



# Global Project Logistics NEWSLETTER

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

September - October 2015

Issue No. 47

## GPLN Partnership Paying Off

**G**lobal Shipping Services LLC in Houston, TX, was contacted by one of their customers to assist with the demobilization of transmission line equipment from South Africa to Australia.

Apart from the logistics hurdles, they were also informed that they were competing against several of the multi-national forwarders who had been invited to bid for this project, as it was deemed a very high profile and high value job for their customer, hence a stiff competition and bidding process evolved.

In the end, Global Shipping Services was the successful bidder and got awarded with this project.

When arriving to Australia, all cargo was subject to AQIS (Australia Quarantine Inspection). So it had to be ensured cargo was properly washed and cleaned and prepped prior to shipping.

Fortunately for Global Shipping Services, in Paccon Logistics S.A. (Pty) Ltd.

they have a great GPLN partner in South Africa who provided all services and support on site their country. Said Paul McAuley, Vice President Projects North America of Global Shipping Services:

“We cannot speak highly enough of the great service received from Paccon Logistics, especially of Andrew Wallace, Steve Gillespie and Logan Nayager.

With the Paccon guys on site every day with our customer, the communication and information flow was seamless with daily updates, briefings, telephone updates and pictures of the process, and progress was constant.”

The full scope of work on the main truck and trailer units involved was cleaning to AQIS standards, transportation of main unit over the road to Durban port, all export permits and export customs, terminals, and finally ocean freight to Port Kembla, NSW, Australia.

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



## Rotterdam Opens Heavy Lift Hub

**T**he Offshore & Heavy Lift Centre at the Broekman breakbulk terminal in the port of Rotterdam has been officially opened. The facility connects directly to a quay that is specifically designed for offshore and heavy lift cargo handling. The center is ideal for transporting complex and heavy cargo to the Netherlands, Germany, Belgium, France, Switzerland and beyond, explained the port authority's business developer for breakbulk, Robert Jan Timmers.

Meanwhile, the port authority also confirmed that Edwin Lammers is now

in position as director of its breakbulk department, and with this appointment the port authority has again made breakbulk a separate department which not only focuses on the handling and storage of project cargo and heavy lift, forest products, steel, non-ferrous metals and cars, but also on the sectors of fruit and distribution.

In an official statement, the port authority added that Lammers' appointment is in line with its aim to make the port of Rotterdam Europe's number one breakbulk port, which is currently claimed by the port of Antwerp. [www.gpln.net](http://www.gpln.net)



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# A Word From GPLN

## Dear Reader

As you may have noticed from some of our recent newsletters, many of our members have successfully handled components for the wind industry.

According to the World Wind Energy Association (WWEA), this sector is booming like never before. The WWEA said the increase is due to a number of factors, including the economic advantages of wind power, its increasing competitiveness, uncertainty regarding the international oil and gas supply, and a pressing need for emission-free technologies. The main markets are still China, USA, Germany and India. Brazil showed the highest growth rate of all major markets. However, several of the European markets are now very flat, and those companies involved in the movement of wind turbine components within Europe may be disheartened by these news. But overall the project forwarding industry in general looks to benefit significantly from the global surge in wind power generation.

Next year's GPLN Annual General Meeting has been announced and will be held from May 21 to 23, 2016, at the recently renovated Marriott Grand Place Hotel in Brussels. The hotel is ideally located in the center of Brussels opposite the stock exchange and within walking distance of the main business-, shopping- and entertainment area. We are looking forward to probably the largest attendance in GPLN history as this conference will take place just ahead of Breakbulk Europe in Antwerp where many of our members regularly participate.



Luzius Hañter with various GPLN members exhibiting during Breakbulk Americas in Houston, October 2015.

Another great opportunity on offer right after our annual meeting on May 24 is a Heavy Transportation and Lifting Seminar, once again conducted by our technical expert from the Netherlands, Gert Voss.

In the meantime, GPLN was exhibiting at Breakbulk Americas Transportation Conference and Exhibition in Houston, Texas, where we were host to 10 GPLN members from various parts of the world. Those members enjoyed plenty of opportunities to maintain existing and establish new contacts that will benefit greatly their business.

Our regular work goes on with two more events coming up before the end of the year at which GPLN participates as an exhibitor: Breakbulk Middle East in Abu Dhabi from October 27 to 28, followed by PowerLogistics Asia 2015 in Singapore from November 18 to 19. We are

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

Best wishes,  
Your GPLN team

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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 — September / October 2015		
Albania	Durres	Dedja Shipping Sh.p.k
Ghana	Tema	Comexas Ghana Limited
Ireland	Dublin	Quality Freight Limited
Ireland	Belfast	Quality Freight Limited
Ireland	Knock	Quality Freight Limited
Kazakhstan	Almaty	Terminal Firm LLP
Netherlands	Rotterdam	Quality Freight Limited
Russia	St. Petersburg	Dakotrans Ltd.
Russia	Moscow	Dakotrans Ltd.
Scotland	Grangemouth	Quality Freight Limited
Tunisia	Tunis	Agence Maritime Mohab Tunisia
U.K.	Ellesmere Port	Quality Freight (UK) Ltd.
U.K.	Birmingham	Quality Freight Limited (Click Freight)
USA	Miami	Global Shipping Services LLC



## English 80 - Ton Brush Generator Crosses Atlantic

**A**cco Terramar moved an 80-ton generator from England to Central America. A total of eight crates consisting of one main unit and its accessories had been offloaded at Puerto Quetzal, Guatemala.

It took only twenty days to cross the Atlantic Ocean and transfer this unit from one continent to another one. Despite of the fast arrival to Guatemala, the vessel had to remain offshore for four days due to congestion at the port of disembarkation. But when Acco Terramar got the green light to berth, it

took only six hours to offload all the crates on the berth assigned.

The huge generator was offloaded on a 12-axle lowboy, and the remaining crates were stored inside the port facilities for a later transfer to the importer's site. With the vessel being a breakbulk carrier, Acco Terramar need to lease one of the port's cranes at Puerto Quetzal to perform the offloading. Customs clearance and delivery to the site were concluded within two days after arrival to Guatemala.



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## 360 Logistics on the Move

**3**60 Logistics, Australia, handled a hopper and silo shipment ex Shanghai for a power station project. Another project included the transport and crane unload of gas tanks. Finally,

360 Logistics handled the transport and project managements of hundreds of loads of large mining equipment and in-gauge gen-eral loads from the Christmas Creek mine in Western Australia to Perth.



## From Finland to Montana

**G**reen Worldwide recently handled the transport of two 139,000 kilogram generators from Finland to Montana, U.S. In addition to this were 22 containers and 11 pieces of smaller breakbulk cargo. The destination was an electric co-operative in Sidney, MT, that wanted to supplement its existing coal fired plant with access to additional on-demand power availability. A site visit was made months in advance of the first shipment departure to speak with the utility representatives and their construction engineers. This meeting was intended to go over how the units would be transported on and through the facility, and how they would be moved into the building that would house the generators. Some of the challenges encountered were some overhead obstructions that needed to be raised for the generator to clear as well as underground piping at the site

that needed to be removed. Otherwise the piping would have been crushed by the weight of the generator and transporter rolling over it.

Cargo was loaded to ocean vessel in Finland and moved to Houston where the units were loaded directly from the ship to waiting rail cars. These were then moved to a rail siding, approximately two miles from the destination utility. Upon arrival to the rail spur, the units were lifted from the rail car using a gantry crane, and then transferred to a 22-line modular transporter. Once at the site, the transporter and generator were backed in to the building, lifted from the transporter and moved into final position using a jack and slide technique. This method allows fine adjustments to be made once the unit is in its final position, so it can be married up to the myriad of connections and equipment that are already installed in the building.

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



## The Art of Pipeloading

**G**PLN's Dubai member Fleet Line Shipping Services (FLS) arranged a project shipment consisting of 440 pieces of coated cement pipes measuring 7.3 x 1.2 meters and weighing 3 tons each from Antwerp all the way to Al Ain, UAE.

FLS brought the pipes from Antwerp to Jebel Ali through their principal Empros lines break bulk vessel. The more challenging part of the project was to arrange the inland haulage from Jebel Ali to the job site in Al Ain which is 200 kilometers away from the port.

FLS' in-house packing and lashing crew

made customized wooden frames to optimize loading of eight pipes on 60' trailers whereby the transport had to be done with 55 trailers.

The whole operation was completed in four days with ease,

thanks to the expertise and know-how of FLS project team in handling coated heavy pipes.

In another project, Fleet Line Shipping had to overcome a



challenging job to reach a pipe bender machine weighing 48 tons from Jebel Ali to Mersin, Turkey, in two weeks time. The company proposed to

Maersk Line for loading the same on their container ship M.V. Talassa, which they accepted. FLS took the permission from DP world for mobilizing the shore crane at container terminal.

Maersk have placed 2 x 40' empty flat rack containers on board and then lifted the cargo using the shore crane to place

the unit on the flat rack containers. Then the cargo was lashed on-board the vessel.

Once the vessel reached in Mersin port, Maersk crew have unlash the cargo on board and off-loaded the unit on break bulk method onto Fleet Line's low bed trailer on direct delivery basis.

Fleet Line has wide expertise and know-how in handling out of gauge (OOG) cargo with their space arrangement on premium shipping lines, in-house lashing and securing team, crane arrangement, inland transport solutions, jacking and skidding etc., all of the above being unique selling points in providing a one-stop solutions for OOG and project cargo.

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## Narrow Gates Made Easy to Pass

**K**ığı dam is an under-construction rock-fill embankment dam on the Peri river in Bingöl Province. As a clay core rock-fill dam, the Kığı dam has a body volume of 23 million cubic meters. Furthermore, the Kığı dam and hydroelectric power plant (HEPP) have an installed capacity of 180 MW in total and it is ex-

pected to produce 650 GWh per year once completed.

BATI was awarded by the supplier Power Machines OJSC in Russia. The shipment was loaded from St. Petersburg to Mersin by a conventional vessel - in total 133 pieces, 382 metric tons with one generator and spare parts. Discharging took two days. For the whole

time three people from BATI were on the port available at all times. The discharging was done with 14 lowered trailers and two hydraulic axel trucks. After special permits were received and the roads were closed to traffic - the big-

gest generator weighted 83.5 tons and was over-width - the move started. However, because of the hilly and narrow passages, the last 50 kilometers took the generator two days. Again BATI delivered another big project with success!

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## Ruslan Keeping Its 17-Strong AN124 -100 Fleet Busy

**R**uslan International has transported extremely heavy oil and gas equipment from Milan, Italy, to Qingdao, China, once again showing its ability to move huge cargoes across the world at speed. Ruslan International has moved a 60,000 kilogram steam superheater from Austria to Saudi Arabia, demonstrating its extraordinary capability in heavy air cargo operations.

The Linz to Dammam flight was arranged with one of Ruslan International's 17-strong fleet of AN124-100 aircraft. This is the latest in a long line of lifts performed by Ruslan International, with each



company bringing a wealth of experience and expertise to the job.

The load consisted of a 60,000 kilogram steam superheater, for use in industrial processing, as well as 4,800kg of accessories. One of the key requirements of the mission was to transport the large and heavy load a considerable distance – 450 kilometers over land before it could even be loaded onto the aircraft at Linz. Transporting this load by road required several special permits, due to its width of 620 centimeters, and was further complicated by the fact that the journey could only take place at night. Also, barriers, fences and a gate had to be removed so that it could enter the airfield.

Ruslan International provided extensive technical advice on load preparation, which included a visit by one of their load planning experts to the production site where the cargo originated, ensuring that the load made its journey without any issues.

Claire Simmonds, Marketing and Business Intelligence at Ruslan International, said, "This lift had a number of complexi-

ties, but we were able to meet the challenge comfortably. Once again, this lift has shown both the capability of the AN124-100 aircraft and the expertise of the team at Ruslan International.”

In another major move, Ruslan International completed a milestone, cross-channel flight for long-standing client Rolls-Royce. This involved transporting the highest-thrust production engine the manufacturer has ever made from the U.K. to southwestern France, where it will undergo extensive testing.

Heavy air cargo specialist Ruslan International was commissioned to carry

Rolls-Royce's new Trent XWB-97 engine, manufactured in its Derby facility, from East Midlands airport to the Airbus testing facility in Toulouse. Ruslan International's AN-124 heavylift aircraft, one of a fleet of 17,

was perfectly suited to the task given the sheer size and scale of the load. The job was particularly urgent due to the tight production schedules involved, and the need to transport the engine over road from Toulouse airport to



Airbus during restricted times added a layer of complexity to the operation. Close coordination between the two companies ensured that it was ultimately a complete success.

It was particularly important that this mission was completed on time, as the Trent XWB-97 engine that was being transported is the first of its kind that

dertake projects for us faultlessly, and we were delighted to be able to partner with them again on this flagship project.”

Ruslan International transported the



will actually take flight, on an Airbus A380 flying test bed.

Paul Bingley, key account manager at Ruslan International said, "Ruslan International has worked consistently with Rolls-Royce since the company's inception in 2006, and this flight marks the next exciting step in our relationship. It is a privilege to be carrying a load which has such significance for Rolls-Royce, and we are thrilled that Ruslan International could play a role."

Tim Boddy, head of marketing for the

ARSAT-2 satellite from Bariloche, Argentina, to Cayenne, French Guiana, on behalf of ARSAT, the Argentine government satellite operator. The launch of ARSAT-2 at the Guiana Space Center is a huge step towards seeing an array of telecommunications services such as television, telephone and Internet access delivered across South America by an Argentine-owned satellite.

Heavy air cargo specialist Ruslan International was contracted to undertake this project as a follow-up to its delivery of ARSAT-1 in 2014. Given the successful lift during that mission, in which Ruslan International showed that its fleet of 17 AN124-100 aircraft was more than up to the task, they were once again given the responsibility of completing the job this time around.

The specific environmental conditions required during the construction and transportation of the satellite gave the load an extra layer of complexity. Weighing over 35,000 kilograms, the cargo needed to be processed and handled as quickly and carefully as possible, with Guiana Space Center having a strict schedule for delivery acceptance, preparation and launch.

These stringent requirements meant that Ruslan International's AN124-100 aircraft was the only appropriate mode of transport.



## Briefs

### The Freight Myanmar Expands – Change of Address

The Freight Co., Ltd, in Yangon, Myanmar, continues its expansion and moved into larger premises in Yangon. With immediate effect the new address and phone number are as follows:

Unit 21, Room # 01, Shwe Ohn Pin Housing; Yan Shin Street, Yankin Township 11081; Yangon, Myanmar; Phone: +95 (0) 99 7072 9067; +95 (0) 99 7072 9068

The Freight is a Yangon-based leader in project logistics services specialized in on- and offshore supply services targeting oil, gas, power, mining and other large scale industries.

### Sparber Does Windmills

Sparber Group from Bilbao, Spain, managed a project of windmills in the



Dominican Republic. Sparber shipped some 60,000 cubic meters from Houston, Denmark and China. Altogether 15 windmills were shipped this year, all fully organized and coordinated by Sparber's project handling.

### Globalink – UEFA's Choice

Globalink, a GPLN member from Kazakhstan, was honored to be chosen as a logistics service provider for

the Union of European Football Associations (UEFA) for recent football matches in Tbilisi, Georgia and Astana, Kazakhstan.

Tbilisi, the capital of Georgia, opened its doors to 15,000 football fans for much anticipated 40th Super Cup Final between leading football teams of Barcelona and Seville.

Globalink Georgia was thrilled to be selected by the Georgian Football Federation as the logistics service provider for this historical event. Globalink Georgian team took the task to their hearts and arranged the turnkey logistics services for multiple UEFA vendors and partners involved in the event. Handling electrical and broadcasting equipment is always one of the most critical part of sports event logistics and Globalink Georgian Team was on the ground 24/7 to make it happen.

While Globalink Georgian team was wrapping up the operations in Tbilisi, UEFA called on Globalink Astana to manage the event logistics for Qualification Game in Astana, Kazakhstan.

Globalink, not new to event logistics and thanks to our qualified event logistics specialist on the ground at all major locations in the CIS, all necessary operational arrangements were made swiftly.

Globalink air freight team organized dedicated air charter to Astana to make sure all vital equipment and supplies are on the ground ahead of

schedule. Globalink Astana team provided 24/7 on-site logistics support to the event organizers making sure that football fans will enjoy yet another very well organized football game in Astana.

### High Seas Shipping gets Doctorate

Captain Khaled Almontaser, Chairman of High Seas Shipping & Forwarding Co. in Libya was awarded a "Doctorate with Honors" by the University of Sweden in the field of "International Multimodal Transport".



This Mediation Certificate is the first ever granted to a personality in Libya. Congratulations!

### From Shanghai to India

Protranser has handled the shipment of hoods for PS converter of one of our old clients' first shipment into a new market. The cargo can help to cool the temperature of a copper factory chimney. The owner of the factory ranks among the global top five aluminum majors, besides manufacturing copper products. Protranser helped its client to open a new market, which also created a great chance for the logistics company. and also create a great chance for

ourselves. Developing alongside our clients and partners, this is Pro-



transer's management idea. Protranser is a professional international forwarding company based in China, focusing on project logistics.

### Industry Specialist Joins Allseas Global Logistics

As part of another step forward in their ongoing development, Allseas Global Logistics have recently ap-



pointed industry specialist Terry Churchill as their new General Manager, based in the U.K. Terry, 53, a highly respected logistics specialist, brings to Allseas 35 years' experience in the international forwarding, freight and logistics industry.

Terry worked for DHL for 24 years from 1980 until 2004, latterly having responsibility for more than 100 emerging market countries across the globe. He then ran his own suc-



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successful logistics solutions company, based in Bahrain, before returning to the UK earlier this year.

"I am delighted to be joining Allseas Global Logistics; it's a company that has been incredibly successful in a short space of time and has great foundations on which to build," he said. "Fundamentally, Allseas has the right attitude, the right core skills and fantastic levels of expertise; it has a great culture and really good people, many of whom have come up through the ranks. And it has an excellent customer base. People love working for and with Allseas, which is known for its goodwill and expertise."

Allseas Global Logistics was founded 12 years ago and has grown rapidly since then. The company has a strong reputation for handling project, heavy lift and out-of-gauge cargoes, as well as FCL/LCL and air freight movements on a worldwide basis. Recent developments have included the launch of Allseas Global Supply,

including a Dynamic Resourcing staffing service, and the creation of a comprehensive new network of offices and door-to-door services for key markets in Central Asia.

#### OIA Global on a Roll

OIA Global Czech and Romanian offices took care of the delivery of a 26.28 meters long wagon, weighing 17 tons. The 2,200-kilometer long journey from Pascani Romania took a week.



The long way had to face many challenges, for instance a 2-day road closure for large trucks due to hot weather in Romania. The cargo finally arrived safely via Antwerp in Morocco.

OIA Global Hungarian office the

transportation of a 52-ton transporter. The route was from Slovenia up to Genoa port, Italy.

In another move by the Hungarian office, OIA Budapest loaded a 97,5-ton rotor in from Italy to Birr, Switzerland. This transport was extremely challenging. OIA had to manage the suppliers and authorities for permits and tunnel crossing as we had to face three loading cancellations within one month. We had to reschedule the transport operation all over again three times.

Despite all these challenges, OIA Global provided a smooth delivery and received congratulations for great service!

#### New Managing Director at Intertransport Gruber

Mr. Carsten Sommer (37) has been appointed managing director of the Gruber group in Germany. As head of Division Project & Air & Ocean Germany, he is not only

responsible for the Bremen office, but for all air and ocean offices of the group, namely Hannover and Hamburg.

Mr. Sommer had completed his apprenticeship as freight forwarder in



the international Expedition Natco. After that he had been working at Hellmann Worldwide

Logistics for 12 years, of which six as Export Air Freight Manager, three in sales Air & Sea Freight and three more as Head of the Bremen Air & Sea Division.

Since 2012 he had been working for Natco, two years as Head of Air Freight and finally as authorized signatory and Managing Director of the Air & Sea Division. In his spare time he enjoys spending time with his family, traveling, football, tennis and music.



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## Indial Shipping Moves Windmill Blades and Reports on Industry

**I**ndial Shipping from Mumbai, India, handled the export shipment of windmill blades to Tianjin, China. It was an ex-works shipment for the movement of five windmill blades from a manufacturing unit in Gujarat. Each blade had a volume of 164 cubic meters and a weight of 16 tons.

It was packed as per the packaging specification provided by the manufacturer and shipped by road to Mumbai port, where it was loaded onto the vessel bound to China.

In logistics-related news, Indial Shipping newsletter reported that the twelve major ports in India have recorded a 5.53% increase in cargo volume for the first five months of 2015. This has raised doubts among the port users, whether the major ports would be able to touch the target of 695 million tonnes fixed by the shipping ministry for 2015-16. During the first five months from April to August 2015, major

ports handled 252.72 million tons of cargo against 239.49 million tons for the corresponding period last year.

In other news, massive dredging works

on port development.

"The proposed integration of coastal and inland waterways for faster and more eco-friendly movement of cargo

ence (ICC) Shipping Association said.

The government is keen to include private and foreign partners for the project, for which annual expenditure for the first phase for the year ending March 31, 2016, is estimated to be close to U.S.\$ 106 million.

Finally, Indial Shipping reports India is not immune to China's slower growth hurting the global shipping sector. China's slower growth and economic transition will pose significant risks for the already struggling shipping sector, rating agency Fitch has cautioned.

"Weaker data on exports and manufacturing in China and its economic transition increase uncertainty for container shipping," a Fitch report said. China is a key player in global trade, accounting for two thirds of world iron ore imports, 20% of coal imports and 16% of oil imports.

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on an unprecedented scale is on the cards as the Indian government pushes its ambitious Sagarmala project that will see regional economic clusters centred

along India's sea and river ports will open up huge opportunities for dredging." Captain Sudhir V Subhedar, former president of Indian Coastal Confer-

## CSS Transports Skids and Pipe Racks in Oman

**T**he projects team at CSS Group successfully completed a major movement of skids and pipe racks from Sohar port to OXY Block 2 site, Oman. The movement which required close coordination was handled professionally by the CSS projects team with careful planning and meticulous handling. The 1,300 cubic meter volume of cargo was moved in 10 x 40 feet flat racks (OOG) and 10 x 40 feet STD in low bed trucks with proper permissions in place.

The entire units were carefully loaded under expert supervision at Sohar port and moved with police escorts to the destination site. The movement, which took eight days from clearance till delivery, was successfully completed, inviting highest client appreciation.

High professionalism was displayed by each and every team member involved in the project and proved once again CSS Group's commitment towards achieving highest quality of service rendition.

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## BATI Gets Reels to Kazakhstan

**B**ATI Shipping handled a reels cargo from Turkey to Kazakhstan. The project involved handling from the storage area to crane, loading into river-type vessel using port facilities, and sea transportation from Hazdarpasa to Novorossiysk and then Aktau.

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## HEAVY MATTERS

By Gert Vos



### CALCULATIONS LIFTING - EXCEPTIONAL TRANSPORT AND LASHING CARGO (ROAD-SEA)

Since I'm course leader for technical seminars of GPLN, many participants asked me if the calculation sheets for **LIFTING**, **EXCEPTIONAL TRANSPORT** and **ASHING** that I showed were available. During the seminars I promised to finish the technical website within a year. But the number of sheets was growing and growing. So now after four years the website is finished and people can subscribe ([www.fortecxs.com](http://www.fortecxs.com)).

I also added the calculation for lashing cargo on sea. And in this article I will show you how this is calculated.

When we have to lash cargo on a vessel, we have some options:

- Cargo shipped in container or on flatrack
- Cargo shipped as Project Cargo

The way of lashing depends on the way of shipping. In general we can say that all cargo should be lashed according to the CTU code (for containers / flatrack) and CSS code (project cargo).

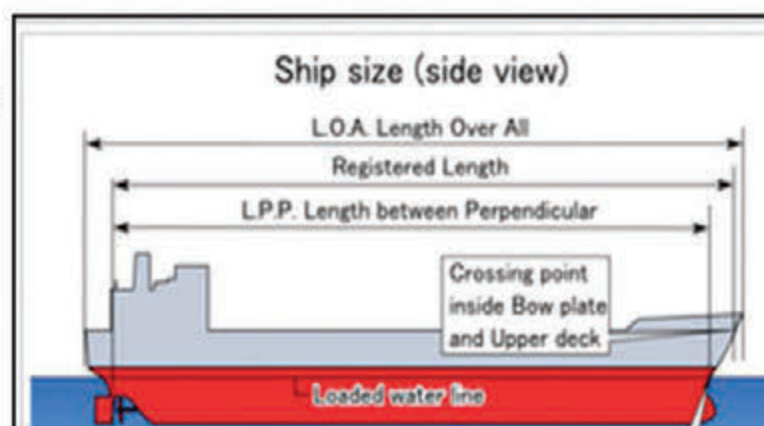
In this article we have an example of lashing project cargo.

#### Cargo dimensions:

Length: 14,000 mm  
Width: 3,500 mm  
Height: 3,800 mm  
Weight: 100 to

#### Shipdata:

Length: 120 m between perpendiculars  
Breadth: 18 m  
Speed: 12 knots  
GM: 1,8 m  
Cargo stowed: 0,5 L, on deck high  
Friction: 0,3  $\mu$



Acceleration forces: + forces of sea sloshing and wind pressure because cargo is on deck - each 1 kN/m<sup>2</sup>. But sea sloshing upto 2 meters height.

Fx =  $3,8 \times 0,79 \times 100$  (weight cargo) +  $3,5 \times 3,8 + 3,5 \times 2$  = 320 kN  
Fy =  $6,7 \times 0,79 \times 1,19 \times 100 + 14 \times 3,8 + 14 \times 2$  = 711 kN  
Fz =  $4,3 \times 0,79 \times 100$  = 340 kN

Values can be found in the tables of the CSS code.


TABLE 1		Transverse acceleration $a_y$ in $m/s^2$										Longitudinal acceleration $a_x$ in $m/s^2$	
on deck, high on deck, low tween deck lower hold		7.1	6.9	6.8	6.7	6.7	6.8	6.9	7.1	7.4		3.8	
		6.5	6.3	6.1	6.1	6.1	6.1	6.3	6.5	6.7		2.9	
		5.9	5.6	5.5	5.4	5.4	5.5	5.6	5.9	6.2		2.0	
		5.5	5.3	5.1	5.0	5.0	5.1	5.3	5.5	5.9		1.5	
		0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	L	
		Vertical acceleration $a_z$ in $m/s^2$											
		7.6	6.2	5.0	4.3	4.3	5.0	6.2	7.6	9.2			

TABLE 2 – Correction factors for length and speed											
Length [m] Speed [kn]	50	60	70	80	90	100	120	140	160	180	200
9	1.20	1.09	1.00	0.92	0.85	0.79	0.70	0.63	0.57	0.53	0.49
12	1.34	1.22	1.12	1.03	0.96	0.90	0.79	0.72	0.65	0.60	0.56
15	1.49	1.36	1.24	1.15	1.07	1.00	0.89	0.80	0.73	0.68	0.63
18	1.64	1.49	1.37	1.27	1.18	1.10	0.98	0.89	0.82	0.76	0.71
21	1.78	1.62	1.49	1.38	1.29	1.21	1.08	0.98	0.90	0.83	0.78
24	1.93	1.76	1.62	1.50	1.40	1.31	1.17	1.07	0.98	0.91	0.85

TABLE 3 – Correction factors for B/GM < 13							
B / GM	7	8	9	10	11	12	13 or above
on deck, high	1.56	1.40	1.27	1.19	1.11	1.05	1.00
on deck, low	1.42	1.30	1.21	1.14	1.09	1.04	1.00
tween deck	1.26	1.19	1.14	1.09	1.06	1.03	1.00
lower hold	1.15	1.12	1.09	1.06	1.04	1.02	1.00



Now we have to make a balance for lashing against:

- A.

Longitudinal sliding
- B.

Transverse sliding
- C.

Tipping moment (Transverse)
- D.

Tipping moment (Longitudinal)

The formulas for that are rather complex. Especially when you have additional tipping moments when the cargo is extremely high. It has also to do with the way you lash the cargo and of course if you use wood blocks and stoppers.

Here we show one example for TRANSVERSE SLIDING:

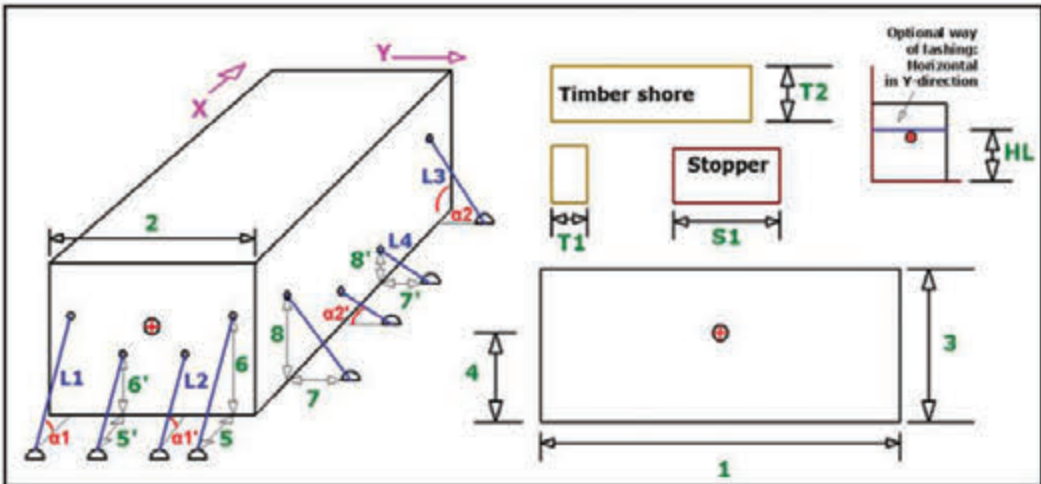
Using two slings with a MSL (Maximum Securing Load) of 75 kN each with a correction safety factor of 1,5 = 50 kN. Lashings with an angle of 45°.

Fy = 711 kN  
Reduction by friction and lashing:

- (0,3 \* 100 x 9,81) + 2 x 50 x 0,915 (correction angle/friction) = 386 kN. That is not enough because Fy is larger.
- So we need extra lashing or in this case we use 2 timber shores of each 10 x 10 cm.
- Extra timber shores gives: 2 x 20 x 20 cm x 0,3 kN/cm2  
240 kN. That is still not enough. So a welded stopper could help: rule of thumb: 4 x length of welded seams.  
Stopper is 0,4 m in length
- So each stopper will create 2 x 40 cm = 80 x 4 kN = 320 kN.

Balance: 711 kN < 386 + 240 + 640 kN  
711 kN < 1266 kN. =====> sufficient lashing.

So you have to check for all directions ! Success !



Example in Fortecxs:

FORTECXS

Project: Lashing Project Cargo

Description:

Client:

Date: 2015-09-30 12:35:31

Author: GJ Vos

INPUT

Weight of load: 100 metric to.

Friction (μ): 0.3

GM (metacentric height): 1.8 m

Breadth of ship: 18 m

Length of ship (between 50 & 200 m.): 120 m

Speed of ship (between 9 & 24 knots; no decimals): 12 knots

Position cargo (in longitudinal direction between 0 & 1): 0.5 L

MSL per Lashing X-direction: 75 kN

MSL per Lashing Y-direction: 75 kN

Number of Lashings X-direction (L1): 0 pclper side

Number of Lashings X-direction (L2): 0 pclper side

Number of Lashings Y-direction (L3): 2 pclper side

Number of Lashings Y-direction (L4): 0 pclper side

Number of timber shores X-direction: 0 pclper side

Number of timber shores Y-direction: 2 pclper side

Number of welded stoppers X-direction: 0 pclper side

Number of welded stoppers Y-direction: 2 pclper side

Value

metric to.

1

2

3

4

5

6

7

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100

OUTPUT

Correction factor (Length/Speed): 0.79

Angle α1: 45.0

Angle α1': 45.0

Angle α2: 45.0

Angle α2': 45.0

Value in °

CS (X): 50.0

CS (Y): 50.0

ACTING FORCES:

Fx (Longitudinal): 118

Fy (Transverse): 419

Fz (Vertical): 340

Tipping moment (transverse): 837

Tipping moment (longitudinal): 237

Additional Tipping moment (transverse): 0

Additional Tipping moment (longitudinal): 0

LASHING / FRICTION REDUCTION:

Longitudinal (sliding): 192

Transverse (sliding): 306

Tipping moment (transverse): 2106

Tipping moment (longitudinal): 4489

REMAINING FOR LASHING:

Longitudinal (sliding): 0

Transverse (sliding): 32

Tipping (transverse): 0

Longitudinal (tipping): 0

REDUCTION BY WELDED STOPPERS:

Longitudinal (sliding): 0

Transverse (sliding): 640

REMAINING FOR LASHING:

Longitudinal (sliding): 0

Transverse (sliding): 0

REDUCTION BY TIMBER SHORES:

Longitudinal (sliding): 0

Transverse (sliding): 240

REMAINING FOR LASHING:

Longitudinal (sliding): 0

Transverse (sliding): 0

Tipping (transverse): 0

Longitudinal (tipping): 0

Diagram

Timber shore

Stopper

Gert Vos - HTTC

This article is written for guidance purposes only. No responsibility or arising consequences will be accepted by the writer or publisher for errors in this article.



## Upcoming GPLN Meetings & Events

### 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



### 4th PowerLogistics Asia 2015 Exhibition & Conference

18th — 19th November 2015

Suntec Singapore, Booth No. A46 — A48  
Singapore



### 5th Breakbulk China Transportation Conference & Exhibition

16th — 17th March 2016

Shanghai World Expo Exhibition &  
Convention Center, Booth No. 004  
Shanghai, China



### 13th GPLN Annual General Meeting 2016

21th — 23rd May 2016

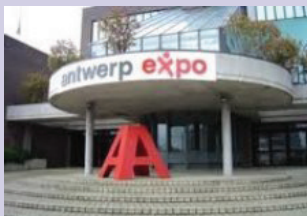
Brussels Marriott Hotel Grand Place  
Brussels, Belgium



### 11th Breakbulk Europe Transportation Conference & Exhibition

24th — 26th May 2016

Antwerp Expo, Booth No. 300H4  
Antwerp, Belgium



### 27th Breakbulk Americas Transportation Conference & Exhibition

18th — 20th October 2016

George R. Brown Convention Center  
Booth No. 122  
Houston, TX, USA



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

## From Italy to Kazakhstan

**D**uring its many years of experience, Globalink has established sustainable partnerships with leading global companies, carrying out industrial and energy projects in the Central Asia and Middle East. Globalink has handled the movement of staggering volumes of equipment with providing all the associated project logistics services for the oil and gas industries in the region. Globalink Projects Division was contracted to transport compressor equipment for the Asian Gas Pipeline Project. 350 truckloads of over-dimensional cargo



with a total weight of 15,000 tons were delivered from ports in Ilichevsk, Ukraine, and Astrakhan, Russia, to Almaty in Kazakhstan, with further door delivery to the project site.

Large scale project shipment required the arrangement of non-standard special equipment at a stage of loading, unloading and the haulage itself. At ports, the project equipment - whose biggest piece was about 4.5 meters high - was reloaded from vessels onto trucks with a floating crane and heavy duty trawls. With well-coordinated work of all Globalink divisions, our specialists immediately arranged road permits, organized military escort for safe transportation of cargo to the destination, swift customs clearance of the cargo in Almaty, and door delivery to the job site well ahead of a schedule. Another masterly handled project – from start to finish! manufacturing.

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

## Delivering the difference

Ruslan International, the British heavy air cargo charter specialists, manages the world's largest fleet of 17 Antonov An-124-100 'Ruslan' freighters.

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## Tecniproject Delivers Cranes

**S**an Antonio port is a major Chilean port and it is the country's largest in terms of freight and business handled at the western coast of South America.

Tecniproject S.A., a GPLN member



based in Santiago, Chile, was asked by the port's terminal operator to arrange the transportation of four RTG, purchased to upgrade the terminal and expand the port's cargo handling capacities.

Tecniproject chartered the BBC heavy

Tecniproject chartered the BBC heavy lift vessel BBC Spring for the project to bring the four RTG units from Phu-My

in Vietnam to STI port of San Antonio. Each RTG weighed about 180 tons and was 30 meters high, the equivalent to a 9-storey building. The cargo was loaded using the vessel's own cranes that are able to lift up to 800 tons. With dual lift operations, each RTG was swung through the vessel's crane window and got moved on deck to its respective position.

Due to the main characteristics of this type of electrical crane, this MMU\$6 investment will not only improve the port performance. It will also reduce pollutant emissions and noise pollution inside the terminal.

Finally, no damage at all was done to the four units, and transportation was executed in accordance with the planning to the entire satisfaction of the client. Tecniproject S.A. was invited to participate in next future shipments to expand port growth.

www.gpln.net

## 178 Tons on the Move

**W**orld Logistics Consulting Inc. (WLC) recently carried out the special delivery of a 178 metric tons transformer. The transformer was manufactured in South Korea and then sailed by break bulk to the port of Houston. The main body was loaded onto a 12-axle FM flatcar to the nearest rail siding for Hanna Substation in Ravenna, Ohio. WLC then mobilized its dual lane Goldhofer trailer along with jack & slide equipment to trans-load the main body from the railcar to the dual lane Goldhofer trailer. The unit was successfully delivered and set to the pad with operations running smoothly from start to finish.



WLC is well versed in handling transformer shipments of all shapes and sizes to any location in North America (USA & Canada). The company knows absolutely zero cargo restrictions and zero boundaries when it comes to handling project car-

goes. WLC prides itself in specializing in these types of over-dimensional and super heavy loads. When it comes to project cargo shipments needed in North America, World Logistics Consulting is the partner to think of, ready to provide the absolute best consultation.

www.gpln.net

## Aqua-Dragon in Paper Project

**C**hinese forwarder Aqua-Dragon Logistic has transported around 18,000 cubic meters of cargo from Shanghai to Palembang, Indonesia, on behalf of PT. Asia Paper and Pulp (APP).

Aqua-Dragon coordinated the delivery of 16 oversize units, the largest of which was 9 meters long, 9 meters wide and 8.3 meters high.

APP is currently building the largest paper and pulp factory in Kecamatan Air Sugihan Kabupaten OKI, south Sumatera Province, Indonesia. More than 350,000 cubic meters of cargo will be delivered to the PT OKI Pulp and Paper Mills from Shanghai and Dalian to the OKI project site.

www.gpln.net





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ASIA: Star Shipping + + + AMERICAS: Acco Terramar +++ AFRICA: Access Freight

## ASIA: Star Shipping

### U.S. and U.N. partner of choice

Star Shipping (Pvt) Ltd. staff have a vast and in-depth experience in managing and handling of project cargoes on turn-key basis, such as power plants, refineries, industrial plants etc. Incorporated in 2004, the company operates five offices and two storage depots in Pakistan.

For transportation of heavy weight and oversize cargoes, we conduct road and route survey covering every aspect of hurdles from government rules and regulations, to narrow turnings, bridge heights,



clearances, load bearing and other relevant information, including assessment for requirement of different types trailers, cranes and equipment.

Cargo leaving ports in Pakistan often needs to get through metropolitan areas, so the logistic service provider has to be on high alert regarding height, width and length of the cargo. Handling of project and heavy cargo for Afghanistan usually has to be dealt with more quickly and aggressively as compared to moving local cargo that is most often destined to the rural areas.

A lot of our work concentrates on commercial cargoes, humanitarian aid, U.N.

agencies, diplomatic missions, NGOs as well as NATO forces in Afghanistan, IS-AF forces, Afghan ministries and NGOs. The company is also registered with the U.S. consulate in Karachi for transporting cargo and goods for the U.S. military, U.S. embassy and humanitarian efforts by the United States.

The greatest challenges our line of busi-

ness faces are trade liberalization and globalization that make it difficult to maintain our international competitiveness. These new compulsions have put enormous pressures on us. Furthermore, non-effective performance is just another aspect of our logistics supply chain that can seriously affect the competitiveness of our services. As such, an efficient and cost-effective supply of logistics services has become vital for our survival.

Recent enhancements to our transport network are being reshaped according to the country's physical and economic configuration. Our core efforts focus on the strengthening of our connectivity and on trade competitiveness in transport infrastructure and trade facilitation.

For more on Star Shipping, visit [starship.com.pk](http://starship.com.pk) ■

## AMERICAS: Acco Terramar

### Best family tradition

Acco Terramar is a 35-employee company based in Doral, Florida, USA. We're the oldest family-owned operated freight logistics company in Florida, celebrating 57 years in business and now on our third generation of family involved in the company.

Acco Terramar owns its own 3,700 square meter warehouse, local fleet of tractor trailers, straight trucks and parcel vans, and of course several forklifts for the warehouse and outside storage patio that can handle up to 5.5-ton loads.

We've reached a point in growth where to further grow as a company, we need to increase administration and oversight. We are working on a best practices guideline to secure solid future growth.

Talking business, the main problem we encounter is obtaining the necessary permits in each state through which the OOG or overweight cargo will be passing. Depending on the routing, this can take a week or more. Yet, there are certain "Johnny Come Lately" forwarders who profess to be experts in project car-

go, and convince or sell customers on the idea that they can get permits at the drop of a hat...

On the inbounds side, the problem we most often encounter - as we recently saw with the USWC strike and work



slow down - is port congestion, and it's impossible to know with any degree of certainty when the vessel will be discharged, and when to have our drivers and equipment ready to receive the load.

Similar problems are experienced on outbound loads as well, where we want to transfer directly under hook from the equipment onto the vessel, where it's difficult at best to coordinate the equipment and birthing/discharge of the vessel with a certain window of time. But that's what makes a great project company: to deliver its clients the best possible job under any given conditions.

Getting good staff is another challenge. It's getting harder to find people that are qualified and interested to work in our

line of business. You have to either pay top dollar to steal an employee from the competition, and hope that they don't play you to get a higher salary, or take your chances of hiring someone with no experience and training them, and hope that they don't pursue another career after spending an inordinate amount of time and money training them and getting them up to speed.

At the same time, you must ensure that you are not top heavy salary-wise, and are able to recover expenses in your selling rates by not being priced out of the market.

For more on Acco Terramar, visit [www.accoterramar.com](http://www.accoterramar.com) ■

## AFRICA: Access Freight

### Gateway to southern Africa

Access Freight Africa, based in Durban, South Africa, is strategically positioned across southern Africa to offer an efficient service to importers and exporters of all types of project cargo.

Access Freight Africa competes on an international level when it comes to project cargo and the moving of complex machinery. The process involves more than simply moving cargo.

As specialists in the transportation of

large, unusual or abnormal consignments, Access utilizes all modes of transport in bringing project cargo to its final destination.



Mr. Thomas Stockil  
Commercial Manager

The success of any project relies heavily on planning and specific attention to details including freight negotiations, route surveys, customs duty verification, and staged consignment authority and determination of port facilities.

Access Freight Africa aims to be flexible, innovative and to facilitate an effective solution for all customers regardless of the complexity of their requirements.

The company has facilities at Durban and Johannesburg (South Africa), Walvis Bay (Namibia) and Ndola (Zambia).

Access services include customs clearing, warehousing, transport within South Africa, cross-border transport, abnormal

cargo movement, turnkey projects, route

surveys, staged consignment authority, access to African network, and freight negotiation.



For more on Access Freight Africa, visit [www.access.co.za](http://www.access.co.za) ■



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