry, Almajdouie faces pressure from large international and small local transporters. The company is eager to constantly improve services while following safety regulations, assures the company's heavy lifts manager Muhammad Ashfaq.

*For more on Almajdouie Logistics, visit [www.almajdouie.com](http://www.almajdouie.com)*



## AMERICAS: SCACLI

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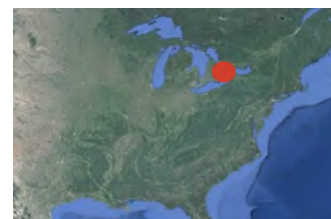
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## All the Way to Azerbaijan



**R**RL Rail & Road Logistics Baku recently handled a crushing plant consisting of two parts. The oversized part has been transported from the U.S. and the second part from Italy to Azerbaijan.

The first plant consisted of 248 lifts and was 5,019 cubic meters. The loading addresses were located in three different areas in the U.S.

A total of 69 trucks were used for the inland transportation from these three different locations to the loading port of

Wilmington, North Carolina. From Wilmington that plant was shipped to Poti, Georgia, without any transshipment. From the port of Poti the whole plant was shipped to Baku within just 19 days by using 39 units of wagons and 15 units of trailers. For the second part, the loading addresses consisted of six different areas in Italy.

After careful analysis and discussion with the shipper and the client, all parties agreed to transport the plant with 71 units of 40' open top containers, seven units of 20' containers and one unit of truck.

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## Oil & Gas Refurbishing Project

**M**ory-TNTE have been involved in the transportation of two units of high pressure separators weighing at 58 tons each from Batam, Indonesia, to Keppel Shipyard, Singapore, which is part of “The FPSO Bertam – Oil & Gas Vessel Refurbishing Project.” The value of the project is said to be estimated at 145 million euros. Our scope involved transportation of these major separators from the fabrication plant in Indonesia on a 230-foot barge and the use of a 1,000 ton floating crane to discharge the cargos from the barge onto the vessel at Keppel Shipyard, Singapore.

Besides the transportation of this heavy equipment, our project team also extended its logistics support for the installation of the separators at the project site. The timeline of this entire operation took approximately three days with close monitoring and coordination by our dedicated project team. Apart from handling two units of high pressure separators, Mory-TNTE will also be undertaking transportation of three units of new engines, various size skids, lithium ion batteries and other support equipment, etc., for this project.

[www.gpln.net](http://www.gpln.net)

## New Almajdouie Logistics Head

**A**lmajdouie Logistics (MLC) has appointed Kim Bjerner Rathsack to lead the group's logistics activities. Mr. Kim now spearheads the activities of MLC services focusing on transportation, heavy lift, freight forwarding and terminal and warehousing.

Almajdouie is today one of the largest logistics service providers in the Middle East and owns and operates 1,800 trucks and 2,200 trailers, more than two million square meters of full-fledged terminal

and warehouse facilities across Saudi Arabia, and employs more than 6,000 employees.

2015 marks a 50-year journey of commitment for Almajdouie as a trusted and reliable partner in the logistics industry.

In addition to its headquarters in Dammam and branches in major cities, Almajdouie is also represented in other countries.

Mr. Kim has worked throughout his professional career in logistics and supply chain management.

He started in the business in 1988 with Danish shipping giant A.P. Møller Maersk and has served several management positions in local and corporate functions.

Mr. Kim also worked for a period as supply chain director for French retailer Auchan and as senior lead program manager for Microsoft Business Solutions before rejoining A.P. Møller Maersk in 2008.



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