

## U.S.-Brazilian GPLN Teamwork Gets the Job Done

**G**PLN members FOX from Brazil and Green Worldwide Shipping from USA had the privilege of taking up the challenge and coordinate the import of a sizable boiler from the nice little town of Ferrysburg, Michigan, located at the banks of the beautiful Lake Michigan, all the way to the port of Norfolk, Virginia. Getting the licenses to haul this cargo was one of the major obstacles that had to be over-

come. The nearest route would be through Michigan, Ohio, Pennsylvania, Maryland and finally Virginia. However, the Birthplace of Aviation State, Ohio, denied permission for our cargo.

Green Worldwide had to route the boiler through the states of Indiana and Kentucky, adding several miles and time to the successful journey.

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## 100-Meter Cargo Through Malaysia



**M**egalift Malaysia handled an astonishing breakbulk road transport of a single cargo measuring nearly 100 meters in length. The commodity, a new propylene splitter, was 94.05 meters long with a weight of 580 tons. Transport was from Pasir Gudang port up to Lotte Chemical Titan plant in Pasir Gudang, Malaysia.

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## Rolldock-BATI Launch

**R**olldock and BATI Group have organized a cocktail party in the Four Seasons hotel on the Bosphorus to celebrate the commercial agency of BATI.

The cocktail hosted Turkish heavy lifting professionals and other shipping lines. BATI would like to thank everyone who attended the party and

is looking forward to future collaboration.

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## A Word From GPLN

### Dear Reader

According to the shippers' panel at Breakbulk Americas 2016 exhibition, the market conditions at the moment are causing concern for all sides of the supply chain. Companies are cutting costs as the commodities slump and the global economic struggle continue. The shipping sector is also feeling the effects of historically low freight rates and market overcapacity.

The face of the business is changing rapidly, with shipping lines looking to pooling resources, and with mergers and acquisitions in the global project forwarding industry.

The news that Thorco Shipping and United Heavy Lift are combining their respective fleets and expertise to create Thorco Projects could be the start of a wave of consolidations.

A.P. Møller – Maersk confirmed that it will split the business into two separate divisions, one focusing on transport and logistic operations, and the other on its energy activities – Maersk Drilling, Maersk Oil, Maersk Supply Service and Maersk Tankers.

Next year's GPLN Annual General Meeting has been announced and will be held from April 21st to 23rd, 2017, at the Hyatt Regency in Dubai, U.A.E., just ahead of Breakbulk Europe which is scheduled from April 25-26 in Antwerp, Belgium. Many of our members have already pre-



Luzius Haffter with GPLN members attending Breakbulk Americas in Houston at GPLN booth (September 2016)

registered for this meeting and we are looking forward to yet another successful networking event.

In the meantime GPLN was exhibiting at Breakbulk Americas Transportation Conference and Exhibition in Houston, Texas, where we had company from following GPLN members at our booth: DAKO Worldwide Transport / Germany, Global Shipping Services / USA, Green Worldwide Shipping / USA and ITM Transportation / Mexico.

Following this event GPLN was also attending Breakbulk Middle East in Abu Dhabi on October 25th, 2016, where various GPLN members from different parts of the world were present, such as Almajdouie Logistics Co. (MLC) / Saudi Arabia, Hareket Heavy Lifting & Project Transport

tation / Turkey, HLI Logistics / USA, SNS International Transport & Foreign Trade / Turkey, and Star Shipping / Pakistan.

Best regards,

Your GPLN team

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### NEW GPLN MEMBERS — JULY / AUGUST 2016

Indonesia	Jakarta	CKB Logistics
Italy	Rome	Lesam International Group SRL
Singapore	Singapore	Meridian Projects Logistics Pte. Ltd.
UAE	Dubai	PNI Logistics LLC



## Eastern Shipping Move Perfectly Done



**E**astern Shipping has recently arranged the transportation of three methanol reactors, weighting 378 tons each, starting from Bucharest, Romania, to Constanta port, where cargo was loaded on heavy geared vessels with destination to the Persian Gulf.

At 17 meters in length and 7.40 meters in diameter, the cargo proved to be a real challenge for an intermodal solution based on truck plus Ro-Ro barge. For pre-carriage, Eastern Shipping's logistic team used two trailers of 14 axles each connected in parallel, served by a 660 HP pull truck and 330 HP push truck.

With the overall dimensions of the trucks and trailers loaded - length was 45.5 meters -, the convoy was occupying both driving directions of the used roads for most of the distance. This has involved engaging a team of 22 companies as suppliers which were absolutely necessary for the smooth coordination in order to avoid idle times for different equipments or people.

After 18 hours of driving, the convoy reached the Ro-Ro place on the Danube river. Eastern Shipping arranged the civil works in order to make it a workable Ro-Ro berth. The reactors had to be discharged

first on elephant legs whilst for the rolling on, a 20-axle SPMT (10+10 in parallel) was used; as a safer option and in order to reduce the total convoy length to 18 meters and to maximize stowage. The barge's stowage plan, lashing and stability calculations were performed accord-

ing to ocean carrier's needs in regards to the stowage plan and cranes' outreach. The whole operation stands as another prove that Eastern Shipping is one of the best options in Romania when it comes to project logistics and the whole list of supporting services.

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## Surf Machine for the Bahamas

**F**reja Transport & Logistics of Finland finished the local transport of the components of a FlowRider surf machine unit. In total, over 3,000 cubic meters of cargo were transported on some road sections with widths of close to 10 meters only.

The project ran smoothly and the cargo was loaded onto vessel MV Floragracht sailing form Scandinavia towards the Bahamas.

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## Lysander Shipping Masters Challenging Job

**L**ysander Shipping Ltd., Genova office, arranged a major shipment from Sfax, Tunisia, to Montecchio Maggiore in Italy. Cargo consisted of three pieces of a plant machinery to be relocated. The biggest piece was 12 meters long, weighing 32.5 tons.

After a survey at the collection place in order to verify the packaging and final dimensions of the cargo, Lysander arranged collection and delivery to Rades port where the cases were loaded and secured for loading on MSC Messina vessel to Genova port.

With road permits being required for delivery of the cargo to Montecchio Maggiore, Lysander successfully arranged the road permits in time before the shipment's arrival in Genova port.

This shipment was successfully completed with both the customer

and Lysander satisfied, as the shipment had posed a particular challenge regarding the packing at the original plant location in Tunisia.

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## No Dismantling Needed

**S**hipping large machinery can be costly and time-consuming, but if you take the disassembling and assembling out of the equation it becomes a whole different ball game.

WWL was recently tasked with shipping a large conveyer system from Bell Bay in Tasmania to Fremantle in Western Australia. A conveyor system is a common piece of mechanical handling equipment that moves materials from one location to another. Conveyor systems allow quick and efficient transportation for a wide variety of materials, making them very popular in the material handling and packaging industries.

This particular conveyor system, the radial telescopic conveyor from Telestack, is used for stockpiling a range of material into bays or silos, or moving it from primary crushers

and screeners, among other things. The massive piece of machinery measures 922 cubic meters.

Thanks to its vessel MV TYSLA, with a door height measuring 7.1 meters tall, WWL was able to ship the unit fully assembled, saving the customer considerable money and time at both ends.

“Through great teamwork between WWL and the customer, we were able to ship this massive piece of machinery as a complete unit, making it the largest single Ro-Ro unit ever to be carried by our company,” says Matthew Jackson, key / liner sales manager for WWL in Oceania.

“Our ability to handle the unit fully assembled, and the timing of the voyage, allowed for the machine to be deployed in the quickest manner to its next assignment.”

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## 2,500-Ton Cement Plant Job

**E**mirates Logistics LLC of Dubai, UAE, relocated cement plant firm Al Ain in the United Arab Emirates to Djibouti via Sharjah port. The biggest item was a clinker hopper bottom part measuring 5.7 x 5.6 x 4.5 meters and weighing 9.2 tons with a volume of 143.6 cubic meters. The heaviest item was

an air classifier top housing with a weight of 19 tons and a volume of 104.9 cubic meters. Total freight volume was 2,500 tons.

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## A Lucky Star Shipping Month

**B**usiness has been lucky for Star Shipping Pvt. Ltd, handling over 30,000 cubic meters cargo in October 2016 alone.

The major loading ports were in China and European Countries. Among the cargo were crates, each weighing 11 tons, and a transformer body, weighing 45 tons.

With extensive experience in handling oversized cargoes, Star Shipping collaborates with heavy haul trucking providers and crane operators to plan heavy lift and over dimensional cargo

been working with GPLN. The company is really satisfied with the rapid, reliable and efficient service, and with the competent and helpful personnel, which is always very active to promote Star Shipping as a GPLN member.

In related news, India is not the only country on the Indian Subcontinent grappling with its energy needs. In Pakistan, daily blackouts are the result of a longstanding energy crisis, with the government pushing to end shortages across South

“The current government wants to get rid of the energy crisis which definitely requires more projects than ever before. This mass need of energy has opened a gateway for all the project logistics companies in Pakistan.”

Project forwarders from all over the world are turning their attention towards Pakistan, Kamran said, noting that existing industries are expanding by installing new and enhanced machinery, and that this is providing opportunities for heavy

machinery imports.

As in India, Pakistan’s poor infrastructure is a major hindrance when executing heavy cargo moves.

Kamran explained: “The roads and bridges in Pakistan are old

and have no details of load bearing capacity. We are forced to use the bridges and roads with no prior information of sustainability.”

“The highway authority is focused on the construction of new roads which is a good sign for us transporters, but there are still huge risks involved in the movement of heavy cargo on the old bridges.”

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## Liburnia Complements Successful Business Strategy

**E**ven though Croatian company Liburnia Maritime Agency Ltd. is well known as leading company in the Balkan area in sea transportation of project cargoes and industrial heavylift, recently the management decided to strengthen and expand their commercial activities in container business as well. For



that purpose, young professional Mrs. Tanja Daraboš joined the logistics department. Tanja will improve Liburnia’s commercial activities and promote their container and logistic solutions. Before joining Liburnia, Tanja was a sales coordinator for Dragon maritime, Cosco’s commercial agent for the Balkan area. With such background she will certainly help Liburnia in their goal to become one of the most competitive and comprehensive companies in the region.

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moves.

Moving oversized cargo aboard the company's own barges provides an efficient alternative to the cost and delays associated with obtaining road permits and rail clearances.

Star Shipping's experience in loading and discharging methods include: submersible, Ro-Ro, beaching, ship-to-barge transfer, shore cranes and more.

For several years Star Shipping has

Asia’s second largest economy within two years.

There are currently 140 million Pakistanis either without power or subject to 12 hours of daily "load-shedding." A shortfall of 4,000 megawatt was estimated to cost the economy 7% of GDP in 2015.

Muhammad Kamran, projects director at Star Shipping, says Pakistan’s development needs are urgent.

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## PRICE VERSUS RISK

In August 2015 a huge accident happened in the Netherlands.



A bridge deck was transported by a barge to final destination. With two cranes, positioned on two separate, not identical barges, the bridge deck was lifted. The deck was moved in a tandem lift from the barge and they had the intention to move the bridge deck in a straight line between the two cranes. After that barges would move to bridge head (about 200 metres from the loading position).

But it did not work as it was planned. During slewing, the small barge became unstable and the boom of the smallest crane (400 tons hydraulic) broke. The 400-ton crane slid from the deck and took bridge deck and the other crane into the water. Fortunately nobody was injured but the damage was enormous.

Main reasons of this tragedy:

Two different sizes of barges connected together.

Relation crane size (large) with barge size (small): unstable.

Lifting the heavy bridge created a combined centre of gravity that made the lift very unstable

Not sufficient pumping capacity to keep the barges in a stable position.

This was the technical part of the story. Now we come to a part that is much more important: why do these accidents happen ?

It starts with the client. Some companies and/or authorities (government) write a tender for suppliers for a certain job. Suppliers know that there is competition and that is not an issue. It starts to get an issue when the tender issuing party mainly selects on the financial aspect: the cheapest is the best ! Purchasers proudly reports to the higher management that they have closed the best deal.



I don't know if that was also the problem in the Dutch lifting drama, but in general we can say that 90% of purchasers are only money driven.

People who are responsible to purchase services for lifting & transport should know what they purchase. Of course we cannot expect that every purchaser has experience in lifting & transport activities. But if you don't know what you buy than you should educate yourself or hire experience.

In the lifting accident in the Netherlands the involved companies had a lot of experience and a good reputation. Still the accident happened. Did they make mistakes. Yes they did. But it is always easy to judge after the accident. Many crane and transport companies in the world with a good name and reputation make mistakes and had also their accidents.

Many accidents happen because of a low budget: "We want the job!" That results in "engineering on the edge," and if a small unexpected problem occurs during the execution of the job, Murphy's law comes around the corner.

Can we avoid accidents ? Until 99% yes we can!

As a base we need the following ingredients in the "cake of success":

A client / supplier relation with mutual respect. No killer contracts.

A fair price for the supplier.

Knowledge and experience (client and supplier).

Continuously training of all involved.

Check lifting / transport / lashing plans by independent party before starting the job.

And very important: stop executing the job if unexpected risks occur. Better safe than sorry!

Gert Vos - HTTC

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## Power Plant for Bangladesh

**D**AKO Worldwide Transport recently took over three super-heavy engines in the port of Saint-Nazaire, France. Each of the engines had a weight of 320 tons and dimensions of 1,290 x 475 x 650 centimeters and were loaded into a heavy lift vessel equipped with two heavy cranes, each of them with a capacity of up to 400 tons. Afterwards they were shipped to the port of Mongla in Bangladesh. At this port the discharge was effected by ship's gear to a barge alongside the vessel midstream (trailer on a barge).



Since these engines had a very high center of gravity, extra care was necessary to avoid any kind of accidents.

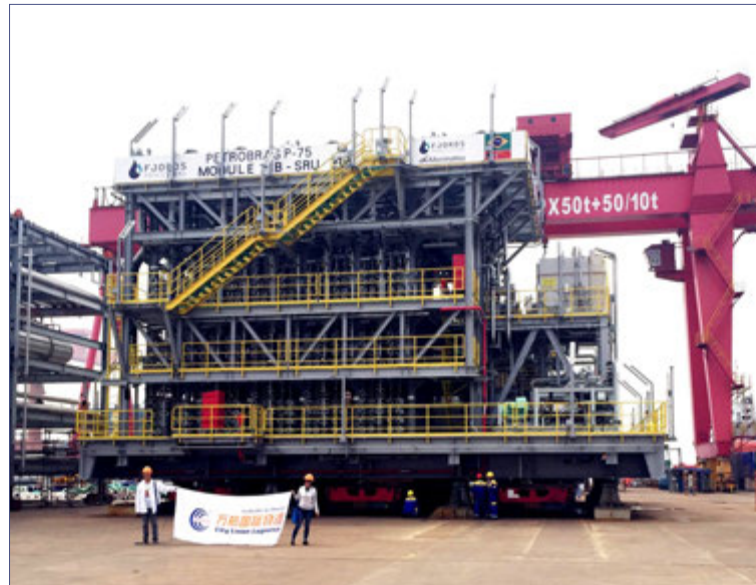
GPLN project forwarder DAKO Worldwide Transport is very experienced in the handling and shipping of this type of projects on a worldwide basis.

France.

Each of the engines had a weight of 320 tons and dimensions of 1,290 x 475 x 650 centimeters and were loaded into a heavy lift vessel equipped with two heavy cranes, each of them

## City Union Moves 517-Ton Module

**C**ity Union Logistics Co. Ltd. was commissioned for the transport of a height of 16 meters, weighing 517 tons. A 5,000-megaton deck barge was used with a length of 100 meters and



22 meters width.

Working scope involved weighing the P75 module, confirming the center of gravity, dispatching and assembling

P75 module to the barge inside the Morimatsu Nantong Factory yard in Shanghai, China.

The module had a length of 22 meters, width of 22 meters and

the SPMT trailer, road clearance, laying ramp, lashing and securing the module on the SPMT trailer and Ro-on the barge.



## Water Treatment Plant for Petroleum Development in Oman

**A**vvashya CCI Logistics Pvt. Ltd. of India moved project cargo from Hamariya in UAE to a site in Oman. Cargo consisted of a refinery water treatment plant and machinery, partly manufactured in an Indian and partly in an UAE plant.

The entire scope of works for transportation up to the site was in control of ACCI which handled this prestigious movement partly by road transportation and partly by sea transportation.

The entire scope of ACCI was ex-work pick-up to delivery at

the destination site in Oman. For any cargo movement in Oman, the local police requires an approved



logistics transporter - the one which follows all cargo transportation safe-

ty guide lines as per the local regula-

tions. ACCI was tidying up with a globally reputed partner who has a joint venture in Oman and successfully completed this prestigious car-

go delivery at site.

ACCI is building a reputation of handling third-country logistics business solution with the help of its logistics partners across the globe.

ACCI is a well-experienced team that understands customer logistics business requirements and provides solutions to their customers.

ACCI is focusing on new vertical water treatment plant logistics solutions, and has a couple of projects in pipeline in the Gulf and upper Gulf region for preferred services of Avvashya CCI Logistics Pvt. Ltd.

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## L.Branco Handles Linde Equipment

**L**.Branco of Portugal has handled several Linde pieces of equipment destined to Megasa steel mill in Seixal, Portugal.

The operation consisted of discharging the pieces at Setubal from the vessel onto trucks alongside and then free-on-truck delivery to the site.

Among the equipment was a "recktibox" which was 41.5 meters long, and had a gross weight of 100 tons.

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## Upcoming GPLN Meetings & Events

### 6th Breakbulk China Transportation Conference & Exhibition

15th — 16 March 2017

Shanghai World Expo Exhibition & Convention Center  
Shanghai, China



### 14th GPLN Annual General Meeting 2017

21st — 23rd April 2017

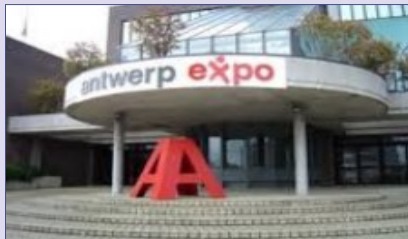
Hyatt Regency Hotel  
Dubai, U.A.E.



### 12th Breakbulk Europe Transportation Conference & Exhibition

25th — 26th April 2017

Antwerp Expo, Booth No. 300H4  
Antwerp, Belgium



### 1st Breakbulk Southeast Asia Transportation Conference & Exhibition

4th — 6th September 2017

Kuala Lumpur Convention Center  
Booth No. 105  
Kuala Lumpur, Malaysia



### 28th Breakbulk Americas Transportation Conference & Exhibition

17th — 19th October 2017

George R. Brown Convention Center  
Booth No. 318  
Houston, TX, USA



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

## Protranser Connects China With Myanmar

**P**rotranser of China was nominated to handle the export of various engineering equipment and trailers to Yangon, Myanmar, by a state-owned

the largest size unit was 13.3 x 2.75 x 3.62 meters and the heaviest unit had a weight of 40 tons.

Protranser is an International forwarding company based in China, fo-



company located in Shanghai.

Protranser was in charge of the port handling and chartering the Ro-Ro vessel. The volume of the shipment was up to 1,080 cubic meters,

using in project logistics and oversize, overweight cargo since ten years. Protranser has ten offices in China with its headquarters in Shanghai.

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## 700-Kilometer Move in Angola

**S**upermaritime Angola Lda. performed an out-of-gauge road transportation

job for one of Supermaritime's offshore customers.

The move consisted of two pieces

of two umbilical pipelines from Lobito to Ambriz, both in Angola, by lowbed trailer. The distance covered was nearly 700 kilometers.



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## Factory From India to Lebanon

**N**avigators S.A.R.L. of Beirut, Lebanon, successfully completed the move of breakbulk heat recovery boilers from India to Lebanon on a door-to-door basis. The project came from the same consignee in order to helping him to assemble his new factory. The shipment consisted of essential materials and machines which the factory relies on to proceed with the main production.

containers containing incinerator waste heat boilers, with a total volume of 456 cubic meters.

Among the machines and parts was a 2-megawatt extraction condensing steam turbine generator set.

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The breakbulk included two heat recovery boilers and 15





## Dextrans Delivers Dive System

**D**extrans Singapore has recently completed the full delivery of an 18-man twin bell, twin SPHL saturation dive system. This is an extreme project delivery as the system is of an extremely huge value. Delivery took place over few phases. It involved the delivery of two hyperbaric lifeboat w/ o davit system from Germany and Rotterdam to China on a multi-modal mode. From Singapore, the 18-man decompression chamber and the twin bell involved 10 x 40 feet flatrack with

eight police escort, 3 x 40 feet open top and multiple 40-foot high-cube containers. Besides the freight component, Dextrans also undertook the whole logistics chain from customized wooden case packing with vacuum packing, specialized machine moving of the chambers out of the factory area with air float and heavy duty rollers, as well as delicate lifting inside the factory area of the 24-ton chamber. Dextrans successfully oversaw the whole project.

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## Cobra Helicopters Move

**G**PLN member Global Shipping Services LLC from USA was appointed to transport 13 Cobra helicopters domestically in the U.S.

The move was for 13 dismantled Cobras with an additional 1,000 cubic meters of loose cargo / crates.

This included the mobilization of

staff and lifting equipment at origin and operating in a very tight environment where lift boom cranes were used with only six inches to clear the door opening.

Global Shipping Services was on site for 10 days, and the very tight delivery schedule was met.

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## The Saudi Oilmen Think the World of Braid

**T**he Saudi oilmen have been constructing an impressive refinery as part of the kingdom's program to develop an industrial city, boost the region's economic growth and increase its share of fuel export to international markets.

The refinery covers 12 square kilometers and once operational, will process 400,000 barrels per day of heavy and medium crude oil, 80 million barrels of gasoline, 250 million barrels of diesel fuel and more than 1 million ton per annum of benzene and paraxylene petrochemical products.

Although Braid has been heavily involved in several other shipments for this refinery, Braid was called in at the 11th hour to provide the transport of 17-foot wide air compressors which are critical for the processing of crude oil and gas products at the refinery.

With most conventional logistics solutions unavailable due to high

shipping cost, Braid unlocked an innovative, expedient and cost-efficient solution to ship the units from New York to Jeddah.

In addition, the shipment called for a direct load and direct discharge; the pressure was on to deliver the units under the crane as fast as possible.

On day one, the units were delivered at a temporary storage area and staged until ready to move to the ship.

On day two, units were retrieved and transferred alongside ship underneath the gantry crane. The crane was rigged with two adjustable 30-ton spreaders, properly set at 17 feet, and outfitted with Kevlar-padded cross supports, as well as four chain drops extended by nylon belts con-

nected to 50-ton shackles.

Stevedore crew assisted in connecting and disconnecting the shackles. A bed of twelve empty, heavy-duty platforms was prepared



inside hold #8, which is fitted with McGregor-type metal hatch covers, opened to receive the pieces.

The units were then gradually lifted from the perimeter beam trailers and landed inside the hold. Two 2-inch nylon straps tensioned with ratchets and five 2-inch chains tensioned with turnbuckles were em-

ployed by the lashing gang and ship's appointed lashing crew to secure the cargo.

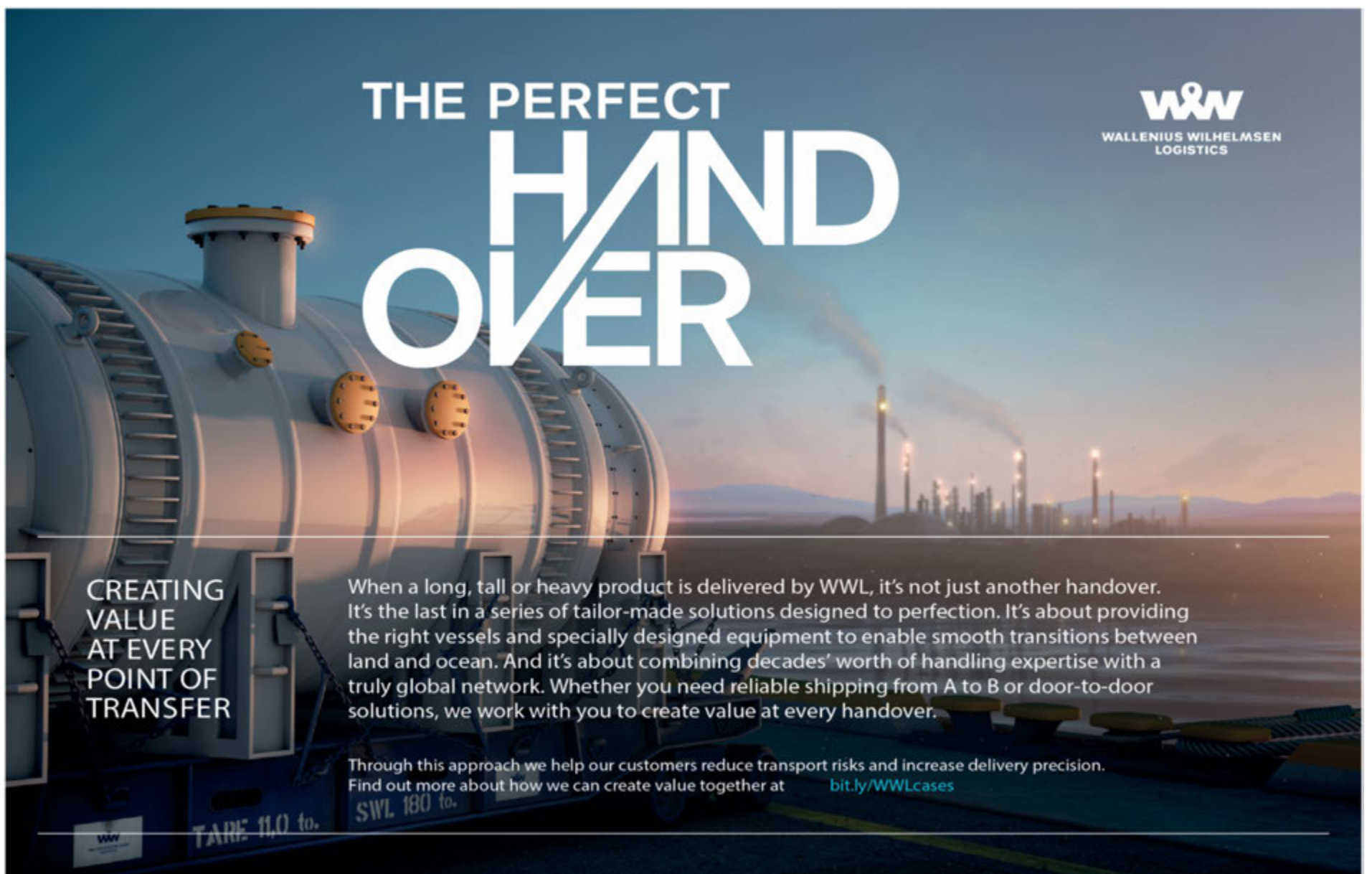
In addition, fourteen lengthwise 6 x 6 inch wooden skid bearers and nine doubled-up 2 x 6 inch wooden bearers were utilized to block and brace the cargo against the end walls.

There were also some heavy duty flat racks and containers accompanying the compressors which were loaded in bay 5 and bay 6 in hold #1.

The plan was executed without delay or cost overrun. Over the course of the project, the team at Braid worked tirelessly to expedite the massive operations.

Following the completion of the job, Braid president Gus Chalos commented: "We are excited about what we have accomplished and our customer is thankful for the support provided by Braid."

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