

Holleman on the Road

Holleman from Romania carried out the special transportation of three reactors used for fuel production in a refinery. Each reactor had a length of 18.45 meters with a weight of 108 tons. The heavy transport was done in two steps: the first two reactors were loaded on two trailers. After delivery a trailer came back to load the third reactor. Holleman used Mercedes and Volvo trucks with Goldhofer 8-axes modular trailers.

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Megalift Delivers Tunnel Boring Machines

Tunnel boring machines (TBM) are a crucial prerequisite for all tunneling works and most of the rail-based infrastructure engineering projects.

In Malaysia, Megalift has vast experience transporting TBMs parts, such as front shields, middle shields, tail skins, cutting wheels and various smaller segments.

Megalift has for many years been the entrusted logistics partner of the numerous construction and engineering expert companies in Malaysia.



The most recent movement involved receiving these parts of varying sizes, shapes and weights, from Port Klang to Shah Alam, which is located in Selangor state, about 40 kilometers in distance.

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M&B Cargo Rides 700 Kilometers Overland



MM&B Cargo from Montevideo, Uruguay, provided heavy lifting, customs clearance and transportation for a large consignment at Montevideo port.


The cargo arrived in four shipments from Spain. The total cargo, unloaded with eight Portico cranes, consisted of 300 tons.

The cargo was safely stacked in Montevideo port before been loaded onto trailers and transportations units for on-carriage to the final destination in Santa Fe, Argentina.

The main challenge was the road transportation over 700 kilometers due the 21-meter length of the pieces.

The operation was carried out successfully.


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Heavy Lift Maritime and Transport Seminar

May 29, 2018 | Dorint Park Hotel, Bremen, Germany



Details: <http://www.gpln.net/seminar/index.html> | Information: events@gpln.net

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A Word From GPLN

Dear Readers

In its latest report on the sector, Drewry Maritime Research says the economics suggest that some improvement is on the way for the multipurpose (MPV) shipping sector. General cargo demand growth has been steady, outstripping the supply of new vessels, while global GDP growth has been buoyant.

This positive trend is also in line with our recent press release that Höegh Autoliners AS have joined our network as a GPLN sponsor. The interest and support in GPLN and their members shown by this Ro-Ro and project cargo carrier reinforces the position of GPLN as the leading project network in the world.

In other news, the Wallenius Wilhelmsen Group has been rebranded, restructuring the former operating entity Wallenius Wilhelmsen Logistics (WWL) into two entities; one ocean transport company named Wallenius Wilhelmsen Ocean (WW Ocean) and a land-based logistics entity named Wallenius Wilhelmsen Solutions (WW Solutions). The new branding reflects the new business strategy where ocean transportation and land-based logistics will operate side by side as distinct, yet connected entities. The Wallenius Wilhelmsen group also incorporates the brands EUKOR and ARC, which continue to operate under their own brands.

Furthermore as of April 2018, the world's first pool for dock vessels has been established. RollDock and SAL Heavy Lift have joined forces for Roll-On / Roll-Off and Float -In / Float-Out heavy lift cargoes. The pool



GPLN delegates exhibiting at Breakbulk China which took place in Shanghai from March 27-28, 2018

consists of the combined fleet of six vessels and is managed by RollDock with SAL providing specialized heavy break bulk cargo support.

We are now in the final preparation for our Annual General Meeting which will be held from May 26-28, 2018, at the Dorint Park Hotel in Bremen, Germany. In the meantime we have reached a new milestone in our history with record bookings of over 200 GPLN delegates. Most of our participants join also the Bremen river / harbor cruise and city tour on May 26, and after our AGM on May 29 many logistics professionals take part in our renowned Heavy Lift Maritime and Transport Seminar which is also open for non-GPLN members and offers a great opportunity to learn more about heavy lift shipping and expand technical abilities and knowledge for project cargo business (please refer for more details to our editorial part in this issue).

Right after our AGM and technical seminar we will exhibit at the Breakbulk Europe Transportation Conference & Exhibition in

Bremen from May 30 to 31. This year our GPLN team will be joined at our spacious booth by 22 GPLN member delegates from all over the globe. In autumn we will exhibit again at Breakbulk Americas Transportation Conference & Exhibition in Houston from October 3-4, 2018.

We look forward to seeing you all at our conference in Bremen and other logistics events during this year.

Your GPLN team

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NEW GPLN MEMBERS — MARCH / APRIL 2018

Bangladesh	Chittagong	Shodesh Shipping & Logistics Company
China	Shanghai	Shanghai All-Link Logistics Ltd.
Korea	Busan	People Logistics Korea Co., Ltd.
Mozambique	Maputo	Transprojects Global Marine SA

Ellesmere Port Continues to Operate in all Conditions!

The Quality Freight Group’s Ellesmere Port operation stepped up to deliver one of its most complicated heavy lifts during the recent "cold snap" in the U.K. The shipment involved the handling of 87 pieces of a manufacturing plant for its Danish client DSV. The cargo arrived at the end of February

during the worst U.K. weather for a decade. Using Quality Freight’s own resources and third parties as was necessary, pieces were discharged to transport either for direct movement to the site or to the on-site laydown area for re-loading at a later date.

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L.Branco’s All-in-One Job

L.Branco acted as shipbroker and shipping agent for a partial charter on a geared vessel. The vessel transported several heavy cranes from Sines, Portugal, to Topolobampo at the west coast of Mexico.

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Heavy Lift Maritime and Transport Seminar in Bremen - May 29, 2018

GPLN is again offering the renowned “Heavy Lift Maritime and Transport Seminar” on May 29, 2018, at the Dorint Park Hotel in Bremen, just ahead of Breakbulk Europe in Bremen.

Below are a few highlights:

- Includes calculations, equipment and safety instructions, providing project forwarders that are already on the job with additional technical know-how on heavy lifting in the offshore sector.
- Conducted by our Dutch expert who has over 22 years of experience in handling project cargo. A certificate and detailed manual will be also handed out to all participants.
- Following topics are covered: Heavy Lift Shipping, Lashing and Securing Sea Freight, Roll-On / Roll-Off Operations, Offshore Lifting, Load Out / Load In, Lifting Equipment, etc.
- Details: <http://www.gpln.net/seminar/index.html>
- Registration: <http://www.gpln.net/seminar/mhfees.html>
- Special price on request: events@gpln.net

Don’t miss this opportunity to learn more about Heavy Lift Shipping and expand your technical abilities and knowledge for your project cargo business!

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Wind Farm for Bahrain

The electricity and water authority of the Kingdom of Bahrain plans a wind farm. The first trial equipment was to be imported, awarding the project to Turk Logistics & Heavy Transport.

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Höegh Autoliners is a global leader in deep sea Ro/Ro transportation services. With 90 years of experience from shipping we can safely say that we know what we are doing, and we do it well.



Pakistan	Karachi	Msharib Shipping & Logistics (Pvt.) Ltd.
Russia	Moscow	United Transport Operator LLC
Spain	Bilbao	Albia Projects Shipping, S.L.

Rodair's Transport Feast and VIP Turnkey Project

Rodair International's Global Projects Division (RGPD) successfully completed a hydro runner move from a factory in Morelia, Mexico, to a remote hydro electric facility in Eastern



Canada. RGPD developed a strategic solution with their agents to transport the oversized and overweight hydro runner by ocean freight and Ro-Ro service.

Due to the hydro power plant's

scheduled outage, the delivery timeframe was a critical factor in the movement of the cargo. In addition to the time sensitivity, the cargo's six meter circumference and 85,500 kilograms of weight made the delivery portion a large challenge.

Road transportation by the regular port of discharge was impossible because the only highway up to the facility was under construction. Also, alternative ports of discharge close to the site were frozen during the winter months, making them unusable.

As the lead project manager, RGPD evaluated all possible alternative solutions for delivery, including an Antonov charter and rail options.

In consultation with heavy haul rail carriers and engineering consultants, RGPD was able to devise a customized transport solution consisting of a lifting device that would allow the hydro runner to move vertically over

the rail from the port of discharge to the nearest rail siding 160 kilometers from the power plant.

On arrival to the rail siding, the hydro runner was returned to its original horizontal position for delivery into the power plant 300 meters underground.

In other news, Rodair was entrusted with a full turnkey project for one of its VIP customers in the Pacific Northwest region of the USA. RGPD has been providing full project management and logistics services to the project which is expected to run till Q2 in 2018.

RGPD has been entrusted with shipments from various North American and worldwide locations to the job site.

To date, RGPD has handled approximately 75 shipments in various

sizes ranging from critical time sensitive parts to large OOG intra North American movements in addition to various Ro-Ro shipments from multiple global suppliers.

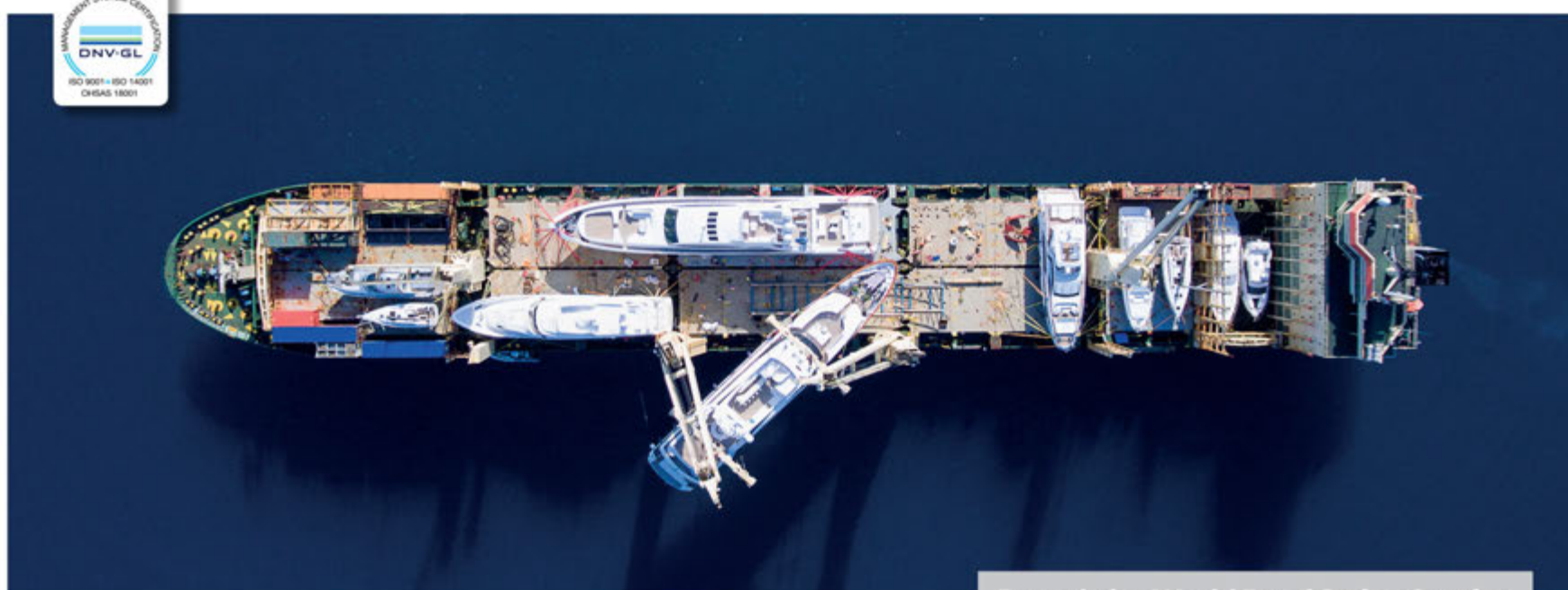
RGPD continues to exceed the ex-



pectations of the customer and is looking forward to the successful completion of the project in 2018, as well as the future opportunities that will arise.

Rodair Global Projects Division is a Canadian-based division of Rodair International, offering global project logistics services, and a proud member of the GPLN agency network.

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No Obstacle Big Enough for Dakotrans

In early 2018, Dakotrans JSC transported 16 heavy modules from the berth in the town of Svetly, Kaliningrad region), to the berth of Vysotsk near St. Petersburg. The dimensions of the modules were up to 36 meters in length and 11 meters in height. The maximum weight of one module was 190 tons.

Before loading, all modules were transported alternately by self-propelled modular transporters (SPMT) from the storage site to the loading berth in accordance with the loading plan. At the production site, 36 self-propelled axles were mobilized operating in different configurations - either in two lines of 18 axles or in one line of 30 axles - to transport the 36-meters-long modules.

A floating crane was chartered to load this equipment on a vessel in the port of Svetly. The crane was mobi-

lized three times from the port of registration in Gdansk, Poland, for the arrival of each vessel. Work was conducted around the clock. It took



about 12 hours to load each vessel, to move modules under the crane to the berth and to place cargo on board the vessel.

Performance of transportation by three vessels was due to restrictions related to the depth and length of the quay berth in the port of destination. Only vessels under the Russian flag were required. Two types of vessels with different technical

characteristics of holds and deck equipment were involved for transportation. Loading plans and sea transport project for each ship vessel were implemented and agreed on with the supervisory authorities.

Dakotrans successfully executed the project within the required time, despite all the difficulties occurring in the process of performing the work, including weather conditions.

The work was carried out in winter at below-zero temperatures. An icebreaking vessel was used for piloting vessels at the port of destination.

The floating crane, due to ice conditions in the channel of the Kaliningrad port, was accompanied by tugboats, since there was no possibility of moving under its own power.

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DAKO's Super Logistics

DAKO Worldwide Transport GmbH in cooperation with their longstanding U.S.-partner have executed the transport for the largest



continuous single-line particle board plant in North America. The shipments with destination Michigan, USA, came from Germany, many other European places and worldwide points of origin. Nearly 1,100 of the shipper's own containers were shipped by charter vessels to the Great Lakes for on-carriage transport to the final destination.

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Antonov Delivers Drill Rigs for Australian Mining Project

Airlines and an air chartering company have helped to keep a mining project on schedule by delivering two 17m long drill rigs from the USA to Australia. Destined for an iron ore mine in the Pilbara region of Western Australia, the two Pit Viper 271 rotary rig towers were flown from Houston to Perth on an Antonov Airlines AN-124-100 aircraft, chartered by the air chartering US team on behalf of a mining company.

The 21-ton pieces were originally scheduled to be shipped to Australia as sea freight but Chapman Freeborn was called in at short notice to arrange an air charter solution to ensure that the project deadline was met. Overseen by air chartering company and the Antonov Airlines crew, the loading process in Houston required the use of the AN-124's ramp apparatus in addition to two external

cranes brought in to safely manoeuvre the outsize parts.

Following the successful loading



of the cargo, the aircraft departed on schedule and flew to Perth via stops in Hawaii, Fiji and Brisbane. A representative of the air chartering company said, "We're pleased to have managed this successful charter operation on behalf of our client. As a global company, we are experi-

enced in setting up international shipments of this kind on tight schedules. The project benefited

cargo and the organization of its delivery, without which this transportation would not be feasible in such a short time".

Antonov Airlines specializes in the transport of outsized and project cargo worldwide using its fleet of seven AN-124-100-type "Ruslan" aircraft with up to 150 tonnes payload, its unique 250-tonne payload AN-225 "Mriya", which is the largest aircraft in the world, and smaller AN-26 and AN-74 aircraft.

More than 28 years after launching as the first company to offer the AN-124-100 commercially, Antonov Airlines continues to deliver air cargo solutions across the aerospace, defence, energy, humanitarian, industrial, automotive, and oil and gas sectors.

Antonov Airlines is a division of Antonov Company, headquartered in Kiev, Ukraine, and a Ukrainian state-owned enterprise, which designs, develops, produces and maintains the AN aircraft.

The U.K. office of Antonov Airlines is based at Diamond Hangar, London Stansted Airport.

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Sparber's Japan-Costa Rica Job

Sparber Project Cargo shipped 500 tons of turbines, power generators and accessories for a geothermal plant from Nagasaki, Japan, to Costa Rica.

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Vietranstimex for Heineken

Vietranstimex successfully transported the first five giant tanks of total 20 units weighing 39 tons each from Danang's Tien Sa port to the Heineken Vietnam Brewery in Danang, enabling the brewery to complete its expansion project.

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HEAVY MATTERS

By Gert Vos

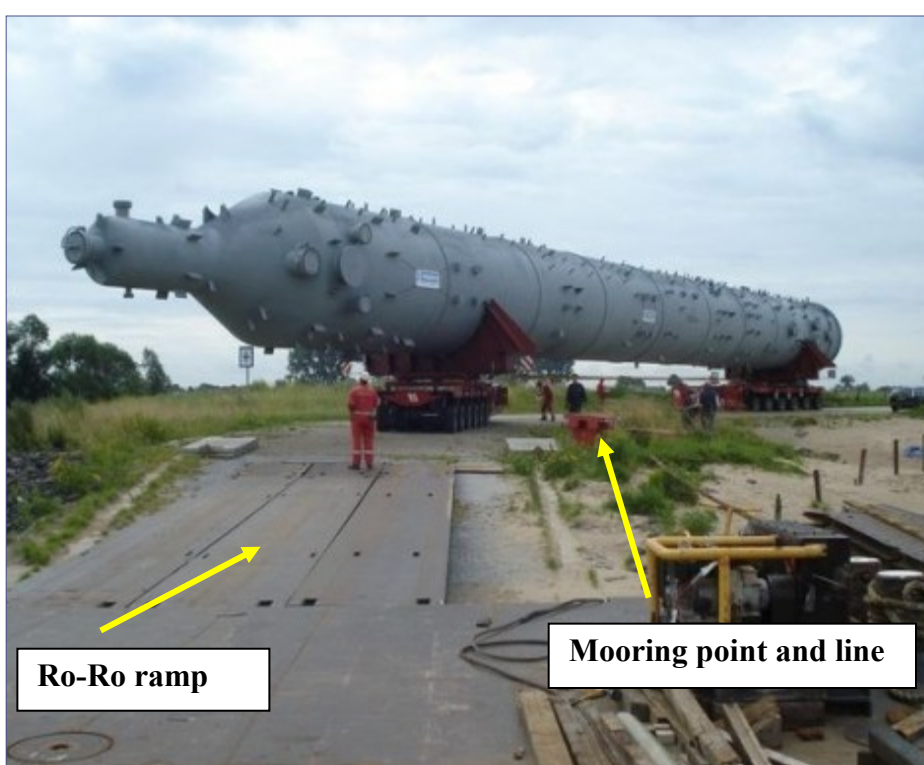


RO-RO OPERATION ON PONTOON

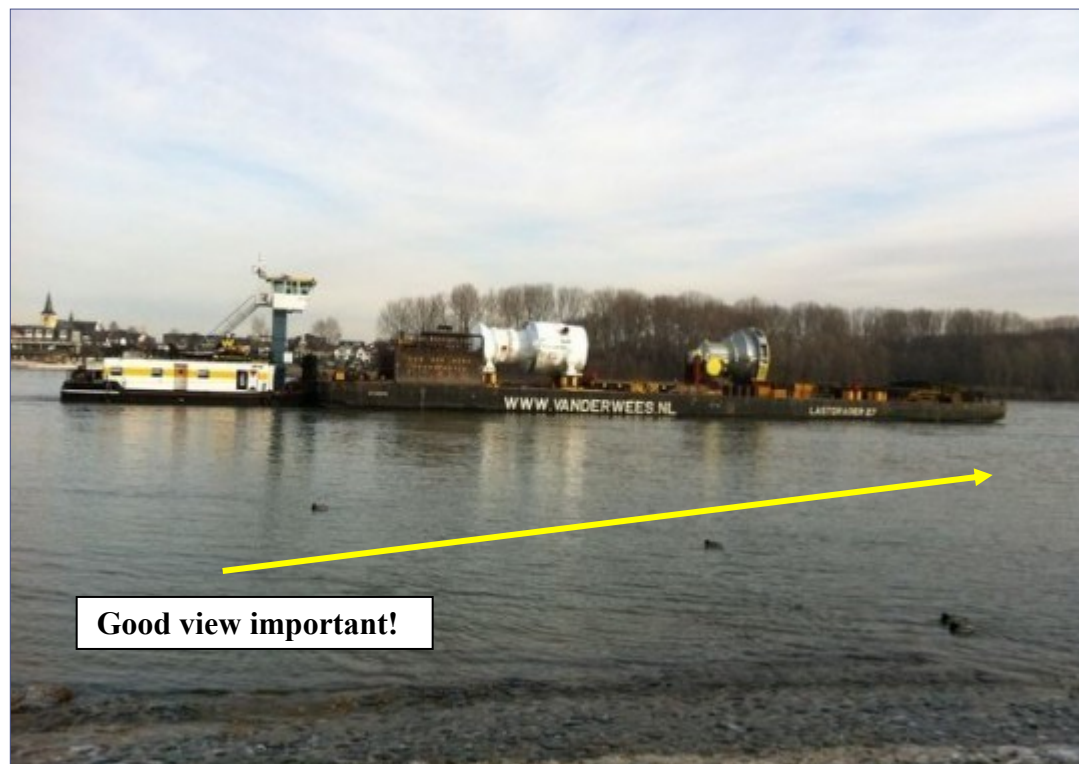
Ro-Ro operations are a part of many heavy transport projects. But going from "land on water" is a specific operation. It's not a matter of simply driving with your vehicle onto the pontoon!

Several points are very important, for example:

- draft of the pontoon and tug / tow boats
- capacity of the pontoon and of course strength of the hull (because during rolling on, rolling off the pontoon has to be trimmed by taking in, or pumping out water in the hull)
- length and capacity of pontoon ramps and whether a good position is available for a mobile crane to layout and pickup roro ramps
- strength of quay
- possibility of mooring
- movement of water (tide or flowing river)
- enough capacity of pumps for trimming the pontoon



Driving on or off the pontoon takes time. It can take an hour or more to get on or off, because the trimming process requires some time. This is especially true when tug / tow boats are needed for keeping the pontoon on its place because of the movement of the water.



Cargo on pontoon needs also lashing and securing. On rivers they call it "river lashing". This is a way of lashing especially for inland pontoon transport on rivers and canals. When a seagoing pontoon makes a trip on sea / ocean, the lashing and securing part needs more attention.

Cargo is mostly secured by chains, and also welding the cargo by means of stoppers is common use. Travelling on the ocean has its limits. When a seagoing vessel moves on by strong windforces, the tug / towboat with its pontoon often has to take shelter during the trip. It's logical because the loading surface is completely open.



These kind of transports as you see in the picture (transformer, turbine, etc.) are mostly done on rivers and canals. By pontoon on sea/ocean there are too many risks. And we want to keep it safe!

Myth Busters: A Ro-Ro Vessel Is More Than a Car Carrier

It's time to bust some myths. The misconception that Ro-Ro ocean transport is just for cars is outdated. Roll on-roll off (Ro-Ro) is the safest, fastest and most cost-efficient way to transport breakbulk cargo across the world's oceans.

Industries as diverse as power, machinery, rail and aviation have taken advantage of Ro-Ro ocean transports capabilities of handling high, heavy and long loads. While it's true that Ro-Ro does transport cars, trucks and rolling equipment, some people believe that's all Ro-Ro is suitable for. It's time to dispel some of those common myths with some solid examples and success stories.

Myth one: Ro-Ro vessels can only transport cars. Because cars played an important role in the development of Ro-Ro solutions, some still believe this is the primary use case. But the modern Ro-Ro vessel is capable of

carrying a diverse mix of breakbulk. Cargo like cars, trucks and buses roll on and off a Ro-Ro vessel on their own wheels. Cargo that does not have own wheels, such as breakbulk, is put on handling equipment with wheels to roll on and off the Ro-Ro vessel.

A Ro-Ro vessel loads cargo via a stern ramp. This secure and efficient process ensures safe handling regardless of weather conditions. The inside of a Ro-Ro vessel functions similar to a multi-storey parking house with ramps running between the decks. The vessel decks have various heights and strengths to accommodate a diverse cargo mix. The appropriate deck is selected for each cargo

depending on its weight and dimensions, and safely secured with lashing to the vessel deck.

This is why a Ro-Ro vessel is capable of carrying such a diverse mix



of cargo: from cars, trucks and large construction and agricultural machinery to heavy mining

equipment, generators and locomotives, all on one vessel.

Myth two: Ro-Ro vessels can't handle bulky cargo. Some Ro-Ro vessels are capable of carrying cargo up to 6,1 meters high, up to 12 meters wide and up to 400 tons in weight.

A recent success story by Wallenius Wilhelmsen Ocean saw a 25-meter-long chemical plant tower

safely moved from Malaysia to Ecuador. The customer typically used heavy lift cargo ships to transport such equipment. To do so, they were forced to cover the tower in large tarpaulin to protect it from the harsh conditions at sea, but not with Ro-Ro. Having the deodorizer tower below deck turned out to be a real win for the customer. The tarpaulin saved time and money, and the delicate cargo was kept safe from the harmful salt water and the extreme humidity of the open South Pacific.

Myth three: Container shipping is safer than Ro-Ro. Unlike other shipping solutions that often include multiple lifting operations which increase risk of damage, Ro-Ro solutions are safer because of minimal lifting and shelter from the elements. The cargo never leaves the ground once it is placed and secured on the handling equipment.

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Through this approach we help our customers reduce transport risks and increase delivery precision. Find out more about how we can create value together at bit.ly/WWLcases

Wallenius Wilhelmsen Ocean

Protranser's 1-Blade Job

Protranser handled the export of one 49.4 meters long blade to Europe. The blade was loaded at Lianyungang port in Jiangsu province, China. The length of the blade was almost 50 meters, with a weight of 31.8 tons. The total volume of one set, which consists of three pieces, was 1,559 cubic meters.



Protranser's scope of work consisted of port service, based on the FLT term of the breakbulk vessel. Protranser coordinated port service and arranged for a specialist to supervise the whole loading process and report to the client.

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Star Shipping's Karachi Quest

Star Shipping has once again set a milestone by receiving a module weighing 80 tons with the challenging dimensions of 14 x 4 x 4 meters on hook-too-hook liner terms at Karachi port. The module was loaded onto a multi-axle hydraulic trailer without a drop of sweat.



As it's no easy task to deliver such a large package to the inner city of Karachi, the client appreciated Star Shipping's professional manoeuvres and efforts to safely deliver the module.

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SAL — Big, Bigger, LHM 800

Nowadays ports need to be prepared to welcome bigger ships, more freight and larger, heavier cargo. This also results in port handling equipment getting bigger and bigger — creating new challenges for the heavy lift market.

When SAL was assigned to transport two fully assembled Liebherr mobile harbor cranes type LHM 800 Pactronic®, measuring 75.35 × 17.00 × 47.90 meters and weighing 540 tons each (without accessories), from Rostock, Germany, to Saqr Port, UAE, our Engineering department came up with a creative solution to adapt the existing lifting gear to the increased size, weight and COG positions of this special cargo. On top, a new design of the cranes' undercarriage had to be taken into consideration when planning the rigging arrangement, which had to be designed to deliver a nearly 100% functional crane to the discharging port.

In the end, the final stowage was designed to also allow the performance of various additional activities like the removal of all counterweights for the sea voyage or the

preparation of the loading process was very proactively and closely supervised by SAL up to the point of loading. SAL and Liebherr have invested a lot of time and care in this, also due to



unbolting of the luffing cylinder, and to handle everything as time-efficient as possible. Both cranes were successfully loaded in one single day.

Gregor Levold, head of shipping and logistics at Liebherr, says, "The entire transaction was carried out in a fair and cooperatively manner as usual. Starting with the commercial booking of the transport over technical support, coordination and

the fact that it was the first fully assembled LHM 800s that were lifted for transport. The loading operation was characterized by great efficiency thanks to the intensive preparatory work and professional handling by SAL.

This was reflected in the speed of loading itself, as both devices were loaded and positioned on the ship within eight hours."

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Upcoming GPLN Meetings & Events 2018

15th GPLN Annual General Meeting 2018

May 26 — 28, 2018

Dorint Park Hotel
Bremen, Germany



Heavy Lift Maritime and Transport Seminar 2018

May 29, 2018

Dorint Park Hotel
Bremen, Germany



13th Breakbulk Europe Transportation Conference & Exhibition

May 30 — 31, 2018

Messe Bremen
Booth No.: 1400
Bremen, Germany



29th Breakbulk Americas Transportation Conference & Exhibition

October 2 — 4, 2018

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

Polaris Keep Pushing the Limits

Polaris Shipping Agencies LLC in Dubai, United Arab Emirates, had busy last months with challenging heavy Lift and OOG project shipments which were completed successfully. Thanks to the close synchronisation between the company's ship agency and project division who complement each other for the smooth ex-

Saudi Arabia. The move was from the supplier's Jebel Ali Free Zone yard to King Abdul Aziz University, Jeddah, for the university's central utility extension project.

Though this job was declined by many of the prestigious haulier companies in UAE due to the width restrictions at the border between UAE and Saudi Arabia, Polaris along with



cution of assigned projects, clients were able to obtain a door-to-door and hassle-free, competitive solution. Polaris represents several European heavy lift carriers in Middle East.

As one shipment, Polaris handled the shipment of one floating production and mooring buoy weighing 271 tons to Oman by sea.

Polaris successfully coordinated pre-carriage and shipment of the cargo from the supplier's yard to Port Jebel Ali, and the subsequent shipment on the company's principal vessel to Oman. Since the heavy lift vessel was under Polaris' own agency, it was easy to obtain suitable berth to the best satisfaction of hauliers as well as shippers, and to keep the local origin charges to the minimum.

Furthermore, Polaris handled the road transport of a heat exchanger module 16.4 meters wide to Jeddah,

its nominated Hauliers was able to convince the responsible authorities to obtain permission in line with local regulations. The job was successfully completed on schedule.

Another major project was track maintenance equipment for the Riyadh Metro project. Polaris was appointed as destination handling agents by its Italian GPLN colleagues of Gruber Logistics S.P.A to handle customs clearance of the rail track maintenance equipment that was shipped on flat racks into Jeddah, with free on rail delivery.

Polaris' scope included de-stuffing flat racks in port, inward customs clearance on re-export basis, delivery to the receiver's Riyadh site on suitable low beds with escort, plus cranes and riggers complying with the receiver's strict HSE policy. The time-bound shipment was handled successfully to the satisfaction of all involved.

ASIA: Mory-TNTE, Malaysia + + + MIDDLE EAST: Dynamic Shipping Services, Israel + + + EUROPE: SNS, Turkey

ASIA: Mory-TNTE



Thaswin Nagantran, COO of Mory-TNTE, a company that has been operating for 30 years in Malaysia, knows quite a bit about the industry, which is very competitive in Malaysia: "There are many lo-

plex so that shipping lines and carriers are not able to handle everything properly by themselves.

In fact, there never is a dull day in a project cargo specialist's life. Thaswin: "Constant changes in government policies and regulations are one of the challenges faced by us. Besides that, the delay in shipping lines responding to enquiries is also an area that requires more attention."

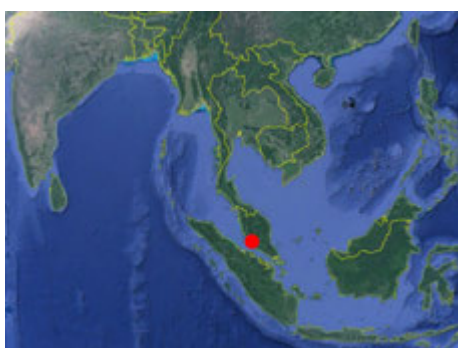


gistics companies based in Malaysia," says Thaswin, "which makes the industry a very competitive one. Hence diversification of the business is very much needed. Furthermore, since we have qualified personnel who have experience with project

Whenever dealing with project cargo to or from Malaysia, and before engaging with any project movements, Thaswin recommends to take geographical and political aspects into consideration.

Mory-TNTE mainly serves oil and gas, construction, pharma, dangerous goods and the paper mill industry. Founded in 1988, the company has four offices in Malaysia, employing 30 staff.

For more on Mory-TNTE, visit www.mory-tnte.com ■



logistics, we took advantage of this venture into the project handling and heavy-lift transportation."

Over the years, Thaswin has seen many changes: "The project cargo industry has slowly evolved and external factors, such as technology, are very much influencing the industry. As logistics experts, we require to constantly keep ourselves updated on the latest equipment used, and what's required for handling project cargoes."

Additionally, shipping lines and carriers are now engaging and providing logistics services directly to clients on a door-to-door basis. This will cut out some middlemen. Yet project cargo often is too com-

plex so that shipping lines and carriers are not able to handle everything properly by themselves.

Asked whether the project cargo industry changed during his years of engagement, this is what industry insider Moty has to say: "The project cargo did changed over the years with the incensement of lifting capacity, the professionalism of the personnel involved and the know-how. All this is bringing us to more weights and larger sizes to be transported."

What sort of challenges does Moty face in a typical day? The job's basics remain to be the biggest challenge, namely meeting customer's price requirements and service expectations.

Asked about what companies do need to consider when moving heavy cargoes to, from and within Israel, Moty compares the situation to many places around the world. Planning, administration and bureaucracy take up a big part of a job's time requirements: "The main issue in Israel is the police escort for big cargoes, which needs to be pre-arranged well prior to the arrival of cargoes to Israel."

What sets Moty and DSS apart from their competitors is to always stay ahead in the game. Moty calls "competition"

"Competitors challenge us mainly on the price. Service-wise it is very hard to beat us as we carved our brand name



'Hands on Steel'. We never follow a project just from the office. We follow all projects by being there from the moment of arrival until it's either on board or at site. Our office is at the field of activity, and not just within four office walls.

For more on DSS, visit www.dynamic-shipping.com ■

EUROPE: SNS



SNS with its 22 employees and main office in Istanbul is a leading Turkish industry insider that boasts a lot of experience with project cargo handling. General manager Efsun Sarac made it her mission to deliver outstanding service to set SNS apart from the rest. She told GPLN newsletter: "As a matter of fact we are always tracing to be different and we want to be out of the standard league, that's why we expertise in project cargo rather than regular freight forwarding. I am in the sector since 30 years and running my own company since 11 years."

Efsun has seen quite some changes in the industry: "Actually project cargo and technology are triggering each other, therefore the techniques involved in project cargo are improving continuously. Cranes, multi-axle trailers, vessels and aircrafts update their capabilities day-to-day, and you have to keep up with new developments in the industry. Also we cannot ignore the development of technology. When I started with my career we



the greatest challenge facing the industry, but in the end quality always wins, combined with increase of exposure and the willingness to work more:

MIDDLE EAST: Dynamic Shipping Services



Dynamic Shipping Services (DSS) with its headquarters in Haifa, Israel, employs 10 staff in three offices. DSS mainly serves the oil and gas, power, energy, mining and construction industries. Founded in 1994 with a solid network all over Israel, Moty Kuperperg, director oil and gas, has a long history with project cargo handling:

"The market of project cargo was

EUROPE: SNS, Turkey + + + AMERICAS: CTC Logistics, Dominican Republic + + + AFRICA: Heavy Industry Logistics, Kenya

continued: SNS

were using telex machines."

Some challenges come with the trade, however: "Unfortunately today we face with unfair competition which has increased quite a lot. The biggest problems are that some of the colleagues working in the industry are changing firms or establishing companies for themselves and not having the liability insurance nor the certificates to run a forwarding company. And then they offer unrealistic rates. Suppliers do not check these documents and just go for the cheapest. Then the problems start."

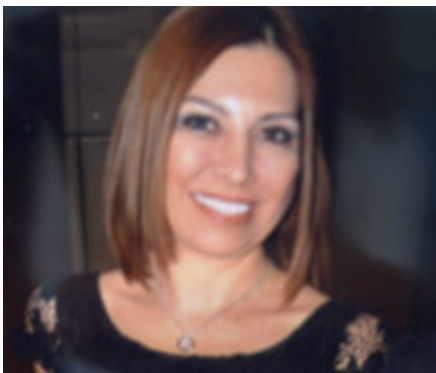


"The most important issue is to provide all necessary technical information and drawings of the project cargoes much before shipping to make a correct project plan and method of statement. Every country has its own regulation, and all security requirements should be fulfilled accordingly for smooth operation. For Turkey, route surveys and port capabilities are the most important requirements to pay attention to."

"The biggest problem is that the expert and non-expert companies are in the same pool for grabbing business. Project cargo handling, however, is a subject that shows no mercy for even a little mistake. Some people are only having financial power, but no experience. They establish new companies and get involved in serious tenders using their credit facilities, and then they face losses. In the end we meet conflicts, incomplete projects and even fatal accidents. Companies should employ project cargo experts, or at least get them educated, before they get set for project cargo handling."

Currently it seems to be the price fights that cause the most damage: "Our competitors try to be cheap, because that's the

only way that they can race with us. We serve our customers with full supervision before, during and after operations, and we take utmost care in operations. This clearly differs us from the others."



Also, SNS has an own fleet of 45 leased trucks, including special trailers, and the company specialized in the packaging of breakbulk cargo, which Efsun thinks is of one the main conditions to be considered for a proper loading and discharging operation. Proper packaging is also saving freight costs for customers, because of proper stowage.

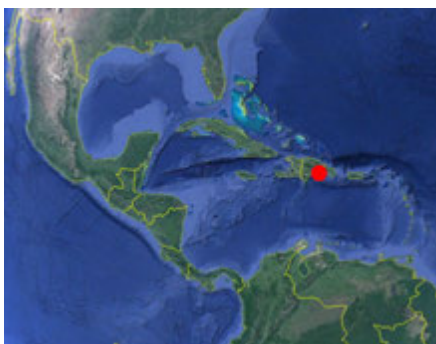
For more on SNS, visit sns-international.com ■

AMERICAS: CTC Logistics SRL



CTC Logistics SRL was formerly based in Haiti and known under the name of CT Cargo. In the meantime, the management sold this company and created a new one in Santo Domingo which has presently 12 employees.

Due to their former activities they are specialized in handling shipments in transit to Haiti via Caucedo and Rio Haina ports or Las Américas (SDQ) international airport. Furthermore they



provide also freight forwarding services for import or export cargo to all Caribbean destinations. They recently handled shipments for construction and hotel projects in the Dominican Republic, for the United Nations Stabilization Mission in Haiti (MINUSTAH) as well as for UNO offices and various NGOs and private companies that are based in the border area.

CTC Logistics was founded in 2012 by Juan Montilla, owner of CT Cargo Haiti, as part of a regional strategy to consolidate one of the leading freight forwarders in the Caribbean.

At the end of 2015, Juan Montilla sold the company, as part of a growing developmental strategy; operations started under the new administration in February 2016.

The new administration began by strengthening business relations with the most important shipping lines, airlines, hubs, warehouses and local customs to achieve competitiveness and high-



quality support. Today, they have become a more agile, fast and modernized forwarder in the Dominican Republic.

CTC provides customers with a truly personalized service. They do not rely on electronic equipment to keep our customers up-to-date on the delivery status, processes or any cargo situations. CTC commits to keeping its clients informed of every detail related to their shipments and projects.

For more on CTC Logistics, visit www.ctcdco.com ■

AFRICA: Heavy Industry Logistics (HiLOG)



Heavy Industry Logistics (HiLOG) maintains its main office in Mombasa, Kenya, with a branch in Ankara, Turkey, employing altogether seven staff. Founded in 2013 by managing director Matthew Thonger, Matthew had a company before with a different partner, but they wanted to go in different directions, so Matthew set up again. HiLOG is where all his experience goes into from previously having worked in Switzerland, the U.K. and Africa.

Matthew's new partner in HiLOG also handled a lot of project work in Africa, but was mostly active in the Caspian region, building rigs for the oil and gas industry. Now she is more involved in the company's Turkey operations.

What brought Matthew in to the industry? "I got my first glimpse at project logistics in 2005 when I arranged 2 x AN225s from China to the U.K. Then a little while later moving umbilical reels from Aberdeen to West Africa. Following that I actively looked for a new job in a project-focused company, which later took to me Switzerland, Nigeria and now Kenya."

Matthew has seen a fair bit of changes in the industry: "Not so much the act of handling projects, but from our clients and their industries there is definitely more focus on health and safety as well as on systems and quality control. You still require the same planning, innovation, communication and commitment that keeps projects on track."

"Good planning," says Matthew, can deal with daily challenges. "In Africa the authorities generally pose the biggest threat to the smooth running of projects. But with good planning and strong partners these challenges can be mitigated."

AFRICA: Heavy Industry Logistics, Kenya +++

continued: Heavy Industry Logistics (HiLOG)

What do companies need to consider when moving heavy cargoes to, from and within Kenya and East Africa?



"Talk to and listen to your project logistics partner well in advance. We've run projects where discussions started years in advance. Or there are cases, following consultation with us, when manufacturers have redesigned equipment to make transport easier and cheaper. Another vital point to remember is to make sure your documents are accurate. Don't hesitate to send drafts through to your project

logistics partners at destination for them to check and confirm!"

Yet challenges remain: "In East Africa our biggest challenge currently is the presidential election coming up in Kenya. The treasury is not releasing funds for government projects. Companies are not spending until they see the outcome. So this year will be slow."

HiLOG mainly serves oil and gas, mining, construction, renewable energy and agriculture - "anything in industrial sectors," Matthew says.



They don't own any assets since "we focus on project management and delivering a high standard of service with strong communication.

For this, we have strong partners in East Africa, Turkey and overseas."

For more on HiLOG, visit www.hilogofafrica.com

Universal's Belgium-to-Russia

Universal Transport was recently involved with a multimodal transport from Belgium to Russia. A total of 30 containers, each with a diameter of 5.7 meters, were sent by inland waterway vessel and finally brought to Ljpetsk by heavy duty truck.

After the intensive preparations, including route planning and obtaining the necessary permit and customs documents, the long journey could start. The transport took place in three parts of ten units each. The shipment was realized via the Belgian ports of Bruegge and Ostend. The transit time of the seagoing vessels to the Russian St. Petersburg was each one week.

The second part of the journey was also over water. The onward transport by inland vessel could only be done at night, due to the extent

of the load, since at these times the bridges are open. For ten days the ships went south up the Neva River until they finally reached the port in Kolomna which is 110 kilometers southeast from Moscow.



Once we have got there, the transshipment of the components took place with the help of two

truck cranes on to the heavy duty trucks. The last section of the route took about 750 kilometers on the road to the south. On the comparatively long way for heavy-duty trucks had the colleagues from St. Petersburg a number of measures are taken to ensure a smooth transport. Among other things, due to the enormous height of the cargo, the power lines were raised, trees had to be cut down and traffic signs were removed. So, the full program of traffic control measures had to be used.

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Skeiron Wins "Best Logistics Solutions Provider" Award

Skeiron Logistics which handles projects under SE Freight & Logistics (India) won the prestigious 2018 ET Now Presents, Making Of Developed India (MODI) Award for "Best Logistics Solutions Provider - Renewable Energy".

Leading Indian and multinational companies were the nominees, winners were chosen by an independent jury which consisted of senior leaders, researchers and academician. Skeiron Logistics has been constantly striving to provide dependable and best in class logistics solutions with a deep

focus on sustainability and this award is a validation of Skeiron's commitment to excellence and sustainability. It also recognises them as dependable partners for the renewa-



ble energy sector. Skeiron Logistics has contributed in the movement of approximately 8.5GW for the renewable energy sector which comprises of wind, solar and hydro pow-

er across India. It is one of India's leading logistics solution provider with specialization in renewable energy, projects cargo, overdimensional cargo (ODC), sensitive cargo and heavy lift movement with a global footprint. Prior to the award, Skeiron Logistics had also won the National Quality Excellence & Leadership Award for "Best Logistics Solutions Provider - Renewable Energy" which was organised by stars of the industry group in collaboration with World Quality Congress, CMO Asia and World Sustainability.

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Liburnia's 19 Rail Wagons

Liburnia Maritime Agency chartered MV Adamastos to load 19 rail wagons from Durban to Dakar. Each wagon weighted 12.6 tons. Cargo was delivered smooth and safe - just the way we like it!

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Advantis Relocates 24MW Power Plant to Sudan

Advantis Projects, the project logistics arm of Hayleys Advantis Group, recently relocated the 24MW Lakdhanavai power plant from Sapugaskanda to Nyala, Sudan, a region that has been without electricity for four months. Advantis was able to provide a complete end-to-end solution for the transportation of the power plant which included an overland transportation and shipping component.

In addition to the transportation requirement there was also a special storage requirement which Advantis was able to cater to thanks to the vast array of equipment and facilities available to the company through their parent, Hayleys Advantis Limited.

“We have always prided ourselves in being able to provide our clients with tailor made solutions to meet their specific needs,” said Shadil Rizan, General Manager of Advantis Projects. “And with the case of the Lakdhanavai power plant the client required it to be dismantled and stored for a period before being transported to its final destination. We were able to do this by connecting with Advantis Free Zone which allowed us to use the facilities built within our very own Group. The equipment was transported from Sapugaskanda to Katunayake and stored for a period of six months, prior to being shipped to Sudan.”

While most of the equipment was easily transported in containers, the true test of Advantis Projects’ ingenuity came with the transportation of 4 diesel generators that weighed 120 tonnes each. The transportation of this precious cargo required specialised equipment and precision planning. This monumental task required Advantis Projects to get approvals from the relevant governing bodies and liaise with multiple parties to ensure the safe and smooth transporta-

tion of the generators. These units were transported at night on the back of a hydraulic multi axle trailer, the only one of its kind currently in



Sri Lanka, which is owned by Advantis Projects.

The land transportation operation which took a total of 8 days to complete, was carried out with zero incidents, due to the attention to detail and the constant monitoring of the cargo by the Advantis Projects team.

To take the generators the rest of the way Advantis Projects chartered a special heavy lift vessel, which carried the cargo to Sudan Port which is approximately 800km from Nyala.

The Advantis Projects team arranged for delivery to be accepted at the Sudan Port by an approved agent who ensured the safe delivery of the units to the final destination in Nyala.

In the past, due to a lack of local skill and expertise, similar projects were handled by costly foreign entities that resulted in an outflow of money from the country. However, today, with Advantis Projects leading the way, the local industry has matured and gained the necessary expertise to cater to the needs of both local and foreign players in the transportation of heavy and oversized cargo of this nature.

Commenting on the success of the

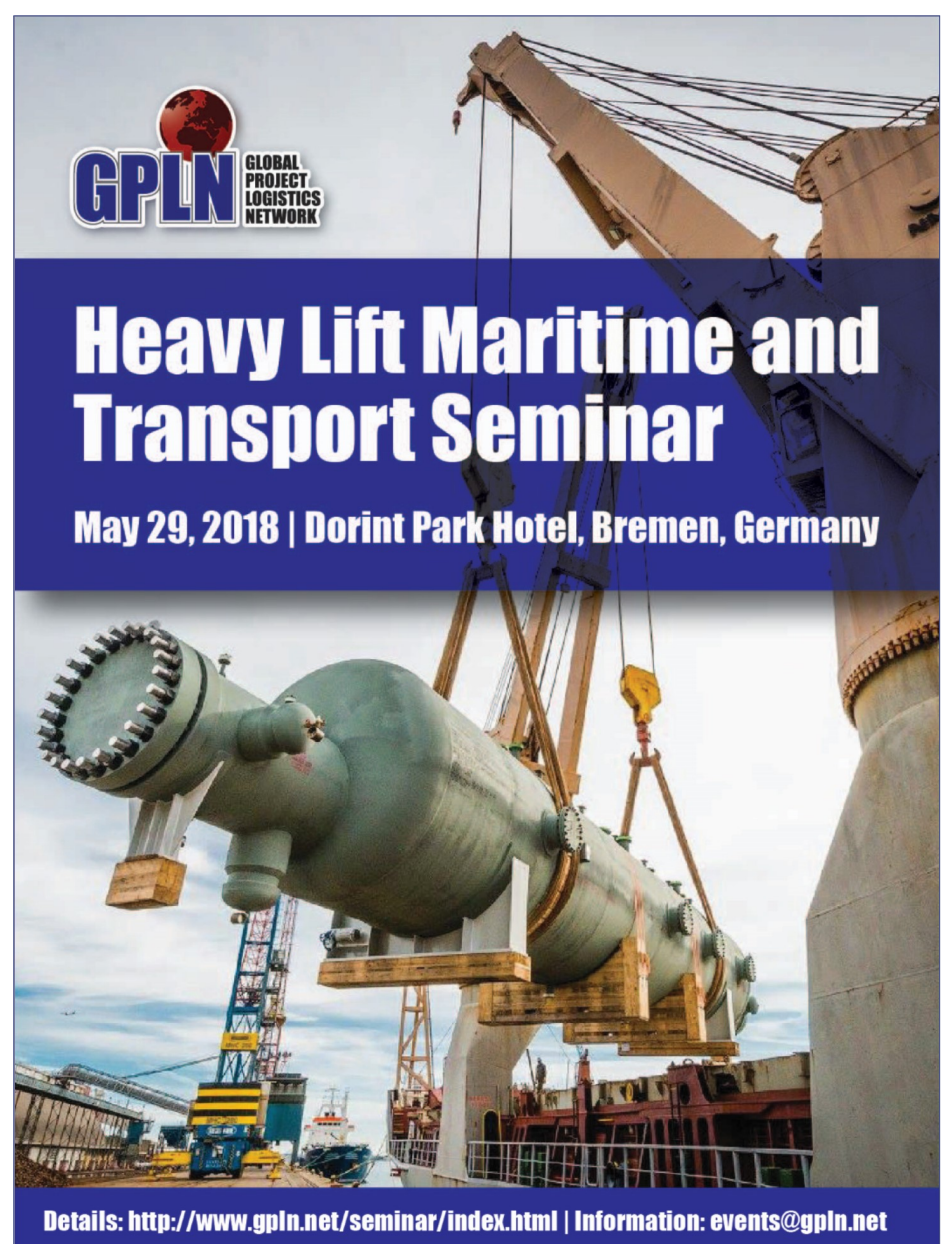
project Ruwan Waidyaratne, managing director of Hayleys Advantis said, “Large scale projects like these are a testament to the strides the

Lanka, which will further help boost the economy. We at Advantis are proud of our stellar teams that always go above and beyond to meet our clients’ needs and the part we play in helping develop the local logistics industry.”

Advantis Projects is the market leader in providing project logistics solutions to local and international contractors who are involved in large-scale infrastructure projects. The company brings over 16 years of experience and a proven delivery record that has been driven with technology innovation and adherence to industry best practices.

The company specializes in the handling and movement of oversized and specialized cargo whilst also offering services in freight, chartering, customs clearance & forwarding and numerous other services related to logistics chains.

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GPLN GLOBAL PROJECT LOGISTICS NETWORK

Heavy Lift Maritime and Transport Seminar

May 29, 2018 | Dorint Park Hotel, Bremen, Germany

Details: <http://www.gpln.net/seminar/index.html> | Information: events@gpln.net

Braid Supports Green Energy

Improving the quality of the power infrastructure of the Floridians, a major energy supplier engaged in a lengthy restoration project for the power distribution in the region. This restoration involves the replacement of the existing low-pressure economizers, including a few design enhancements at two different power stations in Florida. The goal was to obtain electricity from clean-burning natural gas and help reduce the carbon dioxide emissions.

Each economizer consists of three modules with a total of 14 economizers that were supplied for this project. In this context, Braid was asked to execute a two-phase delivery of the boiler generating banks from Asia to two major power plants in Florida.

Each module, weighing nearly 50

tons, was discharged at the nearest port, reducing the road travel time and simplifying the logistics operations. The modules were then staged onto stands and beams for self-reload by hydraulic Goldhofer trailers which later delivered the modules to the sites. Braid's approach eliminated the need for expensive port charges and re-handling.

Following the completion of the operations, Gus Chalos, president of Braid Projects, commented: "We are honored to be part of the restoration project which improves the lives of the Floridians. With the modules now safely delivered to the site, Florida can keep their lights on."

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FOX Brasil's Biomass Project

FOX Brasil Project Logistics is proud to announce the well-succeeded conclusion of one more grand project

With the dimensions of a sizable building once assembled, the proportions of the cargo and the different modals FOX had to resort to meant that there was no time to lose, so by the end of 2015 the company started a careful selection of providers and thoroughly laid out all operations, no matter how big or small, on a chronogram and a on a shipping plan, to foresee as much ground as they could and be ahead of any possible setbacks.

By the beginning of 2016, the first shipments had already successfully began. The cargo, a biomass powered tubular boiler, was joined by

steam turbines, generators, gearboxes, transformers, condensers, cooling towers, switchgears, switchboards, desanders plus one backhoe, one 80-ton crane, four 30-ton cranes, one pile driver and numerous other building machineries and materials required to put this all together. The boiler had as destination the city of David, the main urban center in Chiriqui Province and one of Panama's fastest growing cities.

The whole project, comprising a total of 9,700 cubic meter, 3,650 tons and 465 TEUs, is now up and running, kept FOX delightfully busy for a little more than two years while the project was handled and managed from door-to-door in its entirety by FOX Project Logistics.

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