

DAKO Gets Fertilizer Plant from Italy to Ukraine

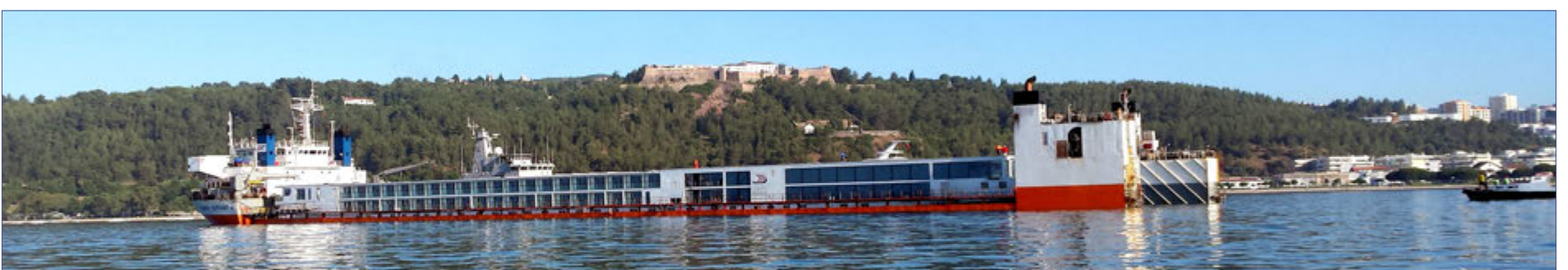


For a fertilizer plant being built in the southern part of the Ukraine, DAKO Worldwide Transport GmbH Düsseldorf recently transported seven modules with unit weights between 100 and 130 tons, each from the factory in Italy via the port of Chioggia to Yuzhny near to Odessa

(Ukraine). Loading in Chioggia was done with a 300-ton mobile crane. For discharging DAKO Worldwide Transport organized a floating crane with a capacity of 600 tons which is stationed in Ilyichevsk (Odessa area).

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L.Branco Puts "Super Servant 4" Into Action



Just before a weekend L.Branco of Setubal, Portugal, was requested to organize the call of "Super Servant 4" to load a 46-meter long yacht on following Monday.

All contacts with port authorities, harbor master, pilots, divers, the welding team, riggers, tug company, etc., were carried out during the weekend.

The vessel, with several yachts and ships on board, arrived early Monday and started preparing for the operation, including pre-ballasting and un-

lashing of the cargo in transit. Early Tuesday, Super Servant 4 completed ballasting (reaching 12.5 meter draft), one of the yachts was pushed out, and M/Y "Shergar" entered the vessel's "pool."

Once all the crafts were in position — an operation that was carried out by ten divers with the assistance of the crew —, the vessel started de-ballasting.

A few hours later the deck was dry and lashing and welding operations started, carried out by the crew as-

sisted by shore riggers and welders.

Setubal harbor has ideal conditions for this type of operations –

calm, sheltered waters and sufficient depth.

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A Word From GPLN

Dear Reader

A dark cloud hangs over the global breakbulk and project cargo industry. The persistent decline in oil prices, a stagnant global economy, rock-bottom shipping rates and tonnage oversupply have turned market sentiment bearish over the past year. But there is one region that may represent a silver lining: the Middle East. In the U.A.E., Dubai's winning of the rights to host World Expo 2020 has propelled heavy industry to evermore fevered activity. Meanwhile, Oman and Saudi Arabia have embarked upon ambitious expansion plans for their ports and airports. In Qatar, the 2022 FIFA World Cup soccer tournament is driving an unprecedented surge in construction projects. And to connect it all up, in the pipeline is the 2,200-kilometer rail network that will connect all six member-states within the Gulf Cooperation Council (GCC).

The U.S. Energy Information Administration has predicted that oil prices will stabilize and rise slightly in 2017. The forecast suggests prices will rise to US\$52 per barrel in 2017 giving a more stable outlook for the sector than several recent forecasts. Despite a generally favorable outlook the EIA states that futures and options contracts suggest high uncertainty in the price outlook. Over the last year, uncertainty, coupled with weak prices, has impacted breakbulk operators providing transport services for oil projects. With financing delayed, many large-scale projects are now suspended or cancelled.

Next year's GPLN Annual General Meeting has been announced and will be held from 21st to 23rd April 2017 at the Hyatt Regency in Dubai, U.A.E., just ahead of Breakbulk Eu-



Venue hotel for the GPLN AGM, April 21-23, 2017: Hyatt Regency Hotel in Dubai, U.A.E

rope which is scheduled from April 25-26 in Antwerp, Belgium. After this year's record breaking annual meeting in Brussels we are looking forward to yet another successful networking event.

As announced earlier, in autumn we will travel to the United States of America to attend the 27th Breakbulk Americas Transportation Conference and Exhibition in Houston, Texas, from September 28-29, 2016. Visitors can meet and network with following of our members who will join our GPLN booth: DAKO Worldwide Transport / Germany, Global Shipping Services / USA, Green Worldwide Shipping/USA, and ITM Transportation / Mexico.

Following this event we will be also participating in Breakbulk Middle East in Abu Dhabi from October 26-27, 2016. We are looking

forward to meet those who join or visit us at our GPLN booth during these events.

Best regards,

Your GPLN team

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NEW GPLN MEMBERS — JULY / AUGUST 2016

China	Beijing	Beijing Fu-trans International Transportation Co., Ltd.
China	Shenzhen	Hannational Shipping Co., Ltd.
Colombia	Bogota	Consolcargo SAS
India	Mumbai	WW Shipping and Forwarding Pvt. Ltd.
USA	Denver	Green Worldwide Shipping, LLC

Poland's Uni-logistics Handles Two Major Jobs

A gas turbine arrived to the port of Gdansk from Trinidad and Tobago on board the BBC Kimberley. The cargo dimensions were measuring 11.76 x 3.58 x 4.01 meters at a weight of 122.6 tons.

After the complex unloading operation, the cargo set off for the next stage of its journey from Gdansk to Warsaw, only allowed to travel at nights. This stage required obtaining about 50 special permissions connected with various bridge expert opinions on road transport.

Final destination was the Aviation Institute in Warsaw. This is a state research and development unit rendering design and research services in the area of aviation and astronautics.

The execution of the operation was no doubt a logistic challenge and an interesting transport operation. The project cargo department of Uni-logistics from Gdynia was responsible for the whole unloading procedure and the following road transport in Poland. Uni-logistics customs agency was responsible for the customs clearance of the turbine.

Additionally, Uni-logistics supervised a charter from Belgium to Norway with the transshipment of 165-ton stern rollers in Antwerp.

Two stern rollers produced by



Hatlapa came from China and finally landed in Ulstevik, Norway.

Each of them was intended for placing on the ship's sides for pulling ship ropes, nets, etc., weighing 165 tons and measuring 7.25 x 4.15 x 4.66 meters.

The project cargo department of Uni-logistics chartered the vessel and organized the direct shipment to the order of its German partner from Chipolbrok Star onto the chartered vessel Wilson Gijon in Antwerp.

The whole operation was conducted by a CP star ship crane. The

works also included mounting the ship's cargo in the Wilson Gijon holds.

The project cargo department should be given credit for the whole

success of the operation thanks to the careful preparation of works and co-operation within the department.

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GSS Beats Major Logistics Challenges

Global Shipping Services (GSS) of Houston, USA, was recently contacted by a major oil & gas client to arrange the shipment of an urgent tree running tool from Louisiana, USA, to the U.K. This unit weighing 9,500 kilograms was needed as soon as possible

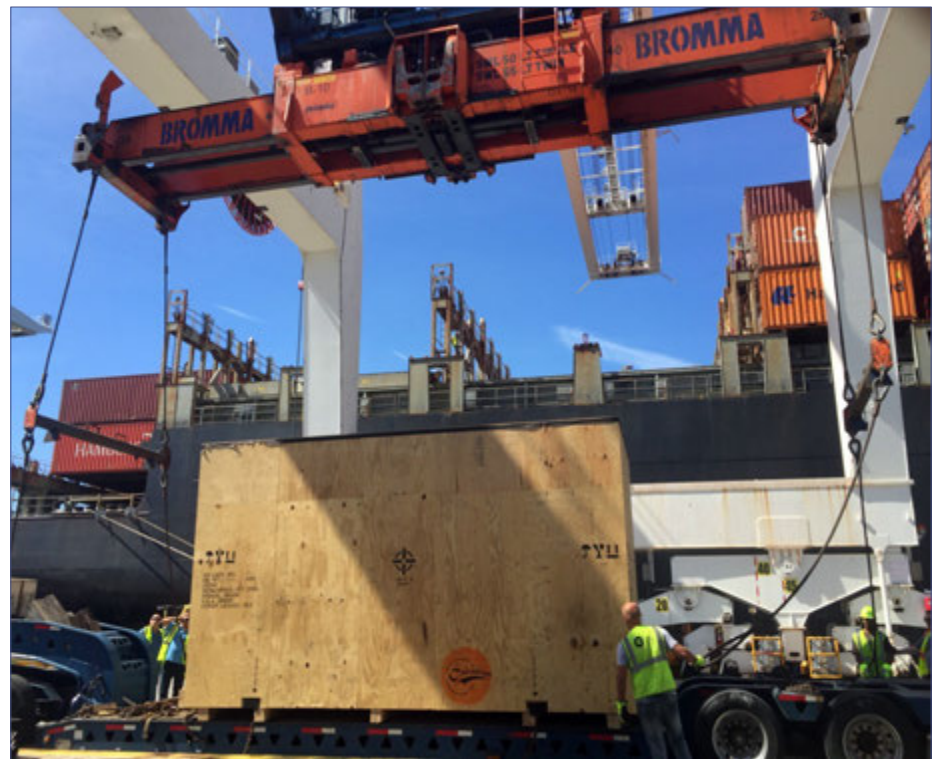
the piece via Baltimore, New York and Savannah for a fast ocean service to Liverpool/Southampton, but the schedules simply didn't work out by the time GSS added two to three days for the trucking.

In the end it was agreed with the customer to use a 6-meter flat rack,

door in Cleveland, USA, to port Itapoa in Brazil.

The main obstacle to overcome the "Brazilian Custom Regulation" was a proper wood stamping certification. This was enough cause to stop the efforts to meet the shipping deadline of this highly valued

team, used all its resources to meet the customer's requirements. Unfortunately, a last-minute look at cargo photos, determined that some of the "wood beams" did not have face view of the "stamping." Immediately, GSS' project director Jim Zino, who was at the terminal, took action



sible in Aberdeen, Scotland.

At a height of three meters, GSS initially tried to go airfreight for the fastest transit time. Cargolux had agreed to accept the unit into Glasgow's Prestwick airport.

However once skidded the unit would have been 3.3 meters high which exceeded the maximum height for their freighters. The customer tried to reduce the height, which was simply not possible.

Therefore GSS investigated moving

over height truck to Southampton, which gave us the fastest transit time. From Southampton, a dedicated truck delivered through to the Aberdeen supply base.

Global Shipping picked up the cargo on a Tuesday, which arrived to Houston the same day. Already the next day the vessel was cut off, with a very pleased customer.

In another major move, GSS and its partner in Brazil faced a project challenge with a shipment from

special project: a shipment of two out-of-gauge equipments, packed in wooden crates and 4 x 12 meter high cube containers. Due to the heavy weight of one crate at 47.63 tons, it had to be loaded as a break-bulk piece.

The second obstacle was the completion of crating and meeting a 6 a.m. "direct delivery" deadline from truck to vessel at a New York container terminal.

GSS, with its dedicated project

and stopped the operation and placed the cargo on hold.

However during the night the containers were already loaded on board of the vessel and with less than 15 minutes left until departure of the vessel.

GSS, together with its partner, made nonstop efforts to secure the approval to load the shipment to the intended vessel per the original operational planned schedule.

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GSS Saves Client Thousands of Dollars

While most people think inside the box, the "project pros" of Global Shipping Services once again met the demands of the principal customer, to provide an excellent cost offer and meet the deadline of the required transportation. Global Shipping Services was up for the challenge to meet the demands of the principal. The Supplier provided a technical drawing of the tractor. The units with the wheels on would not help to save money to load as a RORO vessel option, nor as static cargo with using a MAFI which would have doubled the cost. Due to this fact a container vessel option was considered. However, the wheels with a dimension of about 25 centimeters would make the difference of doubling the OOG flat rack cost. It was therefore a simple decision to take off the wheels to fit it into a gauge flat rack which saved the principal thousands of dollars!

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Green Worldwide Shipping Goes to Alaska

Green Worldwide Shipping facilitated the delivery of large shipbuilding materials to Ketchikan, Alaska. The company's team worked diligently with its Chinese counterpart to ensure every detail was covered

gear to the company's barge alongside the ship in concert with approval from the Canadian authorities.

In turn, the barge entered U.S. waters with permission from Homeland Security and delivered the cargo directly to the customer's pier in

Ketchikan, Alaska.

Everything went smooth and resulted in a high level of satisfaction for all respective parties.

"This is another example of the wide scope of services offered by Green Worldwide and our commitment to ensuring that all shipments are handled in a highly competent manner," says Green's Project Manager Roger Skistimas.



from origin to final delivery.

Green Worldwide Shipping delivered the freight break bulk to a new cargo terminal in British Columbia and unloaded it directly by ship's

ensuring that all shipments are handled in a highly competent manner," says Green's Project Manager Roger Skistimas.

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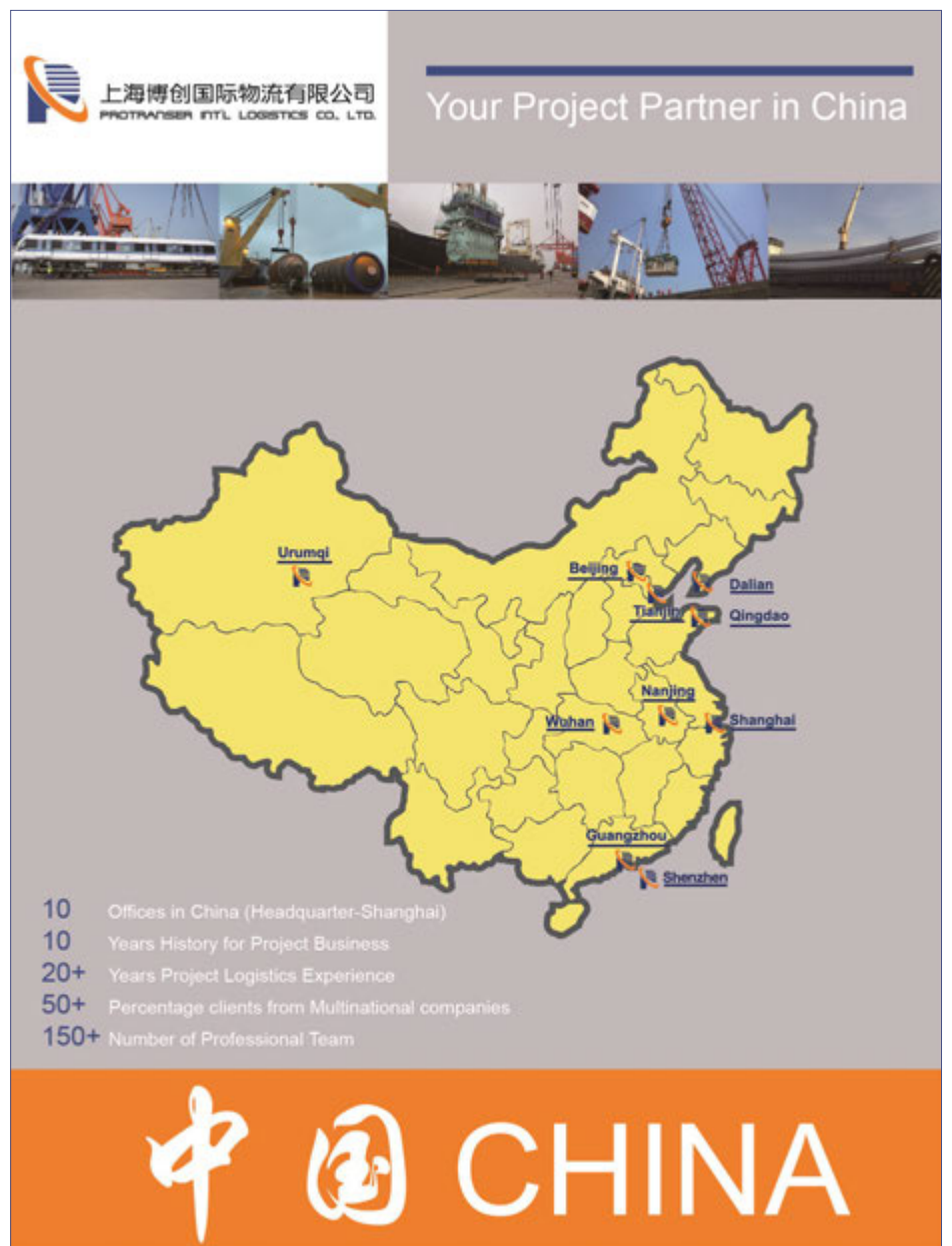
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Pakistan's Star Shipping Gets the Jobs Done

Star Shipping Pvt. Ltd of Karachi, Pakistan, in partnership with a Korean forwarder, arranged the inbound customs clearance and oversaw port handling and loading as well as the special truck transport arrangements for a move of 4 x 99-ton engines, plus accessories totaling 99,000 kilograms, via port of

involved a cargo measuring 11.68 x 2.94 x 4.06 meters.

Last but not least, Star Shipping moved two engines and two heat pumps with a total weight of 673 tons and a volume of 23,008 cubic meters from Mumbai to Karachi.

Scope of work included shipping and rigging of the cargo with trans-



Karachi to the final destination at Karore, Punjab province.

Trucks used included three multi-axle units, three flat trucks and low-bed trailers. The road journey required nearly five days and was almost 1,500 kilometers from Karachi to the site.

The job was completed on time, in accordance with the carefully planned travel route.

Furthermore, Star Shipping delivered generators and engines for a power plant from Jebel Ali port, Dubai, to Karachi. The scope of work

portation to the site area in Karachi.

Star Shipping has 55 Goldhofer-manufactured axle lines and 14 Cometto-manufactured axle lines that can be attached in different combinations depending on the package, along with a fleet of 500 horse power 6 x 6 Mercedes Benz prime movers and cranes, ranging from 20 to 300 tons lifting capacity, with an assortment of both conventional and telescopic booms, varying from 12 to 81 meters in length.

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Responsible Shipping

Shipping as an industry was left out of the Paris Climate Change Agreement — a disappointment and a lost opportunity.

By Anna Larsson

WWL Global Head of Sustainability

At the end of last year, we saw some ground-breaking environmental news. The COP21 climate negotiations in Paris succeeded with involved nations committing to “holding the increase in the global average temperature to well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5°C above pre-industrial levels.” As part of the COP21 negotiations there was fierce discussion on whether shipping and aviation should be singled out as the only industries required to commit to reducing their CO2 emissions. There were many good arguments for such a radical step:

Shipping has a significant environmental footprint: the industry accounts for 2.2% of global CO2 emissions today and this will probably rise with the growth of global trade and as other industries’ environmental measures take effect.

Our industry is global with activi-

ties mostly outside the borders of the nations covered by the climate agreement. In the opinion of many, environmental regulation of our industry is not progressing at the desired pace and representative bodies are not perceived as particularly open to dialog. In the end, shipping as an industry was left out of the Paris Climate Change Agreement — a disappointment and a lost opportunity.

The IMO is the United Nations’ specialized agency responsible for the safety and security of shipping and the prevention of marine pollution by ships. So far, IMO have put in place design limits for vessels with regard to CO2 (EEDI), but progress has been very slow on regulating CO2 emissions from vessel operations. Instead, individual nations are compelled to fill the void, introducing various regional and national regulations. Currently, the EU are finalizing their own “Measurement, Reporting and Verification” scheme for CO2 emissions from ships that will be mandatory as of 2018, as a first step towards taxation. Recently the International Monetary Fund (IMF) published a proposal to levy a special carbon tax on shipping and aviation, aiming to raise 25 billion per year for the Global Climate Fund.

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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.**



Basic Use of Lifting Equipment

Moving cargo is a serious job. Lifting it is even complicated, although some people think that this part is rather easy: the crane / stevedoring company or carrier knows how to handle the cargo, so it's not our problem.

Many people think that lifting calculations are easy to make. F.e. a generator of 100 tons to be lifted with four slings: $100 : 4 = 25$ tons capacity per sling. Unfortunately it's not that simple. Most people don't know that when you lift a piece with an a-symmetric center of gravity, the capacity of the used slings is often too low.

If our generator of 100 tons has a symmetric center of gravity we should use four slings of each **48** tons. When it has an a-symmetric center of gravity we should use 4 slings of each **100** tons. Assuming that we lift with "normal" lifting angles.

Why is there such of lot of extra safety margin in lifting equipment?

Cargo might wobble when it is moved in several directions during lifting, whereby the forces in slings differs during the movement; different lengths in slings can cause severe differences in the forces that occur in the slings; uncertainty of the position of the center of gravity.

If the position differs only a few centimeters, the forces in some slings can increase more than you expect; wear out of the lifting equipment makes it necessary to have extra margin; lifting with a "wrong" angle increases the forces in the slings:

All these matters makes that safety margins are necessary. So don't think that you can use the safety factor of the lifting equipment itself. Lifting equipment is tested and has its own safety factor. On the label of the lifting equipment the **Safe Working Load / Working Load Limit** should be specified.

In general:

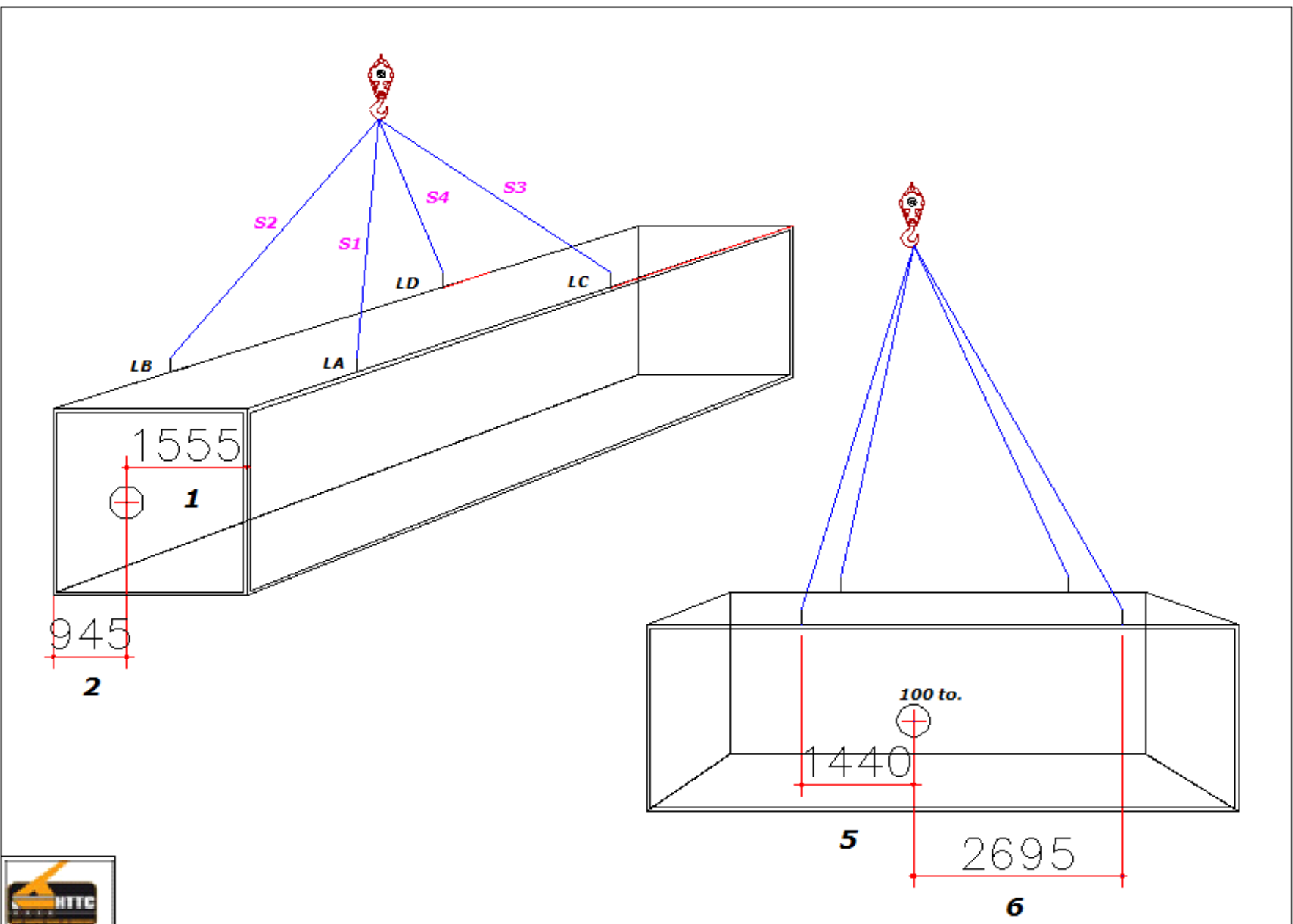
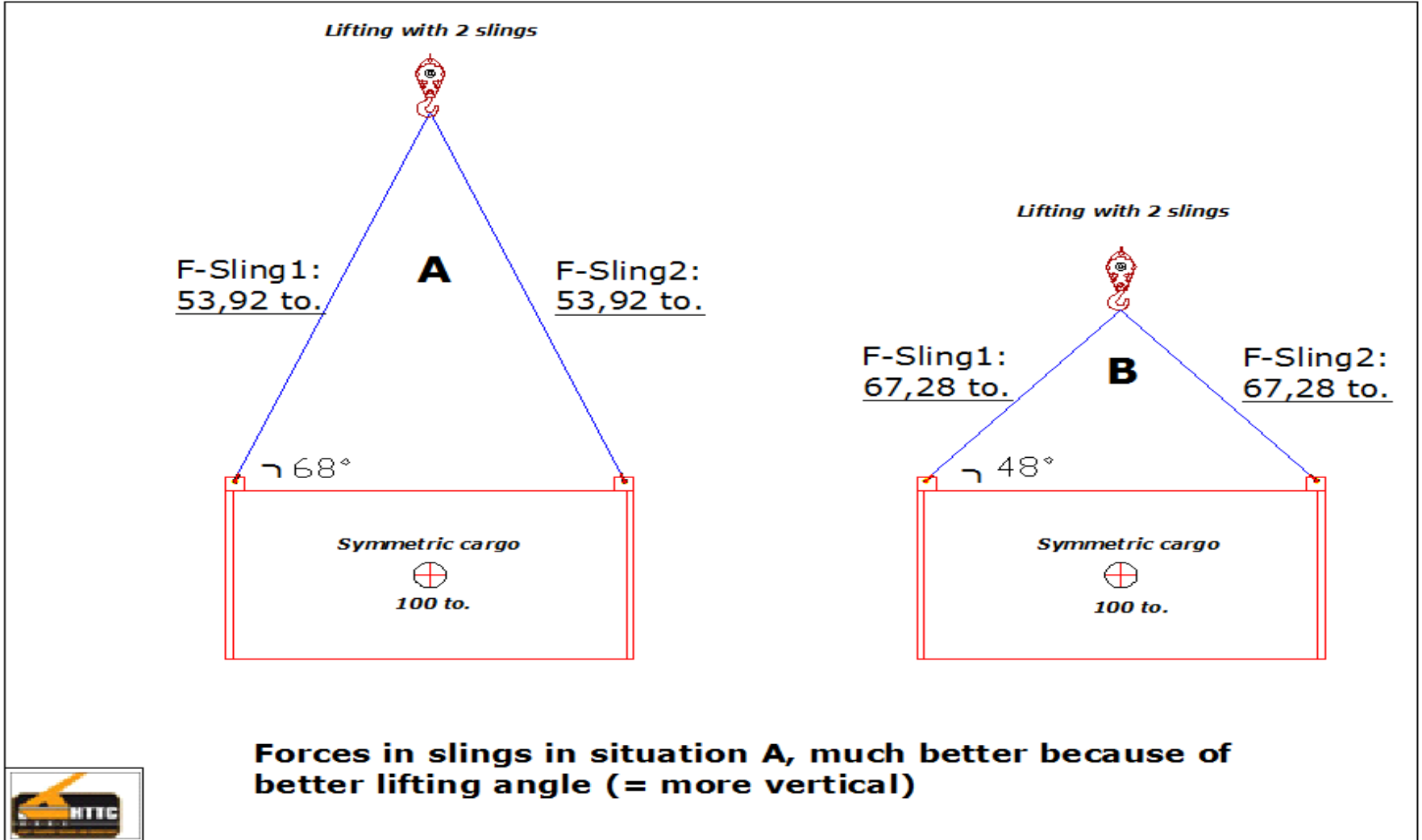
- steel slings / grommets : factor 4 to 5
- nylon slings : factor 7
- chains : factor 4

A safety factor of 4 means that the maximum acceptable force in the sling / chain is $\frac{1}{4}$ of the minimum breaking force of the sling.

But as we said already: don't use these factors in your calculation but use the general safety regulations for lifting equipment, and if than something is not correct, the safety factor of the certified lifting equipment will hopefully save you.

In the following drawings you will find an example of lifting a symmetric load with two slings. Here you will notice the increasing forces in the slings when the angle gets sharper.

In the last drawing we calculated the forces in the four slings from our 100 tons generator where we spoke about. Values are generated in our lifting calculations program EasyLift ©.



INPUT

Value:	Distance from:	Until:		
1	Point LA	Center of gravity	1555	mm
2	Point LB	Center of gravity	945	mm
3	Point LC	Center of gravity	1555	mm
4	Point LD	Center of gravity	945	mm
5	LA-LB	Center of gravity	1440	mm
6	LC-LD	Center of gravity	2695	mm

Values generated by EasyLift ©

OUTPUT

Sling length:

Sling 1 (S1):	8000	mm
Sling 2 (S2):	7904	mm
Sling 3 (S3):	8318	mm
Sling 4 (S4):	8226	mm

Calculated force:

Sling 1 (S1):	25549	kgs
Sling 2 (S2):	41537	kgs
Sling 3 (S3):	14194	kgs
Sling 4 (S4):	23098	kgs

Calculated angles:

Sling 1 (S1):	75	°
Sling 2 (S2):	77	°
Sling 3 (S3):	68	°
Sling 4 (S4):	70	°

Values generated by EasyLift ©

Necessary capacity according to safety regulations:

Symmetric	Angle 45° - 90°	Angle 45° - 90°
Sling 1 (S1):	47619 kgs	66667 kgs
Sling 2 (S2):	47619 kgs	66667 kgs
Sling 3 (S3):	47619 kgs	66667 kgs
Sling 4 (S4):	47619 kgs	66667 kgs

A-Symmetric	Angle 45° - 90°	Angle 45° - 90°
Sling 1 (S1):	66667 kgs	100000 kgs
Sling 2 (S2):	66667 kgs	100000 kgs
Sling 3 (S3):	66667 kgs	100000 kgs
Sling 4 (S4):	66667 kgs	100000 kgs

Values generated by EasyLift ©

Gert Vos - HTTC

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Gas Liquefying Plant From Antwerp to Argentina

ATPI (Transports Paris International) used the port of Antwerp with Wirtz Shipping to deliver FOB a project for Axion Energy, Argentina, to Buenos Aires.

The project was done in several shipments. Barged to Antwerp, the larger parts for a gas liquefying plant were loaded on BBC Chartering. The 13 pressure vessels, as one pictured here, arrived at the Abes quay of Antwerp according to schedule.

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Cuchi Shipping Vietnam Projects

Cuchi Shipping Co., Ltd. Of Ho Chi Minh City, Vietnam, looks on a busy year. It transported a 3,457 cubic meter sea barge from Saigon port to Ramunia/Johor in Malaysia. Another scope of work was the supervision of local transport and loading of 7,786 cubic meters on the MV Pacific Harmony at Thi Vai port, Vietnam.

A further engagement was the haulage of a drilling machine from warehouse to Saigon port for shipment to Poland.

A long-term charter handled by Cuchi Shipping's own VSL handled the transport of five Caterpillar hydraulic excavators from Singapore to Vietnam.

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HERO – The Future Vessel

The “HERO” is the newest, most modern vessel type in Wallenius Wilhelmsen Logistics’ fleet. The name, which stands for High Efficiency RoRo carrier, refers to a state-of-the-art ship that is fully equipped to meet the customer needs of today and the future.

For many years, vessel dimensions have been dictated by the size of the Panama Canal – one of the world’s most important trade routes. However, with wider locks currently under construction, WWL has taken the opportunity to build a new carrier type that is not only bigger, but more flexible and efficient. The result is the HERO.

These are the five benefits offered by the new HERO vessel type:

1. Flexibility: In the fast-paced world

of today, customer needs are constantly changing. WWL designed the HERO with liftable decks that sup-



port a wide number of configurations, thereby accommodating a much greater variety of cargo.

The HERO is a form of hybrid between a RoRo vessel and a Pure Car and Truck Carrier (PCTC), offering all the flexibility of a RoRo

carrier, combined with the lightness of a PCTC.

This vessel type supports WWL’s

ability to be flexible in responding to variations in cargo configurations, trades and regulations, preparing it for whatever the future may hold.

2. Sustainability: As an environmental frontrunner, WWL is com-

mitted to reducing the carbon footprint of its operations. The HERO’s specially designed hull shape, rudder and bow reduce drag and wave resistance, thus improving fuel efficiency. Some of the vessels have also been fitted with a new Exhaust Gas Cleaning system, which ensures compliance with the strict sulphur emission limits in the new Emission Control Areas and also reduces the emission of particulates. In addition to producing lower emissions of CO2 and NOx, the HERO also complies with the International Maritime Organization’s guidelines on ship recycling.

3. Globalization: In today’s globalized world, where production has become increasingly fragmented, trade

Continued on page 11



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routes are becoming ever more complex. With more WWL customers seeking access to developing markets, where ports are often less sophisticated, the issues of berth size and depth have started to pose a problem. The HERO vessels have a shallower draft, enabling them to call at more ports than other vessels. Vessels that can call at a greater variety of ports will prove increasingly useful as WWL seeks to expand its network to include smaller ports in developing countries.

4. Increased width: For more than a century, the Panama Canal has restricted the width of vessels operating on the world's seas. Now a wider set of locks is giving operators the freedom to widen their vessels, allowing WWL to increase the capacity of the HERO. In some countries, such as Japan, ports restrict vessel length to 200 meters. With the HERO, WWL has extended cargo capacity considerably, without adding to vessel length. A wider vessel is also more stable,

thus reducing the need to take on ballast water. Ballast water adds to vessel weight, thereby limiting cargo capacity, and can also be harmful to the environment.

5. Zero damage: The HERO has been designed to support WWL's "zero damage" cargo quality objective. During loading and unloading, a ship might be compared to a parking garage, and WWL wanted to ensure that manoeuvring inside it would be as easy and risk-free as possible. To this end, the number of pillars in the ship has been limited, while their design is intended to be as non-obstructive as possible. Further, the width of the stern ramp has been extended from the standard seven to 12 metres to allow for more efficient and safer flow of traffic on and off the ship.

Two HERO vessels are already in service, and six more are due to be delivered in 2016 and early 2017.

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Australia Gives Biosecurity Award to WWL

The Australian government has recognized WWL's efforts to stop brown marmorated stink bugs from entering Australia and New Zealand by presenting it with the Australian Biosecurity Award 2016.

tems that uphold it.

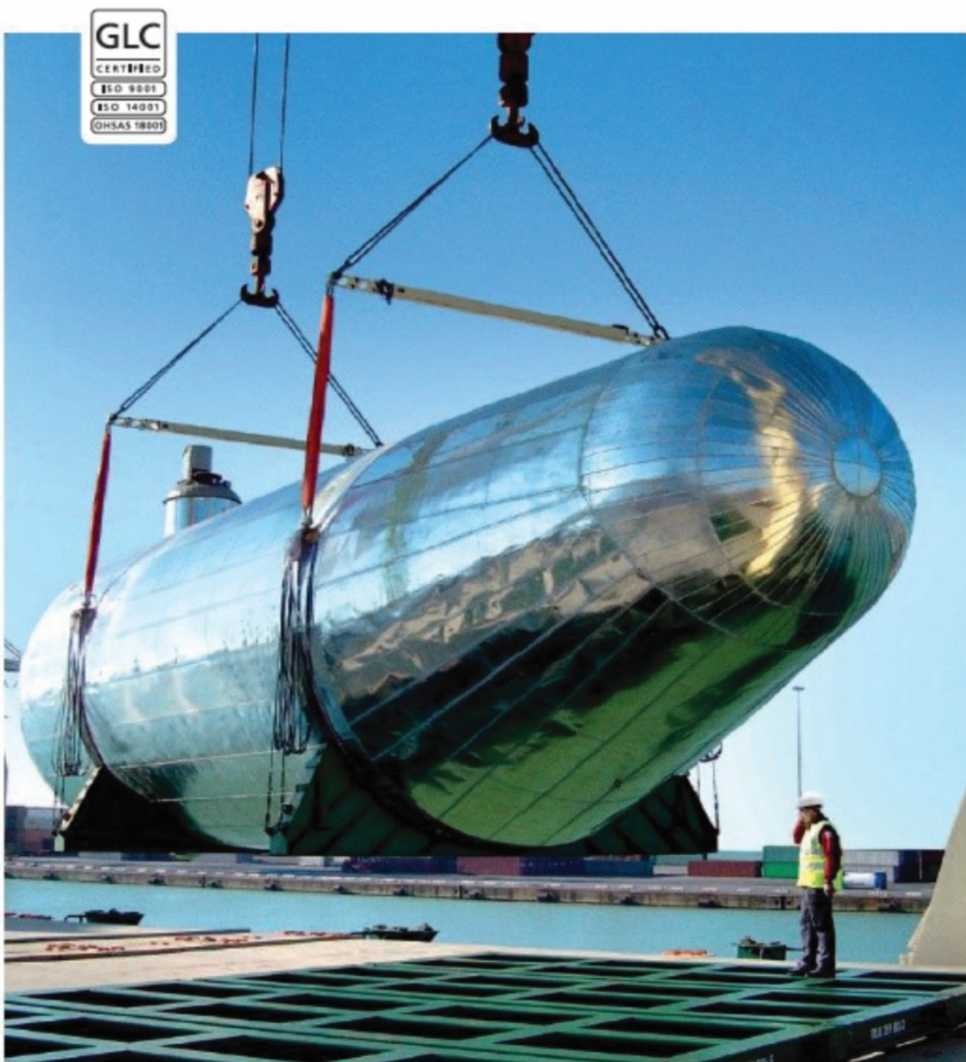
In this case, WWL worked closely with authorities in Australia and New Zealand to find ways to ensure that the agricultural pest didn't destroy fruit and vegetable crops in those countries. WWL also worked with



Australian Biosecurity Awards recognize individuals, groups and organizations that show a commitment to working with the Department of Agriculture and Water Resources to support and promote Australia's biosecurity and the sys-

customers to minimize cargo delays, and it implemented new emergency regulations for handling cargo destined for Oceania by providing fumigation and heat treatment services.

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Upcoming GPLN Meetings & Events

27th Breakbulk Americas Transportation Conference & Exhibition

27th — 29th September 2016
George R. Brown Convention Center
Booth No. 318
Houston, TX, USA



2nd Breakbulk Middle East Transportation Conference & Exhibition

25th — 26th October 2016
Abu Dhabi National Exhibition Center (ADNEC)
Booth No. TBA
Abu Dhabi, U.A.E.



6th Breakbulk China Transportation Conference & Exhibition

15th — 16th March 2017
Shanghai World Expo Exhibition & Convention Center
Booth No. 1101/2
Shanghai, China



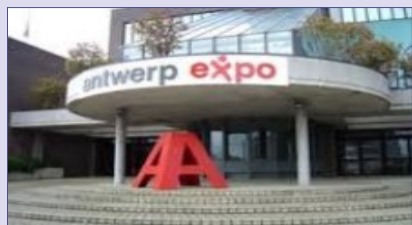
14th GPLN Annual General Meeting 2017

21st — 23rd April 2017
Hyatt Regency Hotel
Dubai, U.A.E.



12th Breakbulk Europe Transportation Conference & Exhibition

25th — 26th April 2017
Antwerp Expo
Booth No. 300H4
Antwerp, Belgium



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

Balkonta Delivers to Norway

Balkonta signed a contract for cable reel transportation from Klaipeda Free Economic Zone in Lithuania to the port of Stord, Norway. The cargo dimensions were 4.98 x 4.50 x 4.37 meters, and the weight measured approximately 15 tons.

The project's scope of work was inland transportation within Klaipeda city, arrangement of transport permits and escort, cargo handling in Klaipeda port, export customs formalities, cargo lashing with securing on board, and finally the ship's chartering for the sea voyage from Klaipeda to Stord. The project was successfully completed and the cargo was safely delivered to Norway just in time.



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Protranser Through China

Protranser handled one more time an outstanding inland transportation service for its client. With the reputation of handling oversize and overweight cargo in the market, the client, a multinational company, nominated Protranser to transport a set of wood-based panel machines from Shanghai to Langfang in Hebei province with a total distance over 1,200 kilometers. The weight of each piece was 125 tons. Protranser arranged multi-axles trailers to pick up the cargo from the factory as schedule and delivered the cargo to the jobsite on a suitable route.



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BATI to Represent RollDock

RollDock, the heavy lift shipping specialist which is based in The Netherlands and provides heavy-lift marine solutions along with engineered heavy-lifting onshore and transportation services, is pleased to announce that they have appointed BATI Shipping & Trading S.A. as their commercial agent in Turkey. Capt. Caner Aydin is the president of the Istanbul-based company, which will represent RollDock for transport inquiries, tenders, studies and operations related to breakbulk project cargo transport.



"Capt. Caner Aydin has extensive experience gained in the shipping and heavy lifting industry," a spokesperson for RollDock said. "His experience, network and good relationships with Turkish, Japanese and Korean construction companies and EPC leaders makes him a qualified representative."

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Shanon Gould Wins Right to Represent Australia & Asia Pacific at FIATA World Congress

Shanon Gould of Navia Logistics was announced to be this year's Asia-Pacific region winner for the Young International Freight Forwarder Award on the 13th of July, 2016.

She is one of four out of the world and in order to try and gain the main title, she will be going to Dublin in October to present a summary of her dissertation that she submitted.

Shanon started her career at age 17 with Mediterranean Shipping Company (MSC), and has now risen through the ranks of industry to become the New Zealand Export Trade Manager for Navia Logistics, a large, multi-faceted logistics company located in Melbourne, Australia.

Navia Logistics saw great opportunity by employing Shanon and quickly promoted her to be the NZ

After three and a half years with the company, she now manages a large team of industry professionals

all of it hands-on. This has allowed her to gain active involvement and understanding of all aspects of international freight forwarding.

Shanon brings a passion for this industry to her roles and that passion is just as strong today as it was the day she started at 17.

Shanon has demonstrated strength in customer service, technical know-how and the ability to bring a team together to move cargo successfully around the world.

With Shanon's familiarity and passion for the industry there is no doubt that she will do well, Navia Logistics wishes her the best of luck in the next stage of her journey.



Export Trade Manager.

This required her to oversee all operations for FCL and FAK shipments between Australia and New Zealand, which also happens to be their largest volume trade.

and takes direct responsibility for the management of the offshore team in Cebu, Philippines.

With fourteen years in the logistics industry, Shanon has accumulated an immense amount of experience –



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Highland Project Logistics, One of America's Fastest-Growing Private Companies

Inc. magazine ranked Highland Project Logistics (HPL) as No. 23 on its 35th annual Inc. 5000, the most prestigious ranking of the nation's fastest-growing private companies. The list represents a unique look at the most successful companies within the American economy's most dynamic segment — its independent small businesses. Companies such as Microsoft, Dell, Domino's Pizza, Pandora, Timberland, LinkedIn, Yelp, Zillow, and many other well-known names gained their first national exposure as honorees of the Inc. 5000. The same list ranks HPL as No.1 fastest growing company in New Hampshire among all industries and No.1 fastest growing logistics company in USA in years 2012-2015.

Mr. Maly, Founder and President of Highland Project Logistics, says: "This

award is a fantastic recognition of the hard work of our employees. It shows that the American dream is alive and well, especially in our state of New Hampshire. We work in international logistics and free trade



with other countries is the engine of growth for the world economy. We are creating high quality jobs right here in New Hampshire thanks to the fact that companies in USA can export and import with their cus-

tomers and suppliers overseas. We are happy to share the great news that we are the fastest growing logistics company in all of USA."

The 2016 Inc. 5000, unveiled online at Inc.com and with the top 500 companies featured in the September issue of Inc., is the most competitive crop in the list's history. The average company on the list achieved a mind-boggling three-year growth of 433%.

The Inc. 5000's aggregate revenue is \$200 billion, and the companies on the list collectively generated 640,000 jobs over the past three years, or about 8% of all jobs created in the entire economy during that period. Complete results of the Inc. 5000 can be found at www.inc.com/inc5000.

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Seajet: New Iran Transit Route

Seajet operated a special project for a single heavy unit cargo from Dalian in China to Bandar Imam Khomeini in Iran (via Tianjin) by barge and breakbulk services. The commodity was a 100-ton desalter. As there were no suitable



sailings from Dalian to Iran in the past few months, Seajet came up with a new solution of transit via Tianjin. First cross loading was from an axis-line trailer to barge vessel in Dalian, second cross loading was from a barge vessel to axis line trailer in Tianjin, and finally from an axis-line trailer to the breakbulk vessel. www.gpln.net

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