



Global Project Logistics NEWSLETTER

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

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3 GPLN Members Arrange Joint Shipment

Lysander Shipping of Italy recently arranged a joint-shipment from Romania to Korsakov via Busan, South Korea. The shipment was arranged with fellow GPLN members OIA Global, Romania, and DW S&T, South Korea.

The 3 GPLN project forwarders constructed each their own service; with OIA Global arranging 2 x FR from Constanta door to Busan, and DW S&T arranging containers to be unstuffed in Busan and then shipped

via breakbulk to final destination Korsakov. Lysander Shipping was

overseeing the entire shipment and reporting back to their client.



The shipment was a true testament to the importance of local knowledge and shared partnership within the GPLN family, since the shipment progressed smoothly as a result of the excellent collaboration between all three partners and their extensive experience / knowledge in their specialized areas.

Lysander would like to express thanks to both D.W. S&T as well as OIA for their fine work and handling of this shipment. www.gpln.net

Braid Projects Breaks Delivery Records

Texas-based GPLN member Braid Projects (USA), LLC was recently contracted to deliver over 5,000 cubic meters of power plant equipment from Asia into the U.S.

The materials were destined for three power generating stations, one of which is the largest in terms of square feet, steam production, power generation capability and coal consumption in Minnesota.

The major shipment was awarded to Braid shortly after the State regulators approved the plant's decision to shut down its coal-fired section.

As partial replacement, the plant proposed a new combined-cycle gas-fueled plant which uses gas and steam turbines to produce electricity more efficiently.

With liquidated damages in effect for this shipment, Braid had to ensure no delay in delivery and was able to put together one of its innovative plans to smoothly execute the operations from origin to the destination.

To protect the integrity of the cargo, the packages were loaded underdeck in all three compartments of the ocean vessel in China. They were stowed in

fore and aft direction, in two tiers with dunnage boards between tiers. Cargo was then secured with multi-

generating stations.

The team had to overcome extreme weather conditions during the



ple chain lashings and boomers.

At the arrival port, pieces were discharged with ship's crane and delivered to their storage locations.

All heavy units were lifted at a maximum rate of one per draft so as not to exceed the safe working limit of the cargo handling crane.

The wooden crates were cradled in nylon belts slings and landed on the dock; forklift machines drayed them to the resting place. The crates were later loaded onto trucks for delivery to their designated power

delivery due to temperatures at different levels of the atmosphere, requiring careful planning.

Despite the wind and the massive snow storm, the materials were delivered without impacting the project costs, safety or timelines.

"Preparations have been going on for several months," said Braid president Gus Chalos. "The performance regarding the operations and delivery of the project was great. We are excited about how we coordinated entities at all levels in order to adequately meet the expectations of our customer."

Braid Projects USA is a project logistics provider based in Houston, TX and specializes in over-dimensional and complex material movements by sea, air, rail, barge and truck.

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A Word From GPLN

Dear Reader

We hope that you have started the New Year well and that this will be a healthy and successful year for all of you.

Many of us are wondering what the future holds for providers of heavy and out-of-gauge cargo logistics across the world. Grant Wattman, president and chief executive of Agility Project Logistics based in Houston, considered 2016 to be a transition year and foresees that the struggles will continue during most of 2017, but starting to improve towards the end of the year. He also mentioned that global trade is still expanding and suggested that the regional hotspots for the movement of heavy and oversize cargoes are currently the Middle East, North America and Africa, whereas Asia- Pacific is declining and Europe remains flat. Markets in which the company sees huge potential are Nigeria, Angola, South Africa and Colombia.

In the meantime China's ministry of transport issued guidelines to promote the development of the logistics industry, injecting new vitality to the Chinese economy. With its four-year timeline, the project aims to achieve its goals by 2020, and industry experts believe there are grounds for optimism that the plan will aid the movement of project cargo in China and out-of-gauge, oversized and heavy lift cargo all are bound to benefit under this guidance.

Our own focus is now on our Annual General Meeting which will be held from April 21-23, 2017, in Dubai, UAE. We are confident that



Photo provided by GPLN member Megalift Sdn Bhd from Malaysia: Transportation to Petronas Rapid Toyo Site

we will reach again a respectable attendance, as a multitude of members have already signed up for this conference.

Last year we attended several logistics and industry events across the globe and many times we shared our booth with GPLN members. Our traveling season starts this year middle of March with the Breakbulk China Transportation Conference & Exhibition in Shanghai, followed in April by our AGM in Dubai and the Breakbulk Europe Transportation Conference & Exhibition in Antwerp. As usual we will have the same booth again this year at the Breakbulk Europe event in Antwerp and look forward to your visit! The traveling season will continue with Breakbulk South East Asia Transportation Conference & Exhibition in Kuala Lumpur in September and comes to an end in October with a visit to Breakbulk Americas Transportation Conference & Exhibition in Houston.

We hope to see you all at our conference in Dubai and at many logistics events during this year.

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.

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NEW GPLN MEMBERS — JANUARY / FEBRUARY 2017

Cameroon	Douala	Supermaritime Cameroon SA
Greece	Athens / Piraeus / Thessaloniki	Phoenix ECTS Limited
Italy	Livorno	TITAN Project & Logistic Srl
Kenya	Mombasa	Heavy Industry Logistics
Malawi	Lilongwe	Land–Air Cargo Services
Turkey	Izmir	Logistics Plus Ulus. Taş. Ltd. Şti.

Precision Planning and Innovative Thinking by Allseas Global Logistics

Allseas Global Logistics scooped the Global Freight Award for the transport and installation of an aircraft cabin emergency simulator:

The transport of a fully assembled, highly fragile multi-million pound cabin emergency evacuation trainer (CEET) all the way from Manchester, U.K., to Ethiopian Airlines' training facility in Addis Ababa, was followed by the precision installation of the unit over an indoor training pool. The job was never going to be a run-of-the-mill logistics operation.

The unique and innovative solutions that Allseas put in place for this demanding project have earned the company a prestigious international award. Allseas Global Logistics has been named Project / Heavylift Forwarder of the Year in the Global Freight Awards, which are organised by Lloyd's Loading List.

EDM, the world's leading supplier of training simulators to the civil aviation and defence markets, approached Allseas after it received a contract to build and deliver two CEETs for Ethiopian Airlines.

The challenge was to move the CEET, already fitted out with highly sophisticated equipment including VDUs and electronics, from EDM's manufacturing site at Newton Heath, U.K., to Ethiopian Airlines' training facility in Addis Ababa.

Allseas also delivered and installed a second, even larger CEET, built in modular design, along with aircraft door trainers and associated equipment.

"The first CEET, a narrow-body B737 model, was to be shipped fully assembled – something new for EDM, as clients had previously arranged collection of units ex-works," said Allseas project manager Des

Nott.

The 18-ton CEET, measuring 15 x 4.5 x 4.5 meters, was loaded to exceptional road transport for the move from Manchester to Southampton, where it was loaded on to a mafi trailer for Ro-Ro shipment to



Djibouti.

The final leg of the journey was by road through the Ethiopian mountains.

Allseas also had responsibility for shipping and assembling the motion platform – 4.5 x 5 x 1 meters – from Amsterdam. This was built with 15 bolts on to which the CEET would be fixed.

"We always knew that lifting the CEET into place was going to be tight, with the most challenging issue being the limited height," said Nott. "We had to take out 15 ceiling panels because the top of the crane jib was against the ceiling."

In an incredibly precise, delicate manoeuvre, the fuselage was lifted off the truck, lashed and then swung around, centimeter by centimeter, to its resting place above the pool.

The second CEET, a B787/B777 hybrid, with dimensions of 22 x 6.5 x 5 meters, was built to a modular design for transporting in five sections. Allseas also shipped the steelwork to build a four meter high platform to fit the base of the fuselage.

Onsite, Allseas used two telescopic handlers to place each piece of the CEET on the frame; each piece had

to be precisely lined up with four tiny steel pads and the sections were then bolted together.

Said Howard Gregory, EDM senior project manager: "During the manufacture and up to final testing, we had several meetings on securing

of the CEETs as well as the process for approval on the complex lifts into the training facility in Addis Ababa where both floor space and height restrictions were of real concern, considering that both CEET units had to be carefully positioned onto elevated platforms."

"While a general plan of operations was agreed, we expected some

changes due to local conditions and equipment availability. Allseas was clear in its discussions of revised method and equipment. We were confident in Allseas' ability to handle our multi-million pound equipment successfully and on time, and this was achieved. Allseas kept within its budget, which was well priced in the first place. We were very satisfied with the service received."

Darren Wright, managing director of Allseas Global Logistics, said: "Winning the Global Freight Award is a great achievement – not only for the team as a whole, who consistently deliver on highly technical, challenging and in some cases stressful projects week in, week out. We are delighted to be recognised amongst our peers as a significant player in the project forwarding sector."

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Transporting a Polish Football Icon and a Belgian Christmas Tree

The night scene is set in a maintenance workshop just outside of Poznan, Poland - made possible by project logistics provider Universal Transport of Paderborn, Germany.

Between a Saturday and Sunday at exactly midnight, the 5 kilometer long journey began. It took the load from the workshop into the football stadium INEA of Lech Poznan, Poznan's football club.

save passage for the unique locomotive and its fans.

In another special move, Belgium's most famous Christmas tree was transported to Brussels by Universal Transport.

The fir tree measured 22 meters in height and well over 3,50 m in width. The route was 1.400 kilometers long.

This rather unusual item was transported by flat-bed vehicle directly on to the Grand Place. Two large cranes



Football fans escorted the transport of locomotive and tender all the way. The scene for the 103 tons of locomotive was set by

The iconic Belgian Christmas tree standing on the Grand Place, Brussels' main place, has a long tradition in Belgium.



Many football fans and members of the press witnessed the loading of a locomotive plus its tender.

Both railed vehicles were lifted right out of the track bed onto our two vehicle combinations. Wooden ramps had to be laid out beforehand to safeguard the tires on our trucks.

extra lighting and artificial fog.

Even though the journey was very short a number of traffic control measures had to be taken, i.e. lifting of electricity and telephone cables.

The convoy was so long that the oncoming traffic had to be stopped or redirected in order to secure a

The past festive season the Christmas tree was 36 years old and grew up in western Slovakia, an area called "Kleine Karpaten" in German or "Malé Karpaty" in Slovakian.

Universal Transport had the honor of transporting this beauty of a fir tree.

then lifted the fir tree up.

It was then decorated and turned into the Christmas tree. As part of a grand opening of "Winter Wonders," the iconic Christmas tree was officially illuminated by the mayor of Brussels.

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HEAVY MATTERS

By Gert Vos



STABILITY OF CRANES

That cranes should be positioned horizontal is well known by most people. That some crane drivers are sometimes too convenience-oriented in crane positioning is often not known. Many times we see a crane standing on its outriggers, but without its wooden or steel mats to spread the load and decrease ground pressure. But even if steel/wooden mats are used it can go wrong. See the picture below: the terrain was too weak to keep the crane in a horizontal, stable position.

Imagine that this 450-ton crane should lift a load of 80 tons. With that load the crane could "give a radius" of about 15 meters (depends on boomlength, counterweight, weight of hoisting block, rigging etc.). What would be the ground pressure per rigger if the crane used its standard, large steel mats of about 4 x 2,5 square meters (= 10 square meters)?

It will really be about: 11 tons per square meter (110 tons per outrigger, spreaded out over 10 square meters). That seems to be not so much. But having a site or port where they grant more than 4 or 5 tons ground pressure per square meter is rare. So extra loadspreading could be necessary.

And how about a small 60 tons mobile crane with a lazy crane driver who tells you that the crane can lift easily the container of 4 tons without using its wooden outrigger mats.

Please make your statement and tell the crane driver that the ground pressure per outrigger for his small crane with the small container load in the crane hook can be already **21 tons**. When the crane driver only uses the small outrigger plates of 60 x 60 centimeters, we will create an extreme ground pressure on one small plate!!



Crane crash: 450-ton mobile crane.
The outriggers on one side sank deep into the soft ground causing the big crane to go over.



Grove GMK 7450 in a better shape.

Another accident:

Safety people investigated an accident with a crawler crane: Investigation determined that the collapse was caused by the crane being set up **out of level** and at an angle exceeding the cranes design parameters. As a result, as the crane slewed side on to the slope, the side or lateral stresses on the boom from the 318 ton load, caused it to buckle and fracture.



5 people died because of this accident!

Avoiding stability accidents starts with:

1. Checking the area on acceptable ground pressure.
2. Is there any water or gas pipe under the surface?
3. Are there basements under the surface?
4. Preparing the underground: horizontal and stable
5. Use of wooden (better: steel) mats under the outriggers
6. Creating a sand bed for crawlers and steel/wooden mats (single or double) on top of it
7. Check horizontal positioning
8. Try to avoid driving with a mobile crane with load in the hook. If you should do that: check out the surface, drive with outriggers *out* close above the surface and only within the safety margin of the crane chart.
9. Use the outriggers
10. ... and last but not least: use your mind!

Gert Vos - HTTC

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Vietranstimex Moves Kocks Giant Gantry

Vietranstimex has successfully completed the transportation of a Kocks super giant gantry crane from the fabrication yard to the operation jetty at Tien Sa port in Danang City, Vietnam. The crane measured 92 meters length, 27.15 meters width and 54,56 meters height, and had a weight of 618.62 tons. The crane was safely moved by three groups of SPT hydraulic trailers with a total of 40 axles and pushed by three prime movers with a capacity from 530 to 680 horsepower.

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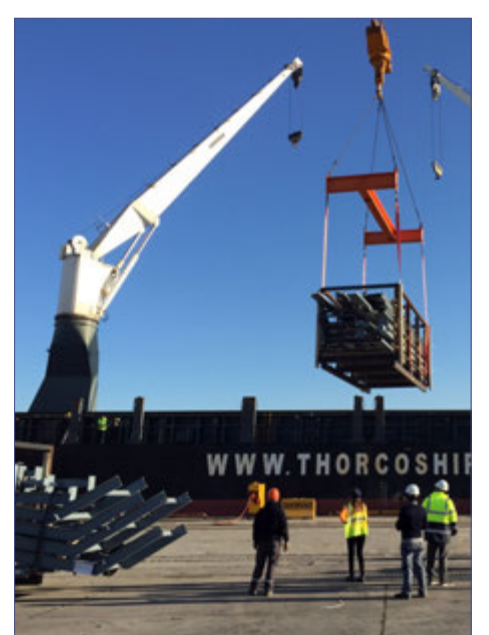


SNS Ships Steel Units to Ivory Coast

The project team of SNS International, Turkey, handled the packaging of steel units of 8,756 tons freightage at the supplier's factory, transportation to the port and loading to the vessel at Derince Safi port.

The units will be assembled to build up a new cement factory in the Ivory Coast. The complete shipment operation of the 127 packages was managed by SNS International..

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DAKO Worldwide Delivers Power Plant to Argentina

DAKO Worldwide Transport from Düsseldorf, Germany, has shipped the heavy equipment for a power plant, where heavy lifts originated partly from Germany and partly

transport permits on the highway for the 150-ton generator.

The other heavy piece was collected from a factory in England. DAKO was finally able to solve this challenge and reached a fast vessel

for these very time-critical items.

DAKO was also responsible for the local handling and on-carriage in Argentina. For this they cooperated with their GPLN partner Inter American Cargo Group S.A.

from England, to Cordoba, Argentina, via the port of Zárate.

DAKO was responsible for the pre-carriage from ex-factory in the eastern part of Germany, which resulted to be very difficult due to low water on the Elbe river and very heavy restrictions of German authorities to grant

from Buenos Aires.

On the construction site Inter American and DAKO also took care of the foundation delivery of generators and turbines. The job was executed in time and to the entire satisfaction of the client.

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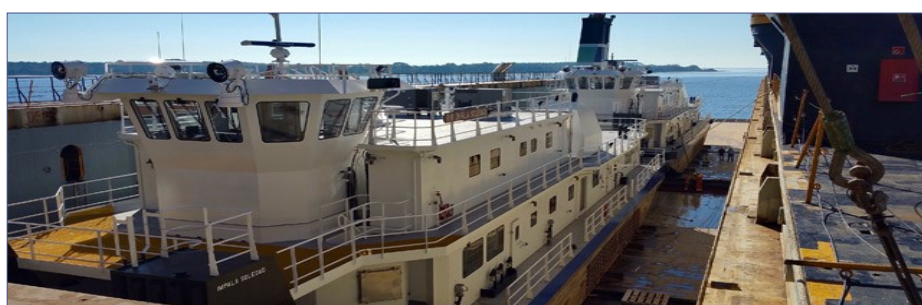
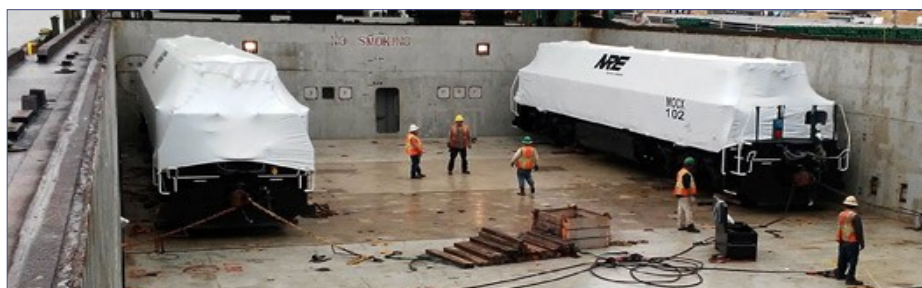
Liburnia Maritime Charters Combi Dock Ship

Liburnia Maritime Agency Ltd. of Croatia has chartered BBC Caroline to load seven locomotives weighing 120 tons each.

The locomotives were loaded in Houston and went on the way to Dammam, Saudi Arabia. Additionally, another loading took place in

Americas, as well under the charter of Liburnia. The company loaded in Panama City, Florida, two pusher tugs, each weighing 680 tons. For this purpose Liburnia chartered Combi Dock 3. The transit time was very short and the pushers were quickly delivered to a client in Cartagena, Columbia.

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Upcoming GPLN Meetings & Events

6th Breakbulk China Transportation Conference & Exhibition

15th — 16th March 2017

Shanghai World Expo Exhibition & Convention Center, Booth No. 1104
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. 1417
Houston, TX, USA



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

Jimmy Jaber, New UniportBilbao Chairman

The board of directors, by delegation of the general assembly, has recently appointed Jaber Bringas of Sparber Lineas Marutimas S.A. as the new chairman of UniportBilbao / Port Community. Jaber Bringas replaces Óscar Santisteban who leaves after his second term of four years.

Jaber Bringas, with more than forty years of experience in the Bilbao logistics sector, forms the Uniport's Executive Committee together with Asier Atutxa (Port of Bilbao Authority) as first vice chairman, Andima Ormaetxe (A. Pérez y Cía) as second vice chairman, Asier Varona (SIB Port) as secretary and Jon Loroño (686 Transportes Logísticos y Portuarios) as treasurer.

UniportBilbao, whose objectives are the improvement of the competitiveness and the promotion of the port of Bilbao, is one of the strategical clusters in the Basque country (Northern Spain).

Established in 1994, it gathers nearly all of the port private companies, the whole administrations with responsibilities in the sector (Port Authority; Customs; Foreign Health, Veterinary and Phitosanitary Inspection; and Quality / Industrial Security Control Services) and institutions (Basque Government, Bizkaia Government or the Bilbao Town Hall), among its 130 members.



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FOX Brasil Bullish on Latin America

FOX Brasil through its long time experience with heavy logistics was awarded with the transportation of four sets of medium-sized hydraulic presses.

The journey of the cargo led through a 150-kilometer trip from the São Paulo countryside to the port of Santos, the busiest in the country, bound to the historic port of Veracruz, Mexico.

With the largest part measuring 70 tons, FOX provided the complete package of services the customer could expect: heavy duty heat shrink packaging and sea-worthy crating, haulage on special trailers, international ocean freight and complete survey service from point to point.

This was one of the many high and heavy shipments FOX Brasil received from its trading partner countries in Latin America, where the company is sure business will boom in the forthcoming year.



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CHINA: Shanghai Capital Logistics + + + **AFRICA: Comexas Africa** + + + **EUROPE: Dakotrans**

CHINA: Shanghai Capital Logistics

Shanghai Capital Logistic Transport Co. Ltd. was founded in 2002. Part of a group that altogether employs some 550 staff, general manager Danilo Sergi Alampi is with Shanghai Capital Logistic since 2006. When in 2011 it was decided to actively develop project cargo in China, Alampi

titution has become tougher and there is less cargo in the market, says Alampi. To make up for the lost market it is important to identify internal efficiencies and put an extra effort into sales activities. Restructuring is always on the table to do more with less people while companies have to make sure clients stay loyal and new ones can be found.



was the man. The cargo industry, says the Italian, has quite changed over the years: "We can see clearly two main periods of development of shipments to and from China. The first one covers the nineties and the beginning of the 2000s, when cargo was mainly shipped to China, which at that time was building up its heavy industry. The second phase started in the middle of the 2000s and saw a fast reduc-

Shanghai Capital Logistic Transport Co. Ltd. belongs to Sisam, a group established in 1985 and involved in shipping agency, terminal management and logistics. During the last three decades, Sisam has expanded its presence with 22 offices in Varna (Black Sea), the Balkans, Turkey and the Far East (China, Hong Kong and Thailand).

For more on Shanghai Capital Logistic, visit www.capitallogistics.com ■

AFRICA: Comexas Africa

Comexas Africa is a company established in the Democratic Republic of Congo for more than 60 years and specializes in shipping representation, freight forwarding, custom clearing, mining logistics, warehousing with agencies throughout the DRC.

Comexas can provide quality service for all imports and exports in the DRC and is certified ISO 2008-9001 since October 2013. Established in 1953, the company employs more than 700 people in a total of 21 offices.

At the port of Matadi, Comexas Africa own and manages its own shipping agency (consignment and representation) and is the representative of NileDutch. The company has two

bonded warehouses in Kinshasa and Lubumbashi with more than 7.000 square meters of warehouse and 22.000 square meters of truck parking where goods can be cleared and / or temporarily stored.



Among the main industries served by Comexas Africa are: mining, breweries, telecom, cement, energy, automotive, agricultural, plus NGOs, United Nations agencies and of course project cargo.

In the rest of the country Comexas Africa is proud to count among its customers the most important mining companies in the DRC.

With an advanced logistics software Comexas Africa can provide customized reports and real-time tracking of shipments. The company developed its own track and trace system to enable customers to check online the status of their consignments.

The company is specialized in project logistics because it considers project cargo to be the "logic step when you are one of the major logistic actors in your country," says commercial manager Ninon Kaozi. "Little by little we got involved in project cargo and we are

ourselves to the client needs and the changing environment. Today we are living in a fast moving environment: a global world where we need to have local solutions. The clients are more demanding, the competition is more intense and the country is challenging. Every project is different and needs a specific approach. Thanks to our experience and our willingness to adapt ourselves we manage throughout the years to evolve within this changing environment and propose solutions to our client needs."

A big challenge remains the amount of unexpected daily challenges, Kaozi says. It can go from a broken truck, to a flooded road or the application of a new regulation.

Where does Kaozi see the industry's greatest challenges? "Today everything is connected in a constantly changing global environment. We need to constantly question ourselves to offer the best service to our clients. Today we propose tailored services and we developed our own online tracking system adapted to the needs of our clients. Clients become more and more demanding and we must go for the extra mile to meet expectations."

For more on Comexas Africa, visit www.comexas.cd ■

EUROPE: Dakotrans (Russia)

Dakotrans JSC from St. Petersburg arranges truck, sea, air and rail supplies to Eastern Europe (Russia, Ukraine, Belarus), Central Asia, Middle East and North Africa. The international holding of Dakotrans opened its offices in more than 25 countries all over the world, which makes it possible to keep a close eye on the dates and quality for each project performed.

Dakotrans specializes in multimodal transports of numerous over-dimensional machinery and equipment, mostly related to heavy industry, and today is proud of its vast experience in OOG handling.

Founded in 1993, Dakotrans has nine staff and mainly serves the industries of engineering, power energetics, petro chemistry and mining.



happy to say today that we have the experience and that we propose all-in solution for the projects cargo of our clients."

The project cargo Industry is constantly changing, Kaozi says. Every project is different and "we need to adapt



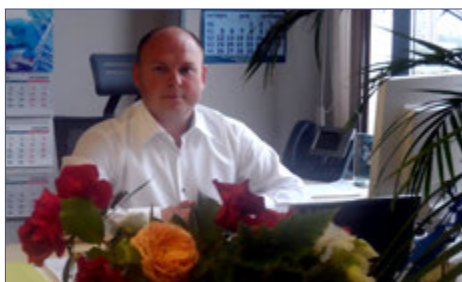
tion of the import and a huge surge of the export out of China."

In an industry that's never short of challenges the Shanghai manager has one key credo for staff: "I keep on repeating to my colleagues that when a problem arises it is only because some piece of information has been lost in the communication flow. So we need to be extra careful that every single piece of information, even if seemed to be meaningless, must be taken care of and passed accordingly."

Main factors to be taken into consideration when organizing a job are the feasibility of road transportation, customs regulations and the experience and support of the shipper or consignee. Compe-

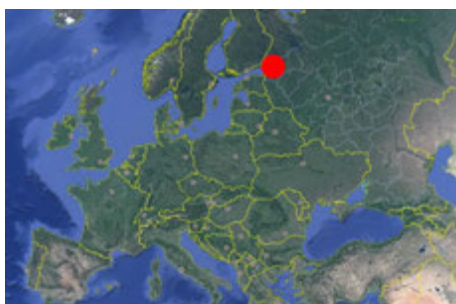
EUROPE: Dakotrans + + + AMERICAS: Consolcargo + + + MIDDLE EAST: CSS

The company's general director Aleksander S. Krivosheev chose project cargo handling because it seems to be the



"most interesting, prospective and complicated realm of business at the same time. Almost every item to be shipped is unique, which brings a specific character into every other project and contributes much to self-education.

Asked whether the project cargo industry changed during his years in the industry, Krivosheev says: "The export and



import volume has slumped dramatically over the recent years due to sanctions imposed by the western countries. Nonetheless, as many experts suggest, it nudged many companies to re-orient their activities opening new markets and new customers. And Russian clients were not the least part of that pie."

Day-to-day activities are mostly challenged by two factors: first one is how to coordinate all nuances of a shipments, and second one is how not to miss any least detail, though in the project handling there is no "least details," Krivosheev says.

Asked what the greatest challenges facing the industry are and how companies should be gearing up to face them, Krivosheev has a simple answer: "Our company's approach opposes such terms like a "the greatest challenges," so even if the project seems to be challengeable we call it "the uneasy one" (not the "difficult" one). That's the way we do our job – no insolvable projects exist.

Krivosheev strongly believes in the Russian market as an area of future growth: "It would not be useless to underline that

Russia is an extensive and vitally important market both for Russian and foreign companies, so our door is always open for the long-lasting cooperation."

For more on Dakotrans, visit www.dakotrans.ru ■

AMERICAS: Consolcargo

Consolcargo was established as freight forwarder in the city of Bogota, Colombia,



Colombia, making available its full portfolio of services, such as cargo handling, import and maritime, air and land export, with the clear objective to act efficiently to all requirements and to constantly monitor the status of the cargo.



Consolcargo manager John Castro started in 1995 and by now employs 57 staff. The company was founded in 2002. Project cargo was chosen as specialty "due to it being a passion thing how to act in each shipment," says Consolcargo manager John Castro.

Consolcargo's strong markets are from the Far East, with excellent rates and service, making the company highly competitive. Likewise Consolcargo can

also provide service storage and handling of special cargo in specific cooling conditions.

Consolcargo's greatest asset is to provide excellent service with advice to its operations, timely shipments and timely response to all requirements.

Consolcargo's experience and operation is supported by its headquarter located in Bogota, with over 15 years of experience in handling various shipments.

To keep costs lower and assets flexible, Consolcargo doesn't own any equipment, such as trailers and trucks.

Manager Castro above all bets on a great team: "Hire good people, and to keep them pay very well," is his motto.

For more on Consolcargo, visit www.consolcargo.com ■

MIDDLE EAST: Consolidated Shipping Group (CSS)

The solid growth of Consolidated Shipping Group (CSS) since its inception in 1995

has been attributed to the unconditional support from the government of the United Arab Emirates, customers, global network partners, shipping lines, airlines, land transport operators, business associates / institutions and employees.



In this ever-demanding segment the projects, oil and energy team at CSS have already carved a name for itself as the undisputed leader in their area of specialization, by successfully handling key accounts worldwide.

CSS carefully studies the geographical and product mix of its clients to provide the best solutions while optimizing their businesses and saving them time and money.

Services offered by CSS include the management of every logistics aspect during the project's life span, monitoring purchase orders globally, dedicated hands-on projects / contract coordination, expert on-site supervision at origin / destination or any transit point if required, technical planning for all heavy lifts and over-dimensional loads via special trucks, barges, ocean vessels and aircrafts, optimal combination of liner services and part / full charters to meet project / contract needs, detailed documentation with updated status report, as well as the advise on optimal cargo specifications to minimize cost and maximize safe handling.

For more on CSS, visit www.cssgroupsite.com ■



CKB Logistics Moves Engine Chassis and Power Plant

CKB Logistics of Jakarta, Indonesia, is an integrated logistics service provider with vast experience in the project logistics for overweight and oversized (OWOS) cargo shipments.

For more than 18 years the company has been serving the energy industry with this specific requirement to handle the OWOS cargoes.

The company successfully delivered a European engine chassis, a shipment requested by one of Germany's leading automobile manufacturers, from Tanjung Priok to its customer's warehouse.

It was a port-to-door service whereas this type of engine was a pilot project for CKB Logistics.

The mobilization was arranged with a combination of prime mover and multi-axle to transport the 18 meters long chassis engine, weighing nine

tons in total.

A careful operation plan was conducted to make sure that the delivery ran smoothly and safely, espe-



cially to overcome the obstacles that might have occurred during the mobilization, such as conjunctions and road conditions for holes or un-flat / non-smooth roads.

Additionally, CKB Logistics delivered a 155 megawatt engine power plant. The company was awarded to deliver the gas engine and auxiliaries

equipment for the 155 megawatt electricity gas power generator project at Bangkanai, Kalimantan.

The project was handled by the company's project logistics portfolio services to deliver 16 units of gas engines weighing 102 tons each: 16 unit generators, five unit transformers, 64 radiators, 272 container sizing 20 feet and 40 feet along with other accessories needed to support the project activities at the site.

A prudent survey, operating plan analysis, routes and type of transportation were the key factors for a successful delivery, which means meet-

ing the customer's expectation with CKB Logistics' solutions.

The project was challenged by Indonesia's geographic and minimum infrastructure, thus the company played an important role in restoring the necessary infrastructure, such as strengthening local bridges, so they could be crossed by the project shipment transportation, for example a prime mover.

Part of a successful operation are operation timing precision, especially when using sea transportation with challenging climates and weather changes, and addressing local issues for the team to handle and manage properly.

Nevertheless, with CKB Logistics' vast experience in handling this kind of projects, the cargo shipments could be successfully, safely and timely be delivered and before the given deadline.

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