GPLN GLOBAL PROJECT LOGISTICS NETWORK

Global Project Logistics NEWSLETTER

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

November — December 2016 Issue No. 54

Transportation and Off-Loading of 3,000-Megaton Topside

Vietranstimex successfully completed the transportation and load-out of the STT-PIP Module 2 Topside from the fabrication yard onto a seagoing barge at PTSC downstream port in Vung Tau City, Vietnam.

A topside is an offshore oil platform, referring to the upper half of the structure, above the sea level, outside the splash zone, on which equipment is installed.

The transported topside module weighed around 3,000 tons, and had following dimension: 47 meters long, 42 meters wide and 37 meters high.

The huge module was transported and off-loaded, using a trailer with a configuration of 5 x 31 axle lines. Each line consisted of 18 axles of SPMT and 13 axles of SPT, connected via a special electronic header. **www.gpln.net**

WWL "Breaks New Ground" With Heavy Breakbulk Shipments From Japan to U.S.

WWL recently became the first Ro-Ro shipping company to transport heavy breakbulk cargo weighing more than 92 tons from Japan to the United States.

Until recently, Japanese ports only allowed a maximum cargo weight of 92 tons including roll trailer. Following negotiations with port authorities, this restriction was lifted to extend the benefits of Ro-Ro to customers with even heavier breakbulk cargo.

The first customer to benefit from the extended weight limit was a Japanese company that urgently needed to ship two generators weighing 242 tons each from Yokohama to Newport News, Virginia, in the United States. The challenge put WWL's team to the test, and they quickly came up with a transport method to fit the customer's requirements.

WWL has long experience in shipping heavy breakbulk cargoes up to 400 tons, and consequently it has a full range of tried and tested handling equipment to meet any challenge. For the heaviest shipments, this includes a blocks and beams solution which is used in conjunction with self-propelled modular transporters (SPMTs). Such equipment is positioned throughout WWL's extensive global network.

In this particular case, the cargo arrived at Yokohama's port on a special barge and was placed on blocks and beams in the terminal before being picked up by the SPMT that rolled the cargo onto the vessel.

Once inside, the units were positioned on blocks and beams on the main deck by an experienced team and lashed in accordance with a carefully calculated plan, all to ensure a safe sea voyage. The loading took just over six hours from start to finish.

Since this was a new operation for the port, it required significant coordination and collaboration between various teams, including the local barge operator, port authorities and stevedores.

"This was only possible thanks to the great collaboration between many stakeholders, and on behalf of the Japan team I'd like to thank everyone for a great contribution," said Masaki Kunimatsu, WWL's Head of Japan Port Operations, following the loading of WWL's M/V Salome. "Let's hope Salome will have a successful voyage across the Pacific, and we look forward to similar challenges in the near future."

Kim Buoy, WWL's Head of APAC Operations, added: "While this was a challenge for all involved and WWL in Japan specifically, it was impressive to see that we could quickly assemble a very competent and efficient team. The result was that the units were loaded on time to the agreed quality and within the agreed costs and, most importantly, on behalf of a very satisfied customer." **www.gpln.net**

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A Word From GPLN

Dear Reader

By reviewing our industry and the global economic situation in 2016 it is no secret that the market is currently experiencing its most prolonged downturn since the start of the financial crisis, with the shipping sector suffering from rock-bottom freight rates and market overcapacity, while the project forwarding community struggles in the face of low commodity prices and project delays. The recent news that Nippon Yusen Kaisha (NYK), Mitsui OSK Lines (MOL) and Kawasaki Kisen Kaisha ("K" Line) are planning to merge their container shipping activities is another example of various measures being taken by shipping lines to create economy of scale as a response to the difficult operating conditions currently being faced. According to a Bloomberg report, Maersk believes that we are seeing a “consolidation wave” although the world’s largest container shipping line declines to give an indication of how big the consolidation is likely to be. Business for many in the project logistics sector has suffered at the hands of a number of negative factors and it looks like there will be no quick or easy recovery from this crash. The ability of project logistics providers, shipping companies and heavy transport specialists to adapt in this environment will be paramount to survival.

The year 2016 is rapidly coming to an end. In October GPLN was exhibiting at Breakbulk Americas in Houston and also attending Breakbulk Middle East which took place in Abu Dhabi. Our GPLN members Almajdouie Logistics / Saudi Arabia, DAKO Worldwide Transport / Germany, Global Shipping Services / USA, Green Worldwide Shipping / USA, Hareket Heavy Lifting & Project Transportation / Turkey, HLI Logistics / USA, ITM Transportation / Mexico, SNS International Transport / Turkey and Star Shipping / Pakistan were participating in either of these events.

Luzius Haffter with the events team of our AGM venue in 2017, the Hyatt Regency Hotel in Dubai (October 2016)

Next year’s annual GPLN meeting has been announced and will be held from 21st to 23rd April 2017 in Dubai, just ahead of Breakbulk Europe in Antwerp. After our record breaking meeting earlier this year in Brussels we are looking forward to yet another large attendance who will have excellent opportunities for networking during scheduled one-on-one meetings, social events and a dinner cruise.

In the meantime we already started preparing for our next year’s travel plans and events. In March our GPLN team will head for Shanghai to attend Breakbulk China. More travelling is following in April. After our AGM in Dubai we will exhibit at Breakbulk Europe in Antwerp where we surely will meet a lot of our members. At the beginning of September we are planning to exhibit at Breakbulk South East Asia which is taking place for the first time in Kuala Lumpur, Malaysia. Finally mid of October we will exhibit at Breakbulk Americas which is scheduled again in Houston, Texas.

As this is our last newsletter for this year we wish you all the best for 2017.

Best regards,

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.

New GPLN Members — November / December 2016

China	Hefei	Sino Projects (Anhui) Co., Ltd.
Denmark	Copenhagen	Lysander Shipping

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Major Transformer Movement by CSS

The projects team at Consolidated Shipping Group (CSS) from U.A.E. successfully completed a major movement recently. Six units of transformers, each with a dimension of 7 x 2.8 x 3 meters and weighing 60 tons, were moved from Jebel Ali to Dubai Hill Substation and Khor Dubai Substation sites. The movement included the installation procedures as well at the site.

As is the practice, extensive study and survey was conducted as part of this movement regarding the origin, destination and the travel route. Each point of the entire project was carefully assessed to ensure a fool proof and smooth journey of the cargo.

The transformers were moved in heavy duty low bed trailers and offloaded using a 500-ton crane with super lift. “The entire movement was done overcoming lot of challenges and as usual our team were enthusiastically delivering their best throughout the process,” commented Sreenath V., Vice President Operations & Projects, CSS Group.

Prior permissions were taken and escorts were arranged for the entire route. “Our proven expertise in the field of transformer movements brings in quality clients to us," commented Raj George, Senior Vice President Projects Oil & Energy, CSS Group, after the successful project completion. "Installation is another area which requires a high level of technical expertise. CSS Projects team’s experience and knowledge is the key factor to our high level of success percentage.”

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"Universal Transport" of Old Tram Cars to Czech Republic...

The cargo conveyed at Universal Transport is not always the latest technology in green energy or any other manufacturing, or even brand new.

The perfect example is a major contract that the company's branch in the Czech Republic was working on.

Since mid-2016 its team in Prague was transporting tram cars from Tallinn, Estonia, to Ostrava, Czech Republic; an overall distance of 1,400 kilometers. The assignment will last about two years.

What makes this transport so very special? The 14 tram cars have been in use for over 40 years, making them real oldies. As the tram cars are a bit long in the tooth now, a thorough restoration has become necessary. And so one by one they start their journey to the Czech Republic. One may ask why the Czech Republic of all places?

The most important restoration company for refurbishing rail vehicles is located there.

The refurbishment of one rail car takes about six month. One unit is 28 meters long, 2.5 meters wide and weighs 30 tons. It is Universal Transport's jobs to secure a save journey for each of these unique items.

At the beginning of 2017, the return of the first rail cars is planned. After that a rotation between the Czech Republic and Estonia will be implemented, thus insuring a steady sequence of restoration and transport back to the point of origin to put the tram cars back in use.

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. . . And the Last Passage of a Legendary National Treasure

A Tu-154 Tupolev aircraft had to be conveyed from Prague-Kbley to Kunovice in Czech Republic by Universal Transport. The former national airplane, used by legendary figures like Václav Havel, will soon be on show in the well-know aviation museum in Kunovice. Preparations for the actual transport took a whole year and it was a huge challenge for all parties involved. At the military airport of Prague the plane was lifted onto a 40 -meter long flatbed trailer, and had then to be specially secured.

Loading had to take the flight plans for the various military operations into account. The journey of 400 kilometers was done in three stages via Milovice to Kunovice.

The transport of this legendary plane and the whole convoy setup led to enormous public attention on its 3-day expedition over one day and two nights.

The wings, turbines and empennage had to be detached and were transported separately to their destination by Universal Transport. The remaining aircraft body was still 40 meters long with a cross section diameter of 4 meters and a weight of 25 tons.

With cargo of this exorbitant size, a number of road signs had to be dismounted and overhead contact lines for trams had to be switched off.

The Tupolev had been in service since 1980. Its most famous passengers were amongst others the former presidents Václav Havel and Václac Klaus, as well as many different national ministers. After winning the gold medal at the 1998 Olympic Games in Japan, the national Czech ice hockey team was flown back home in this much loved icon of Czech aviation history.

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Eastern Shipping's Team Ingenuity Scores Again

Eastern Shipping SRL from Constanta, Romania, has recently completed the shipment of 6 propane-ethylene condensers, weighting 195 tons each, from Buzau to Constanta port, where the cargo was shipped to the USA.

Measuring 25 meters long, 5.5 meters wide and 7 meters height, the road transportation for each of the six units proved to be a tough task for all the local forwarders interested in this project.

Even though Eastern Shipping came later in the bidding process, their team submitted the winning alternative for moving the heavy parts out of the factory yard. Since the first option involved expensive actions of street furniture removal, our team came up with a new route that only implied a few disruptions to the neighboring facilities.

As soon as the new route was approved, Eastern Shipping started engineering an intermodal solution using overland trucking and a Ro-Ro barge.

A significant impediment in this planning proved to be the shape of the cargo, in particular a valve from the middle of the bottom edge, which was longer then the supporting cradles.

In order to solve this constraint, Eastern Shipping's team came up with an accurate intermodal formula: two independent modular trailers of 11-axle lines each (150-ton turntables), which framed the valve right between them.

Once the heavy units were loaded on trucks, it took a 24-hour road trip from the factory yard until the loading port from Danube river. During this overland transport, Eastern Shipping had to coordinate the activities of more than 20 supplier companies, including electrical, cable and civil engineering companies, police, etc.

As they reached the river port, Eastern Shipping first arranged the civil works to create a working Ro-Ro berth and next they rebuilt the trailer modulation, keeping only 12 axles from the initial 22, to enable placing two units on the barge.

This move required a lot of accuracy and ingenuity from our team in dispersing correctly the weight of the cargo when handling each piece at a time and finding enough space for that on the 20 meters wide flat-deck barge.

After fixing the two heavy parts on the barge, using elephant legs, a 3-day trip followed to Constanta port where the units were safely taken from the barge directly onto the vessel, using vessel's cranes.

Barge's stowage plan, lashing and stability calculations were performed according to ocean carrier's needs in regard of stowage plan and cranes' outreach, which resulted in a safe and smooth loading and securing operation on board.

The whole operation stands as another prove that Eastern Shipping is one of the best options for Romania when it comes to project logistics and the whole list of supporting services.

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Two GPLN Members Arrange Tower Crane Transport

As Wikipedia outlines: "Cooperation is the process of groups of organisms working or acting together for common or mutual benefit, as opposed to working in competition for selfish benefit."

Within GPLN, the logistics experts are doing the same. This cross-border cooperation benefitted Supermaritime Forwarding and Advantis Projects, both members of the GPLN family, who arranged a door to door transport of this 18-meter long tower crane with a total weight of 31 tons. Dimensions were 18 meters length, 2.5 meters width and 4.2 meters height. This crane has been collected by a lowbed trailer in The Hague and was shipped on Ro-Ro service via Singapore to Sri Lanka. The spares where containerized and booked via CMA CGM, for which Advantis is the agent in Sri Lanka.

After arrival and thanks to the excellent cooperation and communication between the two GPLN members, the teams managed to clear, temporary store and transport this static crane from Hambantota to the construction site in Sri Lanka according to schedule.

This success resulted in the companies being asked to arrange another door-to-door transport for a second similar crane.

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HEAVY MATTERS

By Gert Vos

DETERMINE THE CENTER OF GRAVITY

For transport, lifting and lashing activities it is necessary to know the position of the center of gravity (COG) of the load.

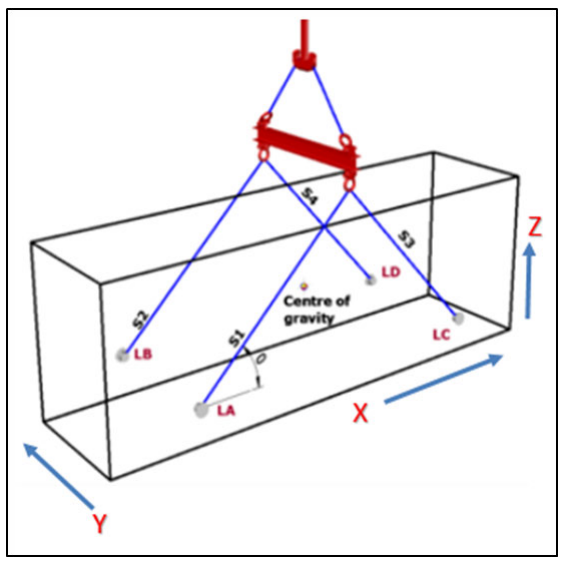
What is the center of gravity: the **COG** of an object is the point at which weight is evenly dispersed and all sides are in balance.

Throw a ball in the air and gravity pulls it straight back down. Not everything moves like this when gravity acts on it. Most objects are not nice, neat shapes like balls. That means gravity acts on them in more complex ways. Even so, all objects behave as though their **mass** (the stuff they're made from) is concentrated at a point called their **center of gravity**.

A simple object like a ball has its center of gravity in a very obvious place: right at its center. But in a more complex object, like your body, the center of gravity is slightly higher than your waist because there's more weight in the top half of your body than in the bottom half.

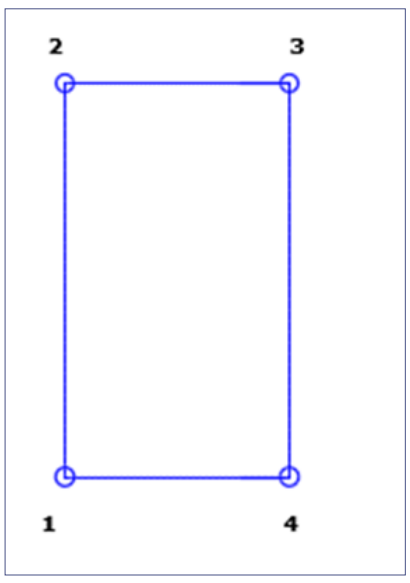
Example: We have a load of 6,000 x 3,000 x 2,500 mm. The weight is estimated: 80,000 kgs. We want to know a few things before we start loading, lashing and transporting the unit:

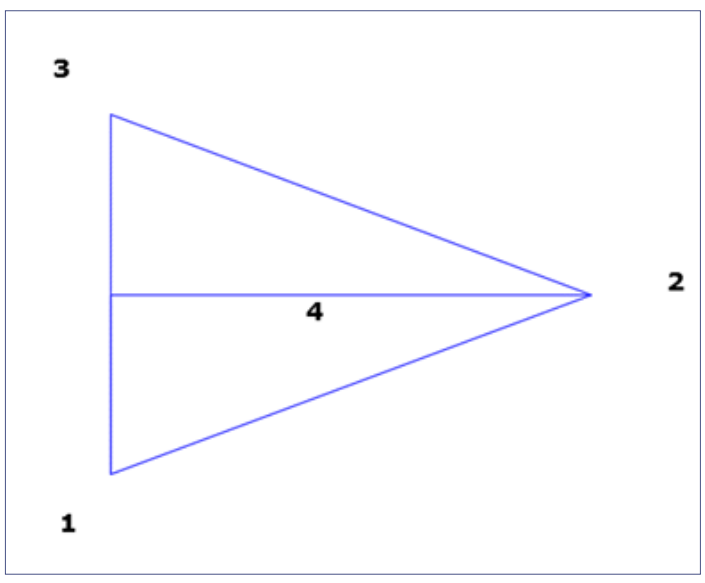
Exact weight.
Position of the COG in x, y and z direction.



If we want to know the weight, we can lift the load f.e. with a hydraulic crane or gantry and determine the weight. We also can use a weiging system with load cells to determine the COG. To determine the total weight and the COG you can position the load cells in a 4-point or 3-point configuration.

Unfortunately we can only determine COG in X and Y position. To determine in Z direction you have to make various calculations. Those calculations are made by the engineering department of a manufacturing company.





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Example 1: 4-point configuration (left figure page 4). We take point 4 as the zero point. And distance x = 6,000 and distance y = 3,000 mm. And after weighing we have the following weights:

Point 1: 20,000 kgs
Point 2: 15,000 kgs
Point 3: 14,000 kgs
Point 4: 31,000 kgs

Obviously the COG is not in the middle. The weighing system will generate a COG, but we can also calculate it by ourselves:

$\frac{3{,}000 \times 20{,}000 + 3{,}000 \times 15{,}000}{80{,}000}$ = 1,312.5 mm in **Y** direction.

$\frac{6{,}000 \times 14{,}000 + 6{,}000 \times 15{,}000}{80{,}000}$ = 2,175 mm in **X** direction.

Example 2: 3-point configuration (right figure page 4). We take point 1 as the zero point. And distance 4 = 5,000 and distance y = 2,000 mm.

Point 1: 15,000 kgs
Point 2: 22,000 kgs
Point 3: 10,000 kgs

$\frac{2{,}000 \times 10{,}000}{15{,}000 + 10{,}000}$ = 800 mm in **Y** direction.

$\sqrt{(2{,}000/2-800)^2 + (5{,}000)^2} = 5{,}004$ ➔

$\frac{5{,}004 \times 22{,}000}{15{,}000 + 22{,}000 + 10{,}000}$ = 2,342.3 mm in **X** direction.

This is an easy way of determining the COG position in X and Y direction and rather simple loading. Wish you all the best in using Newton's laws and keep always in mind: better safe than sorry !

Gert Vos - HTTC

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GPLN's Protranser and Star Shipping Team Up

Protranser got awarded an international logistics service for a 50 megawatt coal -fired power plant in Punjab province in Pakistan. The first shipment for this coal-fired power plant included two sets of 25-megawatt turbines.

The total cargo volume was around 30,000 cubic meters and Protranser was planning to ship all the cargo with 10 to 12 lots, as the cargo volume of each lot was consisting of 3,000 to 6,000 cubic meters.

Protranser's scope of work (port-to-door) included collecting the cargo at Shanghai port, chartering the breakbulk vessel, discharging the cargo at Karachi port and delivering it to the jobsite, which was around 1,200 kilometers away.

Before the shipping took place, Protranser arranged and sent a specialist to Pakistan to meet with the project owner and its GPLN partner, Star Shipping, in order to coordinate the job with all related parties and to minimize the risk.

During the shipment and according to our client's requirement, Protranser also arranged a specialist to check the cargo situation together with the client.

When the cargo arrived at Karachi, Protranser cooperated with its fellow GPLN member Star Shipping who provided the local service in Pakistan.

Everything went smooth and to the full satisfaction of the client.

In short, Protranser once again provided a successful tailor-made port-to-door service for this project and delivered the cargo to the jobsite safely and on time.

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Breakbulk Keeps Aaras Shipping Busy

Aaras Shipping Agencies handled 19 breakbulk and project cargo vessels along with their stevedoring services for Pakistan's National Oil Refinery Limited. The total weight of the cargo discharged was around 310 megatons.

Since August 2015, Aaras Shipping Agencies has already successfully delivered 26,980 megatons / 57,000 cubic meters of project cargoes, including the transportation of one of the heaviest packages ever, weighing 280 tons.

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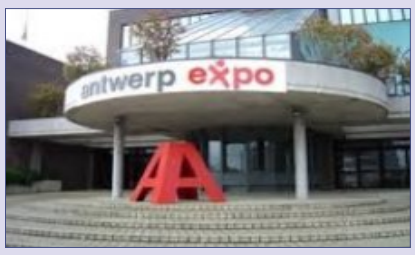
Upcoming GPLN Meetings & Events

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



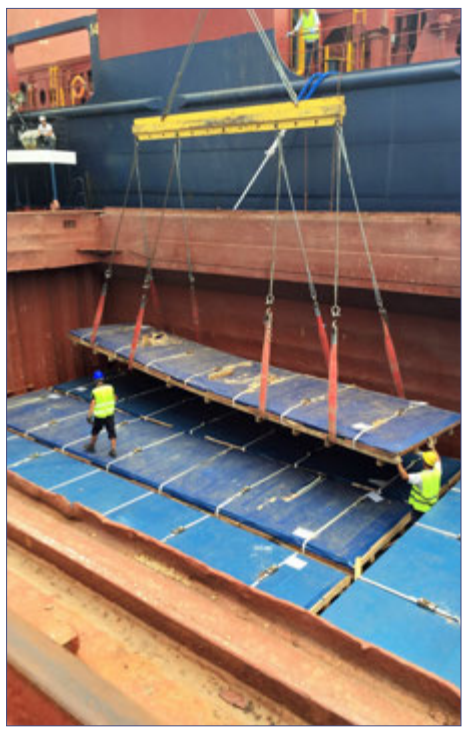
1st Breakbulk Southeast Asia Transportation Conference & Exhibition
4th — 6th September 2017
Kuala Lumpur Convention Center
Booth No. 105
Kuala Lumpur, Malaysia

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

It's Like Rafting, But With Omskiy Vessels

BATI Group used its own shipping line Marcas to deliver steel plates and h-beams from Agigea, Romania, to Kuryk in Kazakhstan. BATI chartered this voyage and filled the river going Omskiy-type vessels and loaded them with a double banking operation in Romania. After the lashing of both vessels, they sailed from the rivers of Volga and Don and reached the Caspian Sea. BATI managed another project successfully by discharging it at Kuryk, using their port facilities. **www.gpln.net**



Top Nomination in Philippines

Norman Fulgencio, president of Container Bridge Philippines, has been appointed to the chairmanship of the Philippine Postal Corporation (PHLPost). Mr. Fulgencio is now tasked not only to grow the influence and business of this government agency, but also to head its modernization. forward to future collaboration.

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Star Shipping Discharge Jobs

Star Shipping of Karachi, Pakistan, handled a 46-ton die casting machine with standard accessories cargo that was sent from Kobe, Japan, to Karachi. The same loading and discharge ports were used for

the shipping of hydraulic excavators. The total weight was 148 tons. Star Shipping handled the discharge operations at Karachi port.

An additional assignment was the discharging of fiberglass pipes, shipped from Shanghai, at Karachi port, weighing 72 tons in total. **www.gpln.net**

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PNI Logistics Handles Barging of 200-Ton Units

A client of Drydocks Dubai chose PNI Logistics for this job due to the company's strong experience with heavy lift and barge movements in the area. PNI moved 13 units in total and made four voyages. The average dimension was 12 x 7 x 12.5 meters (LWH) and the weight between 150 to 200 tons per unit. Altogether four voyages were required for the 12 x 7 x 12.5 meter units.

The scope of work included moving skids/modules from various fabrication yards in the U.A.E. to Jebal Ali port. Each local movement required performing route surveys, close coordination with transport authorities for permits, and arranging police escorts with PNI's operations team.

PNI arranged for stooling at the port yard, crane operations, and chartered tug and barge vessels to move the cargo from Jebal Ali to Drydock's own jetty.

Special equipment used included a SPMT to move pipe racks from the fabrication yard in Abu Dhabi ICAD to the Liwa jetty where PNI then loaded onto the barge using a 750-ton and a 500-ton Combilift crane.

Modular trailers were used to move fiscal metering skids from the fabrication yards in Dubai to Jebel Ali port where PNI then loaded onto the barge using the Combilift cranes. PNI did synchronized jacking of the skids onto the modular trailers prior to move.

Prior to the barge movements, PNI arranged cargo lashing and securing, barge stability calculations, draft survey, towage survey, the general arrangement plan and all port permissions. All movements went according to plan with safe work rules applied. Cargo was delivered without exception within the agreed time frames and budget.

PNI Logistics is headquartered in Dubai and stands for Project and Intermodal Logistics. PNI comprises of a team with many years of expertise and serves the entire Middle East area, focusing on finding the best method of execution in the most economical way. There is no compromise in safety and their team is dedicated 24/7 to the job.

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One Belt, One Road — The Future for Trade Between East and West

Xavier Leroi, head of WWL China, gives his views on China's accession to the Transports Internationaux Routiers (TIR) convention.

China's accession to the Transports Internationaux Routiers (TIR) convention in 2016 has been hailed as a game changer for international trading partners in Central Asia and Europe.

By signing the convention, the Beijing government aims to facilitate Chinese exports and support its "One Belt, One Road" initiative.

Both these aims are positive for transport companies serving this vast region, but for the impact to be fully realized, further progress is needed.

There is little disagreement that China joining the TIR system will produce benefits. Transit times for cargoes should be faster and stakeholders across the region will be playing by the same rules. It also creates a business opportunity to organize additional distribution channels from new hubs.

Wallenius Wilhelmsen Logistics sees the decision as a step in the right direction in a continuing long-term project, rather than a quick win. It raises issues of infrastructure, logistics and risk management which must be addressed for full adoption to take place.

The new routes will primarily cater for industries that are developing along the New Silk Road. They are an opportunity to develop business in Central Asia more than just acting as new pipelines for China's exports.

In order for it to be fully effective, the New Silk Road will need better infrastructure, with more wagons, trucks and trailers before it becomes a truly reliable and standalone opportunity for transport companies.

China wants to develop the "land bridge" from non-water ports in Chengdu, Urumqi and Beijing, which potentially means a modal shift from ocean transport towards rail and long-haul trucks.

However, given the lack of available rail wagons, ocean transport for Ro-Ro cargo will remain the only reliable solution in the mid - to long-term.

From a breakbulk perspective, there will continue to be issues around asset availability, as well as wider challenges around control and oversight of consignments. Shippers may be concerned about tracking and visibility if wagons do not move reliably or there is higher risk of cargo damage or loss.

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WWL: Ro-Ro Line of the Year

WWL won the Ro-Ro Line of the Year Award at this year's Global Freight Awards, an event organized by Lloyd's Loading List showcasing and rewarding the best talent and achievements in freight over the last 12 months.

"It's a great honor to accept this award on behalf of Wallenius Wilhelmsen Logistics and the team we have here in the U.K.," said Paul Johnson, Head of Sales and Business Development from WWL U.K., who was there with David Hamlen, Head of Automotive Accounts. "Thank you to the readers who voted. It certainly means a great deal for us to have the recognition of our customers."

With the introduction of the KUR-SIV Ro-Ro Line of the Year and the *Break Bulk Operator of the Year* awards, the Global Freight Awards is the only awards program for the shipper that recognizes the excellence of all the various types of transport operators that allow the cargo owner to move freight by air, sea, rail and road.

The awards ceremony was held at the Lancaster London Hotel in the U.K. on November 3 and gathered more than 500 freight and logistics professionals.

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