



Global Project Logistics NEWSLETTER

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

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Esprit Logistics to Handle 160,000 Tons of Shipments in 2018

Esprit Logistics of South Korea is a global freight forwarding company which specializes in heavy bulk cargoes.

In 2018, ESPRIT logistics has signed a transportation contract for around 160,000 tons of shipments, such as main engines, materials for shipbuilding and steel plates with Hyundai-Vinashin Shipyard.

Main engines, materials for shipbuilding and steel plates are shipped from Korea, and likewise, steel plates are shipped from Japan under Esprit Logistics' service.

In case of the main engines, which were different depending on each

module, it is a heavy cargo whose length is about 8 to 12 meters, with



a width of 5 to 8 meters and a weight of up to 225 tons.

After the main engines and pro-

pellers are being loaded on a vessel from Ulsan, they are

moved to Busan port to be loaded with other smaller and medium-sized shipbuilding ma-

terials, and then head for the Hyundai-Vinashin Shipyard.

In spite of very sensitive cargoes, Esprit Logistics is carrying out the projects perfectly, dispatching two to three vessels every month to meet this contract amount.

Around 6,000 to 7,000 tons of shipments are loaded on from Korea, and 3,000 to 4,000 tons of shipments are loaded on from Japan.

Esprit Logistics' shipping service will help GPLN members and many freight forwarders to get more competitive rates, in order to sign up many more orders for bulk cargoes.

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AMI's Power Project

AMI Middle East has a dedicated project team handling different projects for different customers every year.

AMI Projects handled a fairly large consignment of power generation equipment from Europe, consisting of three sets of gas turbines and generators totaling 6,141 cubic meters and consisting of 315 packages.

AMI's scope of work included receiving the cargo from under-hook vessel, transferring to storage

Jebel Ali port authority - for cargo storage, completion of import custom clearance and port handling prior to the vessel's arrival.

Upon vessel berthing, AMI mobilized adequate manpower and trailers to receive the six heavy lift packages under vessel hook and shift them to the port storage yard.

Moving was done by lacing the packages on beams and supports, whereas all other general cargo was moved by port crew to the storage



yard, in-transit documentation and customs clearance, plus shifting from storage yard to alongside outgoing vessel for the voyage to the destination.

AMI successfully completed the operations at Jebel Ali port - in close coordination with the vessel agent and

yard.

Within a week, to the full satisfaction of AMI's German client, all 315 packages were re-exported to their destination where the goods were consigned for a power generation project in the Persian Gulf.

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"Colorful Lady" From Rijeka to Savannah



Liburnia Maritime Agency loaded four transformers in the port of Rijeka, Croatia. Each transformer weighed

196.5 tons. For the transport to Savannah, Georgia, in the United States, Liburnia chartered a colorful lady, the BBC Scandinavia.

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A Word From GPLN

Dear Readers

Breakbulk Europe was held for the first time in Bremen, Germany, from May 29-31, 2018 and brought together more than 9500 project cargo and breakbulk professionals from 121 countries, marking a new attendance record for this specialized global event. Compared with last year, the attendance grew 26 percent, led by the Germans who accounted for 37 percent of the crowd. Breakbulk Europe will be held in 2019 again at the same location from May 21-23, 2019 and will expand its footprint to include also Hall 7, besides Halls 4-6.

During this event Maritime Holdings Delaware, parent company of Intermarine and Zeaborn Group, announced the formation of a joint venture entity - Zeamarine. In a deal that continues the rapid growth of this Group, the two companies will commit to fund new capital to grow the joint venture, combine global offices and consolidate vessel fleets, staff and their global networks. According to Intermarine, whose majority shareholder is New Mountain Capital, the joint venture will have more than 75 vessels and is expected to exceed 100 vessels by year-end. Zeamarine will be third-largest player in the sector, just behind Cosco and BBC Chartering and the second largest operator of multipurpose ships with a combined lifting capacity of more than 250 tons.

Our GPLN Annual General Meeting, which took place at Dorint Park Hotel in Bremen from May 26-28, 2018, was a huge success. The new record attendance of over 200 participating GPLN delegates demonstrates also the strength and quality of our network.

We would like to take this opportunity to say thank you to the all participants, their partners, sponsors and speakers and hope that their attendance was rewarded with a lot of new business opportunities, friendships and a great experience. We appreci-



GPLN Annual General Meeting at the Dorint Park Hotel Bremen, May 26-28, 2018

ate also the compliments we got from many of you for this well-organized AGM and a suitable hotel venue in a peaceful environment. The Management and staff of the Dorint Park Hotel were very supportive of our event and a big thank you goes to them.

The day after our AGM concluded we organized also our renowned Heavy Lift Maritime and Transport Seminar where many of our members and logistic professionals took part. Later in the evening we moved to the nearby Breakbulk Europe Transportation Conference & Exhibition where we had company from several GPLN members at our GPLN booth.

This year, delegates from following companies have shared our stand (in alphabetical order): Braid Projects / USA, Europacific, Logistika / Slovenia, Inter American Cargo Group / Argentina, ITM Transportation / Mexico, James Cargo Services / U.K., Logistics International / USA, M&B Caro / Uruguay, Magellan Logistics / Kenya & Tanzania, PNI Logistics / U.A.E., Rohde & Liesenfeld / Canada, The Freight Co., Ltd. Myanmar / Thailand / Vietnam, Unishipping International / Bulgaria.

We are also pleased to announce that our AGM in 2019 will take place again at the

Dorint Park Hotel in Bremen from May 18-20, 2019, just ahead of Breakbulk Europe Exhibition. These dates have been chosen so that those of our delegates who are attending our AGM can conveniently combine both events in the same city.

Later this year in autumn we will travel to the United States of America to attend yet another Breakbulk Transportation Conference and Exhibition which takes place again in Houston, Texas, from October 2-4, 2018.

We encourage GPLN members who are interested in joining our GPLN booth for this event to contact us now as space is limited.

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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Joint Operation of 3 GPLN Members: "Antique" Rail Movement by Ro-Ro

No less than three GPLN members were involved in this stunning project: On exactly the second day of this year's GPLN annual general meeting in Bre-



men, shown diesel locomotive was loaded in Zeebrugge seaport for on-carriage by low-loader chassis to its final destination: a museum, the Veluwsche Stoomtrein Maatschappij (VSM – Veluwe Steam Train Company) in the Netherlands.

This type of diesel locomotives, built by Whitcomb in 1943/44, was used by the U.S. liberation army to transport their troops through Europe.

They were shipped to Europe and were amongst the first locomotives to run the first trains into the liberated cities, such as Rome and Paris and even ran far into Germany. In the 50s

of the last century, all these diesel locomotives were returned to U.S.

The VSM museum for a long time had been on the lookout for such a Whitcomb series 2000, and actually found a remaining few in the US, but none were up for sale. In 2015 they were contacted by Bethlehem Steel Works in Buffalo, Pennsylvania, and were requested if the museum was still interested.

Last year, in December 2017, the railway museum ordered Supermaritime Forwarding to arrange the door-to-door transportation. Supermaritime contacted their GPLN partner Global Shipping Services in New

terminal in New York.

From New York, the locomotive was shipped through GPLN sponsor Wallenius Wilhelmsen to Zeebrugge. In Zeebrugge, two 100-ton cranes arranged the lifting onto a 12-axle trailer for transportation to Loenen in the Netherlands. After a journey of nine weeks, the locomotive finally arrived at its new home in the Netherlands; the railway museum VSM (www.stoomtrein.org).

For the last four kilometers the locomotive was towed from Loenen to the location Beekbergen. After the successful completion of the project, the museum sent their spe-



cial thanks to Global Shipping Services and Supermaritime for their professional way of handling this special cargo, and for their mutual cooperation to complete this project successfully.

Global Shipping Services arranged the collection by special railcar, and the rigging and lifting at the ocean-

terminal in New York. From New York, the locomotive was shipped through GPLN sponsor Wallenius Wilhelmsen to Zeebrugge. In Zeebrugge, two 100-ton cranes arranged the lifting onto a 12-axle trailer for transportation to Loenen in the Netherlands. After a journey of nine weeks, the locomotive finally arrived at its new home in the Netherlands; the railway museum VSM (www.stoomtrein.org).

GSS Delivers

Global Shipping Services of Houston, Texas, was awarded a contract to deliver an urgent package of subsea oil-field equipment from Houston to Haifa, Israel. The company's scope was door-to-arrival-terminal Haifa.



Global Shipping Services arranged all transport from suppliers facility to Houston port, staging, cargo surveying, terminal, vessel loading and ocean freight via part charter heavy lift vessel. Brandon Graddy from the Global Shipping Services office in Houston was on site, coordinating the loadout and the trucks for safe delivery to terminal. Global Shipping Services' marine surveyor was on-site the terminal to check all cargo was received and offloaded safely, and then staged safely at the terminal. The shipment required 42 trucks in total. The heaviest piece was 185,000 pounds, with several other pieces weighing 90,000 pounds. The vessel was loaded over two days, due to several rain delays with lightning.

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Almajdouie Continues Coca-Cola Partnership

Top management from Almajdouie Logistics and Coca-Cola signed an agreement to renew their successful 21-year partnership for another five years.

During a celebration to mark this impressive milestone, both companies expressed their appreciation and highlighted how their fruitful business relationship has grown stronger over time.

Coca-Cola general manager, Malek Nsouli, said: “Our partnership began as a two-year contract and has evolved into 21 years of success that we are all very proud of.”

“During this time we have worked closely, built trust, and learnt a lot from each other. Together, we can drive efficiency and find creative new ways to overcome challenging market conditions.”

Almajdouie Logistics CEO, Baheej

Al Biqawi, said: “It is with immense pleasure that we celebrate 21 years of successful and time-tested partnership. A strong mutual understanding, immense collaboration,



and flexibility between both parties have made this accomplishment possible. This is an important milestone, and we hope that time will continue to make our partnership stronger.”

In 1995, Almajdouie supported Coca-Cola with 12 trucks to meet seasonal demand for its iconic beverages. Over the years, Coca-Cola’s popularity has grown massively and

so has the scope of Almajdouie Logistics’ involvement in its distribution.

Mustafa Quraini, said: “We built our 21-year partnership one brick at a time and we have the momentum to continue. Market conditions may fluctuate but our relationship continues to move onwards and upwards.

“Our first two-year contract was for 12 trucks, but now during certain seasons, we reach upwards of 120. We have grown together and we will continue to do so for many more years to come.”

Almajdouie Logistics COO, Brent Melvin, said: “We consider Coca-Cola a true partner and are excited to reach this outcome. We very much look forward to this next chapter, and we believe we can achieve even greater things together.”

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Megalift Ships for Bio-Plant

Megalift Malaysia has successfully completed the transportation and lifting for the world’s first bio-based manufacturing plant in the state of Johor, Malaysia. This project is expected to see full operation beginning



2019. It sits on an expansion of 20,000 square feet and will use palm oil to produce 10,000 metric tonnes of dodecanedioic acid (DDDA) every year.

Among the numerous cargoes that Megalift handled were two units of production fermenters weighing 133 tons each. Upon a double-banking procedure in Port Klang, all cargo items were sent by barge to Johor Bahru.

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Lift & Shift Sets New Benchmark

Lift & Shift of India set a new projects benchmark by delivering 20,000 tons of heavy lift cargo for 11 projects in 30 days.

Lift & Shift was looking at the mammoth task of delivering 32 different equipment from various yards in Gujarat to 11 projects located in

the marine team. The operations being conducted in a narrow tidal window were carried out in the middle of the night, but with all safety precautions being preplanned.

As for the transport of Safaniya decks for Saudi Aramco, four modules weighing 1,250 tons were loaded on two barges again in one week,

which included towing in the barges into the channel from anchorage, preparation for load out, loading and then sailing out back to the anchorage for

Mumbai, Sikka, Assam, Haryana, Saudi Arabia and the USA.

The weights of the cargo ranged from 70 tons to 2,800 tons, totaling 285,000 FRT of cargo that was transported over 11 barge trips in various barges ranging from 230 class to 330 class. Along with these barges, a fleet of 224 SPMT and conventional axles were deployed.

The operations and engineering team at Lift & Shift put in place a plan to ensure that each site would be able to work around the clock across all three locations, without any compromise to the safety of its people and the cargo. Closely working with the marine warranty surveyor, all safety concerns were addressed to their satisfaction well in time, as to not hamper the delivery schedule.

For the Mumbai offshore field Neelam, one of the many projects, Lift & Shift loaded out three modules ranging from 2,000 to 2,800 tons in three barges within one week, thereby setting a new benchmark in the yard for the load out for such large decks. The operation involved 112 SPMT to transport the jacket and deck from the yard to the jetty, and thereafter loaded out on three separate barges which had been prepared with pre-ballast by

handover of the barge to the ocean going tug to sail for Saudi Arabia.

The secret to success was preplanning and envisaging possible delays or problems and preparation of ready backup plans, thereby ensuring that Lift & Shift were able to meet and deliver all the equipment on time safely.

Lift & Shift extends its thanks to its client, team members and associates who trusted that the deliveries would be executed safely and on time.

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MSL Gets Drilling Rig Moving

Msharib Shipping & Logistics, Karachi division, handled a project cargo for China Harbor Engineering Company in the energy development sector.

The cargo, an excavator-mounted drilling rig, has multiple functionality of pile driving, extracting, auguring, soil mixing and static pressing on surface and mountains, which makes it heavy and OOG with a total weight of 117 tons.

Team MSL coordinated the arrangements of vehicles and docu-

mentation prior to the assignment, in order to avoid any time lapse that would breach the delivery deadline.

The movement was planned in two phases, with phase one from Mansehra to Hubco, and phase two from

Hubco to Tarnol (Islamabad), covering the distance of 1,600 kilometers and resulting in the safe and sound delivery of the cargo within five days.

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Beer Tanks for Downtown Izmir

The team of Logistics Plus, Turkey, successfully delivered 13 brewery tanks to a factory in downtown Izmir. The project required significant engineering and precision, involving 13 brewery tanks, 12 nights of work, four police cars, four escort cars, two bucket trucks and a total of 42 people all in one convoy! Traffic lights, closed-circuit televisions and tags along the route all had to be

removed, and electricity had to be cut throughout the route for safe trans-



portation. The route was to a downtown location, so the movement required accurate planning across several divisions.

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Noatum Logistics Specialize in Railway Equipment Transport

The logistics unit of Noatum Maritime Noatum Logistics has launched a new division specializing in the provision of specific, high value services to the railway industry. This sector with ample growth potential requires specific transport and logistic operation procedures and solutions in which Noatum Logistics Rail Projects has extensive expertise.

Located in Bilbao and lead by José Luis García-Alzorri, this new division can rely on over 20 years experience of Noatum Logistics Bilbao in the transport of railway equipment.

During this period, Noatum Logistics Bilbao has provided suitable and reliable operation procedures and solutions for each project, having transported wagons, trams and locomotives to different countries in Europe, Africa, Asia and Central and South America.

The creation of Noatum Logistics

Rail Projects is part of the Group's strategy to provide the most convenient solutions to the different industrial sectors. Noatum Maritime currently has other specialized divisions, such as Marmesa Oil & Gas, specializing in the oil and gas industry, and Noatum Maritime Automotive, which includes all activities connected with vehicle and ro-ro cargo port operations.

Antonio Campoy, CEO of Noatum Maritime stated: "This new division will allow us to consolidate the specialized transport solutions we are already offering to the railway sector, an industry with ample

growth potential, as well as to extend the diversification of the

Group's divisions and services."

With three business units, Noatum Maritime Services handles over 10,000 port calls yearly, moving over 11.8 million tons bulk and general cargo, 1.2 million

vehicles and 584,000 TEU each year and carrying out over 99,000 transport operations yearly.

Noatum Maritime is a leading company in maritime, logistics and port services, structured into three business units: Noatum Maritime Services, Noatum Logistics and Noatum Terminals. The Group has

offices in Spain and other countries all over the world.

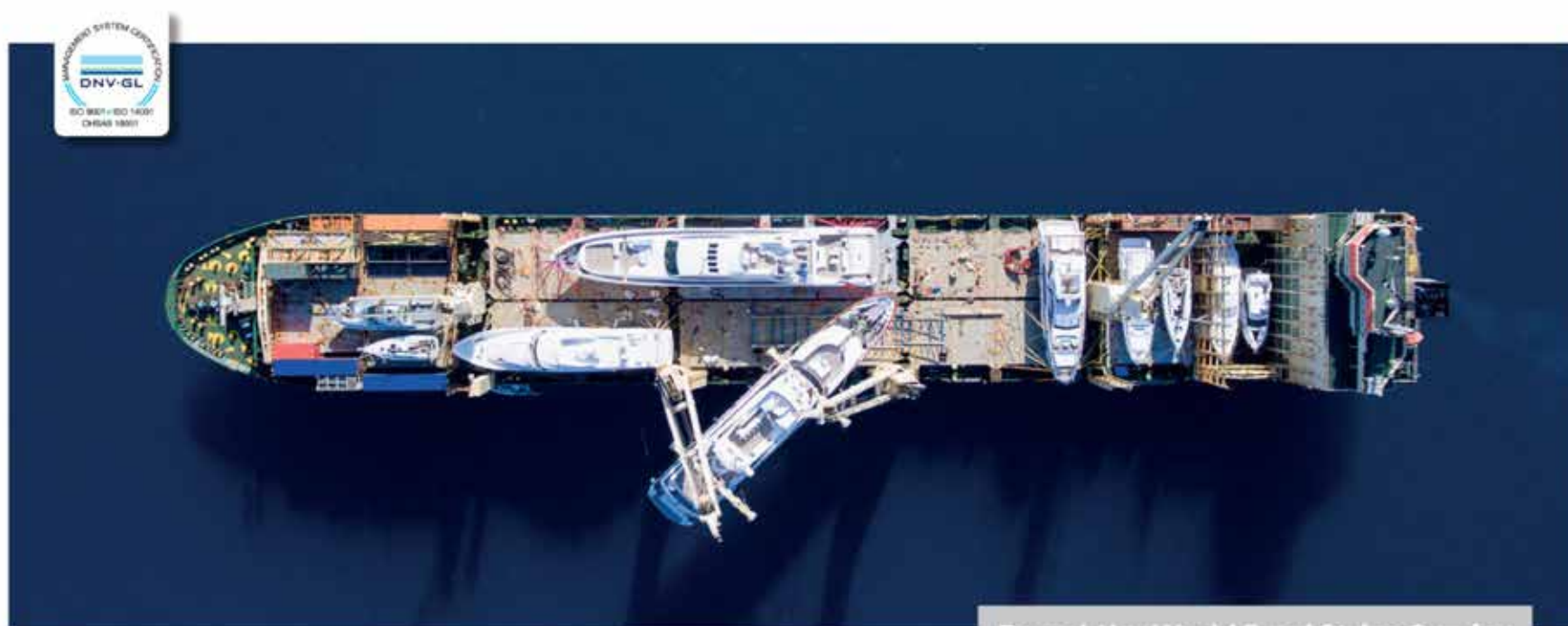
Noatum Maritime Services covers a wide range of services from ship agency to commercial representation, including specialised transport solutions. It also offers auxiliary services related road transportation, storage and distribution.

Noatum Logistics operates as an integrated logistics operator at a national and international level through a network of agents and own companies.

Noatum Terminals is a leading port operator in Spain of bulk cargo, general cargo and vehicles. It is located in 12 ports:

Barcelona, Tarragona, Castellón, Sagunto, Cartagena, Málaga, Vigo, A Coruña, Ferrol, Santander, Bilbao and Pasajes, in addition to its presence in Khalifa Port (United Arab Emirates).

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Chandler Russia in Action

Chandler of Russia transported an asphalt mixing plant from Madrid to Moscow, with a total weight of 203.7 tons.

The main difficulty was to load the plant within very short period of time and deliver it from Madrid to the port of Antwerp, Belgium. Additional difficulty was that works were being done during European Easter holidays, therefore many roads were closed and administration offices did not work.

The plant has been disassembled and previously used, so many details had a wrong description. Specialists of Chandler corrected almost all documents and shipping marks, making an audition in the port of Antwerp of each detail, in order to ensure the right delivery from the shipping line and for further customs clearance in Russia.

While arriving at the port of St. Pe-

tersburg in Russia, Chandler's team prepared the plan of dispatching the goods from the port. After customs clearance, Chandler successfully managed to deliver the plant to the site within a short period of time.



Additionally, Chandler transported three Siemens transformers. The cargo had been loaded on a ship in the port of Riečka, Croatia, and sent to the port of Novorossiysk, Russia.

On March 2, 2018, all work for the transportation of cargo by 1 tawl, 2 tilt trucks and 1 railway conveyor, including its unloading and moving through the site of CHPP-

25 was completed. The main difficulty in the port was the direct unloading from the ship to the transport units, and also the fact that the port of Novorossiysk could not moor the ship until all the transport

details for transshipment were submitted in advance. At the same time, the submission of a customs declaration under a single code was made only after the complete unloading of the transformers and their components in boxes from the vessel, which also took some time.

Transportation of the components to the transformer by road transport

was not very difficult, except for the fact that transportation of oversized cargo required obtaining an authorization document.

The transportation of the transformers themselves by rail depended on how different trains would form on the route of the conveyors. And this in many respects determined the speed of movement of conveyors. Therefore, it was rather difficult to predict the date of arrival with absolute accuracy.

When unloading the transformers from the railway conveyors at the delivery site and their further movement on the site, specialized equipment was used in the form of trawls, cranes, etc., as well as a specially trained rigging team. All these activities were arranged in advance in the "project of production", the document describing the whole course of the forthcoming works.

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HEAVY MATTERS

By Gert Vos



CHECKLIST FOR PROJECT FORWARDERS

PART 1

Experience is nothing more than the sum of all mistakes. Unfortunately, in the business of project forwarding mistakes, often have big consequences: delays and accidents happens more than we want!

To avoid mistakes (to our regret we will never reach a 0% error rate, because we are all human!) we need to learn and understand what we are doing in transport and lifting operations.

For that reason we made a checklist that can be used when we have to prepare and manage our projects. In this part we want to talk about road transport. We have divided the checklist into five major topics:

- A. Working area
- B. Cargo
- C. Means of transport
- D. Documents
- E. Personnel
- F. Permits / Escorts
- G. Restrictions

A. Working area

What is important? Of course the road to get to the loading / unloading place: is it well accessible, sufficiently hardened, free of obstacles (wires, gas / water, sewerage, etc.)? No basements under transport route?



B. Cargo

What are the dimensions (length, width, height and, of course, weight) of the cargo? Where is the center of gravity?

Enough lashing lugs with enough capacity? Any saddles required (are they strong enough)? Properly packed, tarpaulin cover necessary? Hazardous? Marked properly? Stackable?



C. Means of Transport

Are truck and trailers suitable for the cargo? Axle weights correct? What kind of suspension: air / hydraulic? Stability of cargo and trailer.

Enough lashing (certified) equipment? Truck and trailer approved? Load spreading necessary? Is low bed suitable to drive on pontoon (Ro-Ro) or ferry? Etc.



D. Documents

Waybill available and correct? Necessary export documentation? Cargo pre-advised to transport company, port authorities, stevedoring company.?Time start / end of loading / unloading on waybill? Damages on waybill? Method statement / task risk analysis necessary?

Pre-inspection report necessary and available for crossing bridges, etc.?

E. Personnel

The most important part is the quality of the driver(s) and trailer operators. Without good personnel you can prepare the job for more than 100%, but you will never have success in your project.

F. Permits / Escorts

Are all permits for truck, trailer and the transport itself available and correct? Is a police escort necessary and what is the pre-notice time for them? Tunnels in route? Special permit for tunnels? Is adaption of route (moving obstacles, wires, etc) necessary? Is engineering necessary for crossing bridges, etc.? Crossing railways? Electricity to be switched off because of height of the transport? Are extra pushing / pulling trucks necessary because of the weight or steep roads?



The remains of an electrical wire of the railroad after collision with a trailer with overheight!



Permit YES !
Escort YES !

Mistake of authority: permit should not be granted. Transport company always needs to check the route.

ALSO WITH PERMIT !

G. Restrictions

How many hours are free for loading / unloading? Permit restrictions? In some countries it is forbidden to use transport companies from abroad. Weather conditions: fog, snow, ice, etc., can delay the transport. Check before you start. Most people don't want to pay for delay.

These are only a small number specific questions you should ask yourself before and while doing the projects in our business. But also with an experience of 20 years or more you will always learn new things. Sometimes before you started the job, sometimes during or after the job. But as a word of comfort: your experience degree will increase and that's the best part of making mistakes!

Advantis Projects — Key Driver to Sri Lanka's Future

Continuing to support the nation's power and energy sector, Advantis Projects of Sri Lanka announced that it had been appointed as the logistics solutions provider for COSCO who secured the total transportation of the country's first 10MW biomass power plant project by Green Watts in Moneragala.

Altogether, more than 7,000 cubic meters of equipment were moved from China to the project site.

Advantis Projects in partnership with its Chinese shipping major, COSCO Shipping, managed the movement of plant and machinery required for the project from the port of Shanghai. The consignment reached Hambantota port on board a multi-purpose vessel operated by COSCO Shipping.

Speaking on this momentous occasion, Joe Meng, the managing director of COSCO Shipping Lines Lanka, said, "We are proud to be engaged in the movement of the towards first 10MW biomass power plant to Sri Lanka from Shanghai, China. It is indeed a great honor to contribute towards the green energy sector of Sri Lanka. We have received commendable support from our local logistics partner Advantis Projects in ensuring an incident free movement of the cargo."

The cargo was unloaded at site using Advantis Projects' new 250-ton heavy lift crane and transported by land to the project site in Kala-vaaragama aboard the logistics provider's trailers.

Speaking about the cargo movement, Shadil Rizan, general manager of Advantis Projects, said, "We are honored to extend our logistics expertise to support projects of this nature which will propel the country's growth in a more sustainable manner.

It's truly gratifying to see that the investments we have made in terms of developing our employees and expanding our fleet of equipment has paved the way for projects of this magnitude to be handled entirely with local expertise."

Having worked on similar cargo movements both within Sri Lanka and around the world, Advantis Projects has extensive experience in managing large scale projects for the power and energy sector. Some of the noteworthy projects in recent



times include handling the ship to shore ground logistics of windmill cargo for the successful installation of 16 wind turbines in Pallali, or the transportation of four 100-ton diesel engine generators from the Horana BOI zone to Lahore, Pakistan, as well as the relocation of the 24MW Lakdhanavai power plant from Sapugaskanda to Nyala, Sudan.

COSCO Shipping Group, one of the largest shipping and logistics companies in the world, focuses its core business on the transportation of special cargo, including oversized and super-heavy cargo which are not suited for containers.

COSCO Shipping Specialized Carriers is the only company worldwide with a fleet comprising a wide variety of modern semi-submersible heavy lift vessels, conventional heavy lift vessels, Ro-Ro / Lo-Lo, PCC, multi-purpose and general cargo vessels.

The total fleet of the group com-

prises of 1,114 vessel with a capacity of 85.32 million DWT.

In other news, Advantis Projects acquires new heavy lift cranes to support nation's infrastructure goals. Sri Lanka is a country currently in the midst of a transition from that of a lower middle income country to an upper middle income country.

To aid this transition the government has focused on both social and economic development which has led to a heavy emphasis on in-

vesting and improving public infrastructure. Countries like Malaysia and Singapore embarked on a similar path of rapidly developing their infrastructure decades ago and are now reaping the benefits of being business hubs in Asia.

Modern urban infrastructure has the benefit of raising the overall standard of living of residents whilst allowing for the effective management of an increasing population and making the country more compatible with international economic benchmarks amongst many other advantages.

Hence the Sri Lankan government has launched an ambitious programme of physical infrastructure development to completely upgrade the sea, air, road, power and telecom backbone of the country.

However, complex infrastructure projects like these require expertise and specialized equipment to carry

them to completion. In the past the lack of these requirements have impeded the initiation of bold projects and hampered economic growth. Today, in a more mature industry, this is no longer the case. This can in part be attributed to the visionary actions of Advantis Projects, a leading heavy lift project logistics solutions provider.

Advantis Projects correctly identified a gap in the market for heavy lift cranes and recently acquired two heavy lift cranes, one with the capacity to lift 160 tons and the other with the capacity to lift 250 tons.

These technologically advanced machines effectively increase the capabilities of their existing fleet of 12-, 25-, 50- and 100-ton cranes. This will allow Advantis to cater to projects that require heavier material or equipment to be carried to greater heights such as with wind turbines and high-rises.

These cranes are also operated by highly qualified operators with extensive overseas experience, who hail from industries well known for their safety record such as oil and gas. Complementing this impressive fleet of heavy lift cranes is the company's own hydraulic multi axle trailer that facilitates the easy transportation of heavy equipment. The company also plans to increase its presence in the region and already operates a fleet of cranes in the Maldives.

Speaking about the latest addition to their fleet, the General Manager of Advantis Projects Shadil Rizan said, "This addition to our fleet will enable us to cater to diverse requirements of our clients whilst providing customized solutions. We also plan to expand our fleet further to add a 350- and a 750-ton crane which will give us the ability to cater to the growing demands of our clientele."

Upcoming GPLN Meetings & Events 2018 / 2019

29th Breakbulk Americas Transportation Conference & Exhibition

October 2 — 4, 2018
George R. Brown Convention Center
Booth No.: 1413
Houston, TX, USA



4th Breakbulk Middle East Transportation Conference & Exhibition

February 11 — 12, 2019
Dubai World Trade Center
Booth No.: TBA
Dubai, U.A.E.



8th Breakbulk China Transportation Conference & Exhibition

March 20 — 21, 2019
Shanghai World Expo Exhibition & Convention Center
Booth No.: SS12
Shanghai, China



16th GPLN Annual General Meeting 2019

May 18 — 20, 2019
Dorint Park Hotel
Bremen, Germany



14th Breakbulk Europe Transportation Conference & Exhibition

May 21 — 23, 2019
Messe Bremen
Booth No.: 1400
Bremen, Germany



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

Dextrans' Unique Shipment

Dextrans Worldwide managed a project shipment from Singapore to Hibikinada, Japan. Cargo consisted of three units of 60-ton and two units of 37-ton anchor sets. The 20 cargo pieces were delivered on time aboard MV HHL Elbe.

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Comexas' Gold Mine Project

Comexas Ghana was subcontracted by Rohlig France to handle custom

weighing 150 tons, and five tanks with a volume between 50 and 100 cubic meters. The project took approxi-



clearance in Takoradi, Ghana, and border transit clearance in Burkina Faso and Mali. The shipment consisted of three Wartsila engines, each

mately 23 days to reach its final destination of the AngloGold fold mine in Siguiri, Guinea.

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Freight Links Express' Korea Job

Freight Links Express of Singapore had a shipment of total 950 cubic meters of equipment from the island state to Korea, the heaviest unit weighting 87 tons. Due to the space constrain, Freight Links Express needed to use a 700-ton mobile crane for lifting at the site.

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S.P.C.'s Costa Rica—Rotterdam

In this particular service, S.P.C. Logistics of Costa Rica was able to arrange all transportation, logistics, port entries, permits, and coordination with the special machinery, in order to accomplish the task of successfully exporting all cargo items to Rotterdam.

The whole paperwork procedure took over 12 working hours on a weekend, since the vessel was a little bit delayed. But S.P.C. Logistics had

the pleasure to also work on the export issues for their customer, so they provided solutions and proactivity to keep a happy customer.

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MFC's 1,876-Kilometer Ride Across India

Madras Freight Carriers (MFC) specializes in the transportation of heavy critical cargo. When the Power Grid Corporation floated a tender for the movement of a 230-ton transformer, MFC was standing alongside numerous other participants who took active part in bidding for this ambitious project. MFC emerged as a winner and was awarded with the job after a series of stringent evaluations and due diligence.

The transformer with dimensions of 10.77 x 4.7 x 4.2 meters was finally ready for its journey from Bangalore to Naini and loaded on MFC's state-of-the-art Goldhofer axle lines, a 14-axle modular trailer bed assembled for



this movement.

With a distance of 1,876 kilometers to be traveled, all the way from the south of India to central India, it was definitely not an easy task due to the nature of the consignment.

MFC faced several challenges, right from movement planning to resource deployment and coordination while the cargo was en route.

As MFC is a strong believer in

modernization, all of the company's latest fleets are fitted with IVMS (In-Vehicle Monitoring System) to fetch real-time updates which rule out all the possibilities of error that may be caused by the traditional way of calling drivers for updates

alongside round-the-clock support of the technical team.

MFC will continue to be a robust partner to all its clients for all the logistics needs, and reiterate its commitment to always add value by way of innovation and perfection in execu-



(which, at times, becomes difficult due to signal issues or tough geographic conditions).

Target was finally achieved and the transformer was safely delivered at Naini site. This was possible due to the thorough planning and implementation of the plan by the team,

tion.

MFC has more than 25 offices in India and is specialized in overdimensional and critical cargo delivery to the entire subcontinent, including regular consignments to neighboring countries such as Nepal and Bangladesh.

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CSS' Houston-Dubai Airlift

A highly challenging air project cargo movement was successfully handled and completed by the projects team at CSS Dubai. This time also the move was concluded before time, receiving



appreciation from the client side. The real challenge of the project was to transport machinery through different airlines from the U.S. to the destination in the Middle East. The cargo, which were marine crane parts with 60 tonnes of total volume, was airlifted from Houston, Texas, to Dubai.

"The real challenge here was to transport the Machinery as parts, on different airlines and to track all of

them to make sure that each of them reaches Dubai on time, so that we could fulfil our commitments", said Sajith Vijayan, manager projects at CSS Dubai. "The shipment was loaded as part cargo on five separate cargo flights to meet the deadline. Such tests give us great insight on how to handle time-bound movements with precision."


The scope of this air project movement included the collection of cargo as loose parts from the supplier, converting it into airworthy packaging, with the airfreight part in addition. The cargo, after arrival in Dubai, was transported to the client in Ras Al Khaimah - the whole journey completed in 15 days, a day prior to the deadline.

"The project cargo movement has become highly competitive", commented Raj George, senior vice president, projects oil & energy division at CSS Group. "The freight forwarder handling projects cargo must be knowledgeable in all aspects of the movements of goods."

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Vietranstimex Delivers 7 Gantry Cranes

Vietranstimex has successfully completed the project transportation of two Mitsui gantry cranes weighing 1,050 tons each, with dimensions of 148 x 28 x 82 meters. Additionally, five rubber tyred gantry cranes weighing 130 tons each were shipped each from Cai Mep, Ba Ria, to Lach Huyen, Hai Phong.



Scopes of work completed by Vietranstimex included loading out of all cranes from current positions in Cai Mep port onto seagoing barges, followed by sea-fastening and lashing cargoes according to international maritime transportation standards. The project was concluded by the load-in of all cranes from barges onto jetty in the port of Lach Huyen, including moving to working positions and jacking down onto moving rail systems.

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Turk Logistics' Bahrain Moves

Turk Logistics & Heavy Transport has been continuously involved in an ongoing project of Alba Pot Line 6 in Bahrain.

Turk Logistics & Heavy Transports provided the complete port-to-door logistics solutions for cargo supplied by Fives ECL of France. Services includes road permissions, escort arrangements as well as road



works along the route to make the passage of trucks possible. The cargo consisted of a total of eight tool trolleys weighing 53 tons each.

Additionally, Turk Logistics & Heavy Transport has shipped three units of surface miners from Bahrain to Conakry, New Guinea, for the

ongoing projects of Global Surface Mining, Australia. The surface miners weighed 110 tons each.

Turk Logistics & Heavy Transport's team successfully performed the full scope of work, including loading of cargo onto hydraulic low-beds, precar-

riage, handling, documentation, customs clearance, port operations and sea freight from Khalifa Bin Salman port to Conakry Port in New Guinea.

Turk Logistics & Heavy Transport – your reliable, professional partner for projects in the kingdom of Bahrain.

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