



Global Project Logistics NEWSLETTER

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

September — October 2018

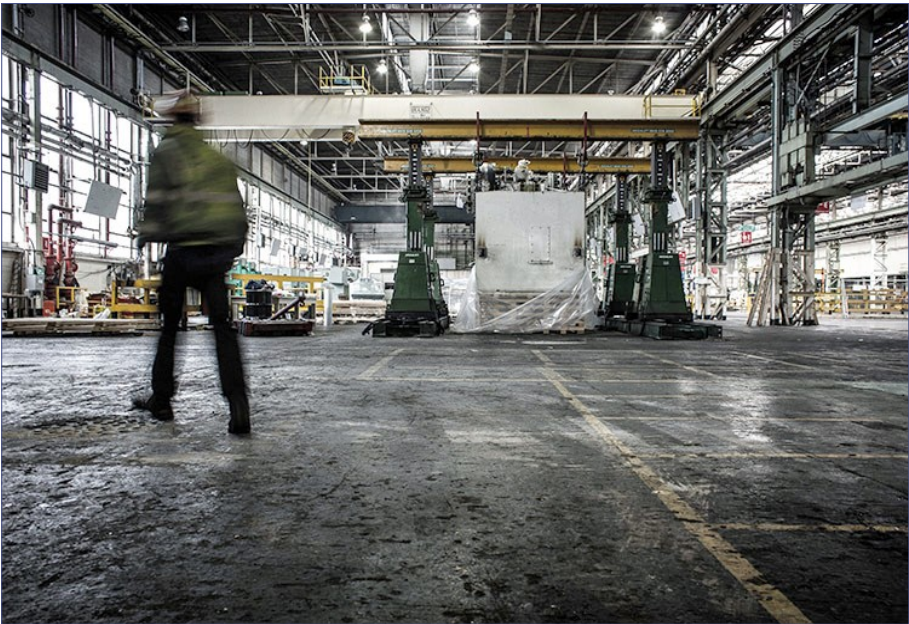
Issue No. 65

Allseas Relocates the Ford Dagenham Factory

The challenge? Transporting various engine tooling equipment of break bulk along with 600 containers of parts. The journey? From Dagenham, U.K., to Bayuquan, China.

The project was to last over six months...

Moving a decommissioned Ford Motor plant - stamping and tooling production press from the U.K. to China - indeed was a major challenge. This was an iconic factory that had been in place for many decades, and nobody really understood what was to come with the danger of corrosive liquids laying in the machines for



many years. To successfully get all pieces moved to the port without any issues was a major piece of logistics.

Over a period of six months, the Ford plant was dismantled, packed and shipped via Thamesport to Bayaquan, China.

Allseas Global Logistics worked closely alongside Ford management, dismantlers, packers and hauliers to ensure that all the tool dye machines were transported in the correct order as this factory was moving to China to start a new life producing tractors.

The outcome?

Along with the breakbulk, Allseas also supplied approximately 600 containers which contained all of the components for putting the factory back together once it arrived in China.

It was a proud moment for everyone when all cargo shipped on a single vessel successfully.

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GPLN's Polaris and Gruber Team Up for Shipment

Polaris Shipping Agencies successfully handled the project delivery of a first fish tank ex Italy, partnering with overseas GPLN member colleague Gruber Logistics, Italy. The shipment

cific axles to ensure heights are well controlled as per the tunnel's permitted specs. Polaris scope also covered the necessary road adjustments, removal of street installations as required, road diversions as per the



with dimensions of 7.9 x 6.9 x 4.6 meters, weighing some 68 tons, was delivered to Dubai's prestigious Royal Atlantis project.

Though, Polaris faced several challenges on the road, including a tunnel which only allowed a maximum transport height of 5.1 meters. Polaris' engineering team worked jointly with Nakheel, the authority managing the tunnel, Dubai police and the Roads and Transport Authority (RTA) for a seamless operation using required spe-

RTA / Nakheel guidelines and the subsequent tilting of the fish tank at the project site its original transport position, where the cargo was placed on specified rails approximately 12 meters from ground level.

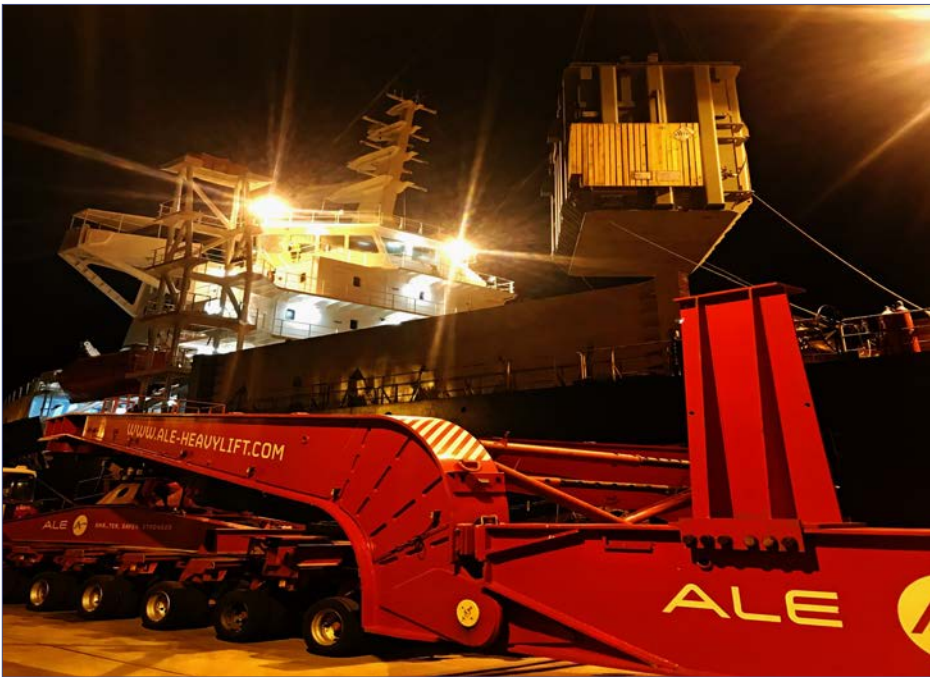
Polaris Shipping Agencies LLC is in business since 1992 and a leading agency and project logistics company in the United Arab Emirates, offering diversified services to an established and global customer base.

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Kestrel Busy in Dover

Kestrel Liner Agencies were busy in Dover, discharging a 260-ton transformer and a 76-feet transformer at the cruise terminal.

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A Word From GPLN

Dear Reader

According to Drewry’s latest Multipurpose Shipping forecaster report, global growth in renewable energy generation, coupled with a construction boom in Southeast Asia, was a good omen for the multipurpose shipping fleet. The London-based shipping consultancy says it remains "reasonable optimistic" for the sector’s prospects because of rising demands for wind power across the world, and widespread infrastructure development across China and India – despite the threats of trade tariffs and continuing competition from bulk and container lines for project cargoes. Industry analyst Wood Mackenzie says that Asia-Pacific’s oil and gas sector looks set to rebound over the next 12 months. Increasing LNG demand, the return to growth of China’s national oil companies, and the number of major offshore sanctions – including SK320 and SK408 in Malaysia, and Reliance’s KG D6 satellite cluster in deep water India – will be key to the sector’s revival. Today’s evolving energy landscape appears to be filled with potential, which is welcome news for project logistic professionals that support the oil and gas industry.

That said Donald Trump’s trade war with China and Europe is forecast to hit global growth this year and reverberate through 2019, the International Monetary Fund has warned in its latest health check on the global economy. The escalation of the US president’s protectionist policies, which has resulted in the world’s largest economy doubling import duties on some Chinese goods, has dragged down the forecast for growth this year and next, with the world’s largest trading countries, including the U.S., France, Germany and China, among the hardest hit. Britain is also expected to suffer slower growth against a backdrop of trade conflicts, though Brexit uncertainty continues to inflict the most harm to the U.K.’s outlook for expansion this year and next, IMF officials said. So while the shipping industry sends out positive sign for the next 12 months



economic bigwigs are more cautious. As always only time will tell who is right and who is wrong. In early October GPLN was exhibiting at Breakbulk Americas in Houston. Our GPLN members Fox Cargo / Brazil, Green Worldwide Shipping / USA, ITM Transportation / Mexico, Logistics Plus / Turkey and M&B Cargo / Uruguay were participating in this event and attended also the GPLN get-together at the popular “House of Blues” restaurant in downtown Houston. The good news ahead of this event was the announcement that the USA, Canada and Mexico reached an agreement on a trilateral trade deal to replace NAFTA, a resolution that was 14 months in the making and named the United States-Mexico-Canada Agreement (USMCA).

Next year’s GPLN Annual General Meeting has been announced and will be held in Bremen, Germany, from May 18-20, 2019, just ahead of Breakbulk Europe Exhibition. After our record-breaking meeting this year in Bremen we are looking forward to yet another large attendance who will have excellent opportunities for networking during scheduled one-on-one meetings, social events, Heavy Lift Maritime and Transport Seminar and RoRo Competence Training Course.

In the meantime, we already started preparing for our next year’s travel plans and events. In February we will attend Breakbulk Middle East which is for the first time taking place in Dubai and in March our GPLN team will head for Shanghai to attend Breakbulk Asia. More travelling is following mid of May. After our AGM in Bremen we will exhibit at Breakbulk Europe in Bremen where we surely will meet a lot of our members. Finally in October we will exhibit at Breakbulk Americas which is scheduled again in Houston, Texas.

Best regards,

Your GPLN team

GLOBAL PROJECT LOGISTICS NEWSLETTER
Publisher: Global Project Logistics Network (GPLN)

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The Global Project Logistics Newsletter is the official news of the Global Project Logistics Network (GPLN), the world’s largest independent project logistics network serving the project cargo, chartering and heavy lift industry.

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NEW GPLN MEMBERS — SEPTEMBER / OCTOBER 2018

Barbados	St. Michael	Kestrel Liner Agencies
Guyana	Georgetown	Kestrel Guyana Inc.
Jamaica	Kingston	Kestrel Liner Agencies Ltd.
St. Barths	Gustavia	Tropical Shipping Co., Ltd.
St. Vincent	Kingstown	Kestrel SVG Ltd.

Power Generator Equipment Moved Ship-to-Ship

CKB Logistics was awarded to deliver power generation equipment for the 130-150 MW electricity power plant project to GECC site at Lombok, West Nusa Tenggara, Indonesia. This project cooperated with PT Pembangunan Perumahan (Persero) Tbk.

Ship-to-ship transfer operation is the transfer of cargo between seagoing ships positioned alongside each other, either while stationary or underway. Ship-to-ship transfer operations take place at open sea or at OPL (outer port limit).

The involved parties are the two participating vessels and the service

provider who provides the ship-to-ship equipment. There is no direct contractual relationship among

those parties and both masters are responsible for ensuring safety.

Key factors to a success delivery



were a prudent survey, operating plan analysis, routes and type of transportation, which all means meeting the customer's expectation with CKB Logistics' solutions. The company plays an important role in the project ship-to-ship transfer operation, include operations-timing precision when using sea transportation with challenging climates and weather changes.

With CKB Logistics' vast experience in handling this kind of project, it was a given that the cargo shipment could be successfully delivered timely and safely.

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Almajdouie Logistics Transports Oversized Load for Saudi Power Plant

Transporting oversized loads presents its own unique set of challenges, which Almajdouie Logistics is no stranger to.

In this case, transporting a large boiler from Jubail industrial port to the Fadhili power plant required fine coordination by the Almajdouie team as fences, gates, light poles and even power lines had to be moved to accommodate the cargo.

Overall the load measured 14.97 x 14.07 x 17.70 meters, including the height of the trailer, which presented significant logistical challenges. Two 18-axle lines were used side by side to carry the boiler.

The first step was to bypass port's 13-meter high conveyor belt by partially removing fencing and the port

gate.

The second challenge was to avoid 11-meter high power lines,



which could not be turned off because it would disrupt water production connected to the power lines.

The alternative route passed through the Sadara Aramco plant, and the Almajdouie team held sev-

eral meetings with Sadara management and security department to secure the necessary permissions to

pass the convoy through their premises.

A plan was drawn up by the relevant engineering department, and two gates were removed at the Sadara plant to accommodate the load.

The next challenge was the width of the old Kuwait road, which is 7 meters, whereas our trailer was 7.5 meters wide, with a minimum requirement of 7 meters to manage the movement.

A civil contractor was hired to complete this task, and ministry of transport approvals were secured, as a total of 63 light poles needed to be removed in the Jubail industrial area. Furthermore, power lines had to be shut down and lifted in five different locations along the route.

The entire operation was completed ahead of schedule, in just 13 days as compared to the estimated 17 days, and the boiler was delivered safely without incident.

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Tortola	Road Town	Island Shipping & Trading
Trinidad and Tobago	Chaguanas	Kestrel Liner Agencies
U.K.	London	Kestrel Liner Agencies
Vietnam	Ho Chi Minh City	Super Cargo Transport Co., Ltd.

RoRo Vessel Salome Takes to the Seas After Green and Gray Rebrand



RoRo vessel Salome has left Zhoushan, China, after being repainted in Wallenius Wilhelmsen's new brand colors.

Having recently called at Baltimore, USA, she is now making her way around the world. The vehicle carrier, built in 2012, is one of the first vessels to have been rebranded with WW Ocean's sea-green and flint-gray.

At 75,251 gross tonnage and 43,878 deadweight, Salome can transport up to 6,000 cars at a time.

While in Baltimore, Salome used her 505-tonne stern ramp and nine internal cargo decks to discharge and load nearly 7,500 tonnes of rolling and static cargo during a 24-hour port stay.

She is the first of the WW Ocean fleet to be repainted in the new colours as part of scheduled maintenance work to avoid extra costs.

Salome's repainting follows the creation and listing of Wallenius Wilhelmsen in April 2017's rebrand,

when Wallenius of Sweden and Wilhelmsen of Norway merged their jointly-owned companies.

Former operating entity Wallenius Wilhelmsen Logistics (WWL) was restructured to become two new entities: ocean shipping company Wallenius Wilhelmsen Ocean (WW Ocean), and land-based logistics provider Wallenius Wilhelmsen Solutions (WW Solutions).

The group's rebrand also saw the launch of a new Wallenius Wilhelmsen logo – a modern take on the traditional W, made up of two lines and a circle.

The lines symbolise the products transported on the company's RoRo vessels, and its land-based logistics services.

The circle represents navigation degrees, the "O" of ocean, as well as the life-cycle perspective. The sea-foam green symbolises the ocean, while the gray symbolises land.

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5 Reasons to Choose RoRo for Your Heavy Breakbulk

Choosing a RoRo liner service gives you reliable, cost-effective transportation for even the most complex cargo.

Roll-on roll-off (RoRo) vessels are state-of-the-art ocean vessels, capable of carrying a mix of products, from auto and large construction and agriculture machines to various breakbulk products.

The products are rolled on-board to the appropriate deck, depending on the product's weight, height and length, and safely secured with lashing to the vessel deck.

Here are five reasons to choose a RoRo liner service for your next heavy breakbulk shipment (provided by Wallenius Wilhelmsen Ocean):

1. Low total price and cost transpar-

ency: Many customers find that savings gained from the low ocean rates advertised by some LoLo and container services are quickly wiped out by costs such as container hire, storage, additional labour, and equipment rental. For a typical heavy breakbulk move, RoRo costs are more transparent and can help you achieve a lower total landed cost.

2. An established, scheduled service: A RoRo liner service operates with a frequent scheduled timetable giving you peace of mind. Unlike Lo-Lo routes, which can be postponed or diverted at very short notice, a RoRo liner service is a timetable you can rely on.

For complex routings, transshipment gets your cargo from A to B in good time. Cargo awaiting transfer never

**Continued from page 4:
5 Reasons to Choose RoRo
for Your Heavy Breakbulk**

leaves the secure wheeled handling equipment.

3. Increased safety and quality: Your heavy breakbulk is securely lashed to handling equipment from port to port, consequently there is much less lifting involved than with any other ocean transport method. Because of the flexibility within a Ro-Ro vessel, there's no dismantling required.

On the vessel, cargo is simply rolled to the appropriate deck, depending on the item's weight and dimensions. The cargo is lashed into place to help deal with any rolling from ocean swells.

4. Protect cargo from elements: Because all cargo is kept on climate-controlled fully sheltered decks, it is suitable for delicate breakbulk that could be affected by water or humidity. This standard of handling reduces



risk and is unrivalled by any other vessel type.

With lift-on lift-off operations, your cargo is exposed to the elements and requires the additional time and cost of packaging and protection. With

container shipping, your cargo may still be vulnerable to changes in temperature and humidity.

5. Detach port operations from the vessel schedule: With a regular Ro-Ro liner service, there's no need to hire port warehousing for crating, packing, loading, and so on, which helps keep costs low. Guaranteed departures mean you can arrange your own port operations as and when necessary, with no wasted cost.

Heavy breakbulk can be drip-fed as and when it is produced on to vessels with no need for costly storage at the port while waiting for a suitable vessel.

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Megalift's Tamping Machines

Railway is one of the major industries that Megalift is largely involved in. Be it the construction of new railway projects or transportations for



maintenance purposes, Megalift is always ever ready to service its clients.

Megalift recently performed the deliveries of two tamping machines for Malaysia's national railway company from Klang to Padang Tengku in the state of Pahang, covering a distance of more than 200 kilometers.

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TRANSFER**

When a long, tall or heavy product is delivered by WWL, it's not just another handover. It's the last in a series of tailor-made solutions designed to perfection. It's about providing the right vessels and specially designed equipment to enable smooth transitions between land and ocean. And it's about combining decades' worth of handling expertise with a truly global network. Whether you need reliable shipping from A to B or door-to-door solutions, we work with you to create value at every handover.

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**

Braid Handles High Volume

Braid was contracted to store an entire power plant equipment for over four years in Houston while the contract was finalized. Upon contract execution, Braid was requested to ship more than 4,000 freight tons of equipment from Houston to Hawaii in a shipping period of just over two months.

The accelerated schedule required a highly organized and efficient effort to move all the equipment from Houston to California in order to meet U.S. Flag vessels for the ocean transport to Hawaii.

This important project called for detailed planning and expertise to manage the entire operations as the customer looked to Braid to meet a critical path delivery schedule.

The operations included consolidating the materials from various suppliers in the U.S. at a local warehouse, crating and skidding of materials, and transport from warehouse to site in Hawaii via RoRo, break bulk and container vessels.

Hawaii is historically known for its high cost of shipping therefore Braid

ensured that every bit of space on trailers and in containers were utilized to optimize the cost.

“It was a crucial moment”, said Gus Chalos, president of Braid. “For more than four years, there were no set delivery dates, we had no idea what was in store for us. We faced a challenging schedule but

delivered on our promise to ship all equipment within the requested six week shipping period”.

Braid’s coordinated and well executed logistics plan allowed for a safe and rapid

delivery of all equipment to site helping the customer to begin the construction of a 30MW power plant that will generate renewable energy fueled by locally grown tress on the island.

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

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Super Cargo: More Heineken for Vietnam

Super Cargo Transport (SCT) of Vietnam successfully delivered a project for Heineken.

SCT successfully executed the project within the required time, despite all the difficulties occurring in the process of performing the work,

time.

The Tien Giang project was quite easier than the Danang project, since in Danang the trucks must cross through a city that is even busy at night.

However, with the support from police escort and hard working SCT



including weather conditions.

The accomplishment came from last year 2017 when SCT excellently performed the transportation of four tanks for Heineken brewery from the Haiphong port Hanoi factory, the capital of Vietnam. SCT was gaining and enhancing the trust from the customer.

With this experience in practice, SCT was assigned to handle two more shipments:

20 tanks in Danang and eight tanks in the Tien Giang project, which were handled at the same

teams who worked throughout the night, the tanks were delivered safely after working two nights continuously. During daytime, SCT prepared to erect the tanks into position.

With SCT’s effort, devotion and success, the company obtained a certificate of achievement in shipment, of which the company is very proud.

Heineken is one of the world’s leading international beer brewers, making a significant annual economic contribution to Vietnam with about 0.88% of the nation’s total GDP.

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Record Loading on Single Rolltrailer

A global EPC and freight forwarder put Höegh Autoliners to the test when tasked to transport a 43-meter crane girder in one piece from Turkey to Bahrain. With this, a new record was set for the cargo handling team.

Transporting long out-of-gauge cargo is nothing new to Höegh Autoliners who frequently transport longer units, such as trains and windmill blades. The difference this time was that the unit needed to be transported on a single rolltrailer.

Earlier this year, Höegh successfully transported a 37 meter long girder from Borusan to Bahrain for the Alba Potline 6 Project. Adding another six meters in length, the 43 meter long piece now pushed the limit to what is possible to ship on a single rolltrailer.

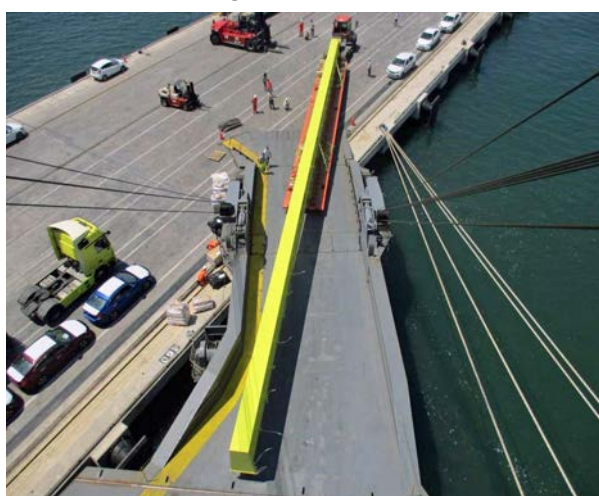
“Our policy is to primarily use well known methods in order to keep the risk and complexity to a low level in all aspects of the cargo handling operation,” says Einar Bassøe, head of global cargo operations. “As for this particular piece, it could have been loaded with other methods, but by keeping it to the single rolltrailer concept we ensure a low risk operation in front of us.”

By using equipment that is well known in all ports around the world,

the cargo operations team could rest assured that the stevedores on each side of the sailing would be comfortable with handling the long piece of cargo.

Modified solution implemented

Loading a 43 meter long unit on one rolltrailer put Höegh’s Cargo Operation team to the test. When creating the drawings on how to stuff the



rolltrailer, it became clear that if we would use our regular 80-foot rolltrailer, the bogies would be in front of the cargo’s centre of gravity. This would result in too heavy load on the front wheel and the cargo would tip.

The solution was to use Höegh’s 80-foot rolltrailer with modified bogies. The wheels of these rolltrailers are located further to the back, to facilitate both the location of the weight and to reduce the impact of extreme over-length like in this

case.

Einar says, “When the issue with the centre of gravity was solved, we had to ensure safe margins. We calculated the maximum inclination of the stern ramp in both load and discharge port with respect to draft and tidal conditions. Based on this, the required height from the ground to the girder, was carefully calculated in order to safely pass over the inclined ramp, and then on board the vessel.”

Detailed drawings and instructions were sent to the terminal in Borusan, detailing the process of how to stuff and secure the cargo correctly. In addition, Höegh Autoliners’ own Port Captain was also present to supervise the operations.

With everything in place, the girder was safely loaded on board Höegh Berlin ready for its sea transportation to Bahrain.

Einar says, “The successful operation was made possible thanks to the great teamwork across our cargo operation teams and the detailed planning involved. This ensured that the solution worked exactly as planned and shows that we are ready to push our boundaries every day for our customers.”

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Flawless Rio Move

Enterprise Project Logistics manages not only international freight, but are also specialists in rigging and removals.

The company was awarded with the transportation of an offshore accommodation module from its factory to a PSV vessel docked in the port of Rio de Janeiro.

Enterprise Project Logistics first loaded their fully assembled 150-ton



accommodation module on one of Brazil’s most iconic floating cranes, one of the many that dot Rio’s splendid Guanabara Bay, and from there they transhipped the module to the platform supply vessel waiting for the cargo.

The latest generation accommodation module is equipped with kitchens, bathroom facilities and very delicate plumbing works surrounding its external walls. Despite of the skill level required, the operation took one whole day only to be completed, without any unforeseen extra costs or charges, and all the moves were executed flawlessly.

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WE'VE GOT IT COVERED

Höegh Autoliners is continuously looking for innovative solutions to transport higher, heavier and longer breakbulk cargo. With a height of only 47cm, the Superlow rolltrailers are designed to transport 25-30cm higher cargo than before.

Moving Aircraft Rescue Trucks to Male

Aircraft rescue firefighting trucks, moved by the CSS Projects team: An interesting project movement was successfully concluded by CSS Projects team, lead by Sony Mathews.

Aircraft rescue firefighting trucks were the cargo. There were two trucks to be moved from their origin

to flatrack containers by using special lifting gears. "We enjoyed each point of the project execution", Sony said. "The movement was challenging and at the same time exciting. Two cranes were engaged for tandem lift. Special wooden supports were provided for the accurate positioning of the trucks onto the

president, projects oil and energy, CSS Group, after the successful project completion. "Executing the movement on time with 100% success is what we look into at CSS. Our past experience and successful results attract clients to us when such demands pitch in."

In another assignment, the CSS

Vijayan, manager, projects oil and energy division, CSS Dubai. "Our experience in the field of project forwarding helps us a lot in this regard."

The scope of the project included the collection of the cargo, completion of airworthy packaging as per the airline guidelines, plus doing the airfreight.



at Jebel Ali, U.A.E. to the destination at Male, Maldives.

The experienced CSS Projects team conducted the pre-move survey of the route and destination prior to the commencement of the move. Each point of the entire project was carefully assessed to ensure a fool-proof and smooth journey of the cargo.

The dimensions of the trucks were out of gauge. Trucks were loaded on-

flatracks."

"The trucks were then lashed onto the flatracks and secured with suitable chains & buckles", added the team leader.

All documentation and prerequisites were properly met, so as to ensure a hassle-free cargo movement. "Project movements always demand experience and skilful handling", commented Raj George, senior vice

team moved project cargo from Dubai to Lagos. The movement was successfully handled and completed by the projects team of CSS Dubai. 68 tons of pipes, flanges, stud bolts and nuts were air freighted from Dubai to the African destination. "Extensive examination of the scope and aim of the project movement needs to be analysed before commencing such projects", said Sajith

As per Sajith, the main challenge in this particular project was managing the movement within a short time frame.

The entire cargo was moved in four different lots and different aircrafts, with basis cargo moved on passenger flights and cargo flights and minimum transshipments.

"Timely follow-up with the airline companies and updating the client about the status of the cargo in regular intervals becomes indispensable to keep the movement robust.

The assistance from the air freight department at CSS Dubai needs a special mention here. They have done a commendable job in successfully executing this project", mentioned Sreenath V., vice president, projects oil and energy division, CSS Group.

The successful completion of this air project cargo movement has once again proved the trustworthiness of the projects division of CSS Group, who has already in its kitty a long list of renowned project cargo movements in the Middle East over the last two decades.

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HEAVY MATTERS

By Gert Vos



CHECKLIST FOR PROJECT FORWARDERS

PART 3

In this article (part 3 of the Checklist for Project Forwarders) we will review the undermentioned topics related to CRANE ACTIVITIES. We have divided the checklist into seven major topics:

- A. Working Area
- B. Cargo (load)
- C. Means of Transport
- D. Documents
- E. Personnel
- F. Permits / Escorts
- G. Restrictions

A. Working Area

Before starting with any lifting activity with a crane, you should check the location where you want to position the crane:

- Accessibility of the area (enough space to get on site, stable road)
- Allowed ground pressure on site
- Any obstacles above or under surface: sewerage, waterworks, gas pipe, electrical or any other wires, etc.
- Work area with enough space to maneuver
- Position in port: direct on quay side or some meters from quay side! Check with port authorities.



Enough space to guy the boom?
(turning boom between or near buildings)

Ground pressure?
Always use outrigger plates and maybe
extra loadspreading

B. Cargo (load)

Important matters are:

- Weight and dimensions of the load (cargo)
- Position of center of gravity
- Where are the lifting lugs / trunnions
- What lifting equipment to be used: spreader / lifting beams, nylon or steel slings, grommets, shackles
- Necessary capacity of lifting equipment
- Lifting with one or two cranes?
- In general: safe / stable lift

C. Means of Transport

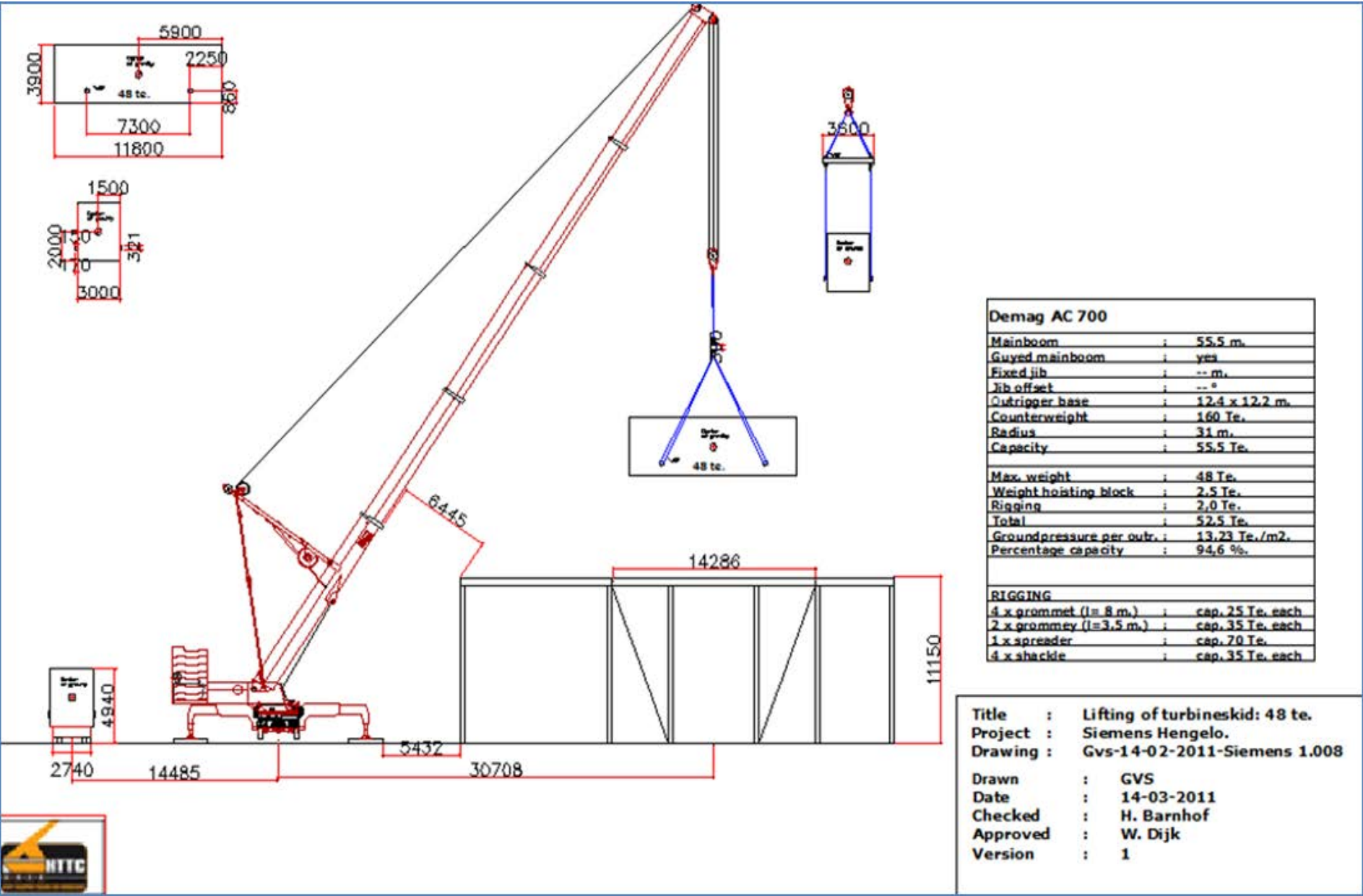
How is the transport of counterweight and lifting equipment organized? Enough space for all counterweight trailers? Who delivers the special lifting equipment (including transport)?

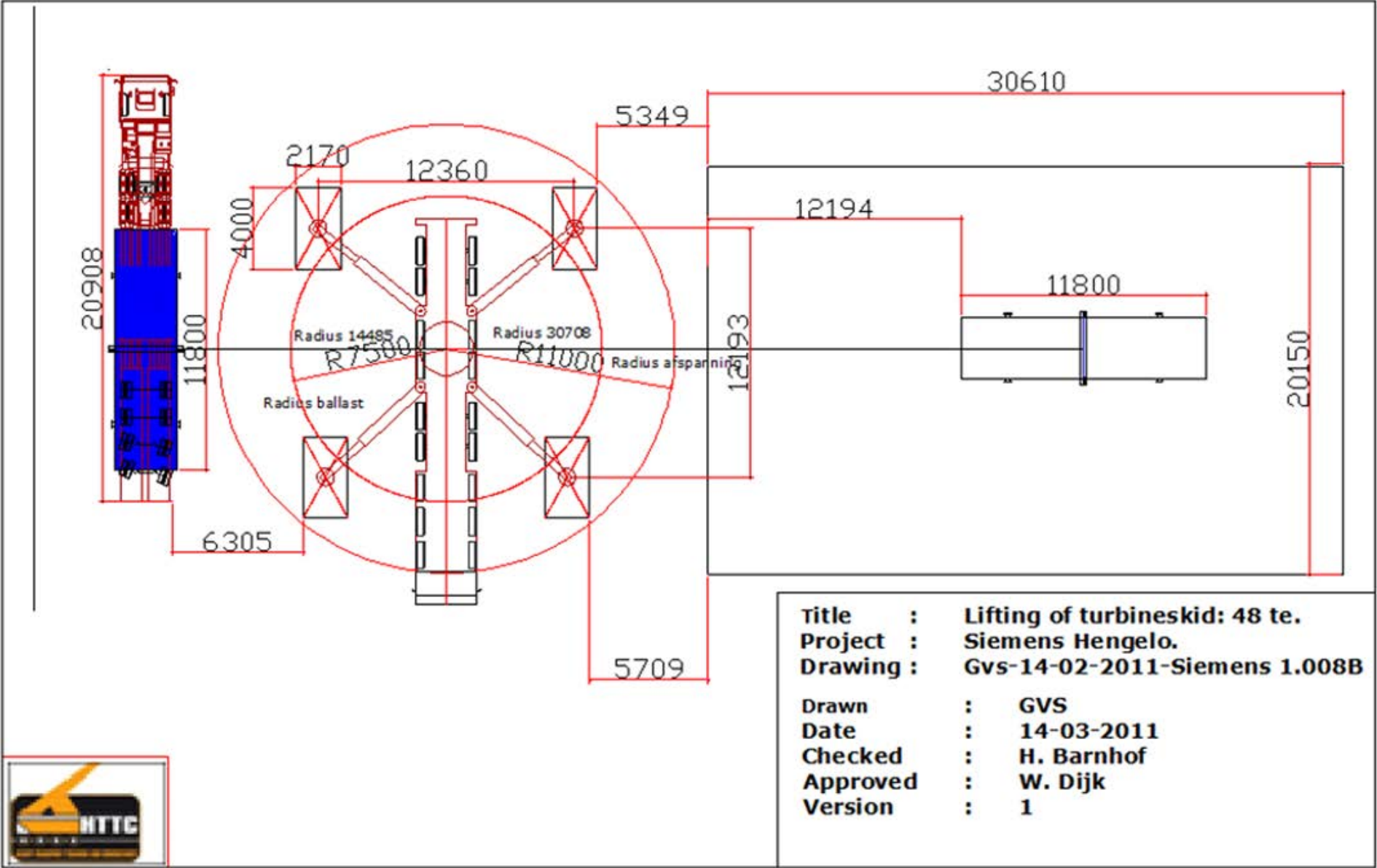
D. Documents

Certificates of the crane (valid approval) and of course valid certificates of all lifting equipment are necessary.

Method statement, task risk analysis.

Before lifting: make or ask for a lifting plan with all details.





E. Personnel

Tool box meeting before lifting with all personnel. Very important are riggers “under hook” to hook and unhook. These people should also be experienced as the crane driver!

Use PPE: helmets, gloves, safety shoes etc. etc. And check before you start working: special PPEs required?

F. Permits / Escorts

On many locations it is necessary to obtain permits to lift, for instance from private companies and port authorities.

For many cranes you need permits for transport on roads and also permits for the trailers with counterweights.

G. Restrictions

What are the weather conditions?

Wind / frost (reduction on capacity) / thunderstorm, etc.

Max. windforce: Beaufort 6 (in general), sometimes less (light cargo lifted with allong boom on a high position).

Gert Vos - HTTC

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MFC's Multimodal Move

Godrej had manufactured a vacuum desecrator in its Mumbai Vikhroli production plant for one of its prestigious clients. The product was destined for final voyage to Abu Dhabi via Mumbai port.

With the vacuum Desecrator being 27.25 meters long and weighing around 84 tons, it was not feasible to move it via road to Mumbai port. Instead, it had to be moved via multimodal transport. MFC Transport was preferred over other competitors for this job, based on its long-term experience in multimodal transport and project forwarding.

Planning for the awarded move was initiated and Godrej jetty was finalized as terminal point for further dispatch towards Mumbai port. MFC's technical and operation team were geared up. Route survey specialists were put into action and sent ahead to check for any hiccups or bottle-necks from Godrej Plant to the jetty

while the technical team was studying the drawing to plan for axle and puller capacity, which would be required for the said task.

favorable conditions before being able to proceed.

Keeping the tough weather conditions in mind and that a vessel was

necessary arrangements including ramps, steel plates and sand bags were

kept ready to make sure roll-on activi-

ty onto the barge would take place easily, ruling out any possibility of jeopardizing time and risk to assets and personnel.

A total of eight stools with a height of 1.2 meters were arranged. It was made sure that the package is properly sealed and secured thereafter, when the package was further dispatched to Mumbai port, where it was loaded on the Industrial Challenger vessel for its final voyage to Abu



Major prerequisites were taken into consideration and all required permissions were received from the government and authorities. Finally having done all due diligence, MFC was all ready to hit the road.

However, due to a sudden change in climatic condition, accompanied by heavy monsoon and storms, it was nearly impossible to proceed with plans. NFC had to wait for

waiting at Mumbai port, a suitable barge and tug were leased. The barge was then docked at Godrej jetty, and a Volvo puller with 16-axle line was arranged at Godrej plant for loading.

Finally, after all the due diligence and study, the big day arrived. Movement was initiated from Godrej plant where the vacuum desecrator was loaded on the axle and further dispatched towards the jetty. All the

Dhabi.

MFC specializes in handling multimodal and project logistics. The company has several teams of professionals with vast experience in this domain, which has always been the backbone behind this success.

MFC has handled several shipments of the said type successfully and delivered material safely and on time.

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More Turk Logistics and Heavy Transport Jobs

Turk Logistics and Heavy Transport has successfully executed the transport of

complete transportation and port operations, including receiving of cargo from ship hook and unloading to the delivery site.

The aquarium cylinder weighted 55 tons with OOG dimensions of 10.80 x 7.40 x 7.50 meters.

The job was safely and successfully handled by the Turk expert project team.

Additionally, Turk has completed another successful local transportation of an outlet fan duct (part 3) for local client Ramsis Engineering.

The cargo was delivered to Aluminium Bahrain potline 6 project. the outlet fan duct weighted 30 tons, with dimension 16.19 x 10.35 x 8.35 meters.

As mode of equipment a self propelled modular trailer (SPMT) with 24-axle lines was used.

Turk Team was responsible for the complete transportation, including road permission and escort arrangements.

Turk Heavy Transport offers tailored transport services for oversize,

heavy or challenging cargo.

The company provides project cargo solutions by sea, air and land, led

by an experienced team in the kingdom of Bahrain.



an aquarium cylinder in the kingdom of Bahrain for the Dilmunia Mall Development Company BSC.

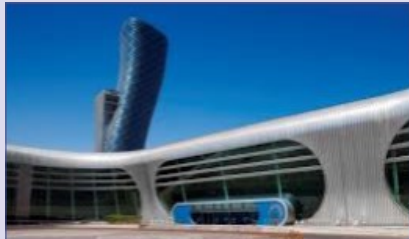
Turk team was responsible for the



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Upcoming GPLN Meetings & Events 2018 / 2019

4th Breakbulk Middle East Transportation Conference & Exhibition
February 11 — 12, 2019
Abu Dhabi National Exhibition Center (ADNEC)
Booth No.: 014
Abu Dhabi, U.A.E.



8th Breakbulk China Transportation Conference & Exhibition
March 20 — 21, 2019
Shanghai World Expo Exhibition & Convention Center
Booth No.: SS13
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.: M15
Bremen, Germany



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

AMI Delivers Terminal Tractors

AMI Middle East delivered the first six terminal tractors for the upcoming container terminal at Khalifa port, Abu Dhabi. The terminal is under construction and once completed will be operated by COSCO.

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Windmill Project for the Netherlands

Logistics Plus, a GPLN member in Turkey, has successfully loaded 42 pieces of windmill towers and generators from Aliaga, Izmir, to the Netherlands. The challenging cargo was an almost full charter with 7,507 cubic meters, weighing 821 tons.

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Protranser's Busy 5 Days

One of Protranser's latest jobs was a 38-ton rudder with a 6.5-meter width. Protranser completed a door-to-port service of heavy cargo from Lyshun, Liaoning province, to Zhoushan, Zhejiang province, China, within five days.

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Skeiron Logistics Honored at Maritime and Logistics Award 2018

Skeiron Logistics, parent company of GPLN member SE Freight & Logistics (India) Pvt. Ltd. and one of India's leading logistics solution provider, has been honored with the prestigious Maritime and Logistics Award (MALA) 2018 for being the Most Promising Project Cargo Logistics Company of the Year.

In a glittering ceremony at St. Regis, Mumbai, the award was conferred to Mr. Gautam Rekhi, CEO of Skeiron Logistics.

Skeiron Logistics has made significant contributions to the project logistics industry by going beyond the standard mandates which is conducive for the growth of the sector.

It stands for providing cost effective, damage-free and value-added

end-to-end logistics solutions that businesses can depend on.

Organized by EXIM India, this was the 9th edition of the industry

Selected by a jury comprising some of the leading lights of the fraternity, this is an award of the sector, by the sector and for the

us with this honour. We, at Skeiron Logistics, always focus on enriching customer experience. I must also say that this award is a validation of the

fact that Skeiron Logistics is driven by a purpose of making dependable logistics solutions a critical factor for businesses to meet their goals more effectively and consistently."

Skeiron Logistics is one of India's leading project cargo logistics solution provider with specializa-

tion in multi-modal over dimensional cargo (ODC) and sensitive cargo with a global footprint.

The company has a distinction of being India's largest logistics solutions provider in the renewable energy sector.

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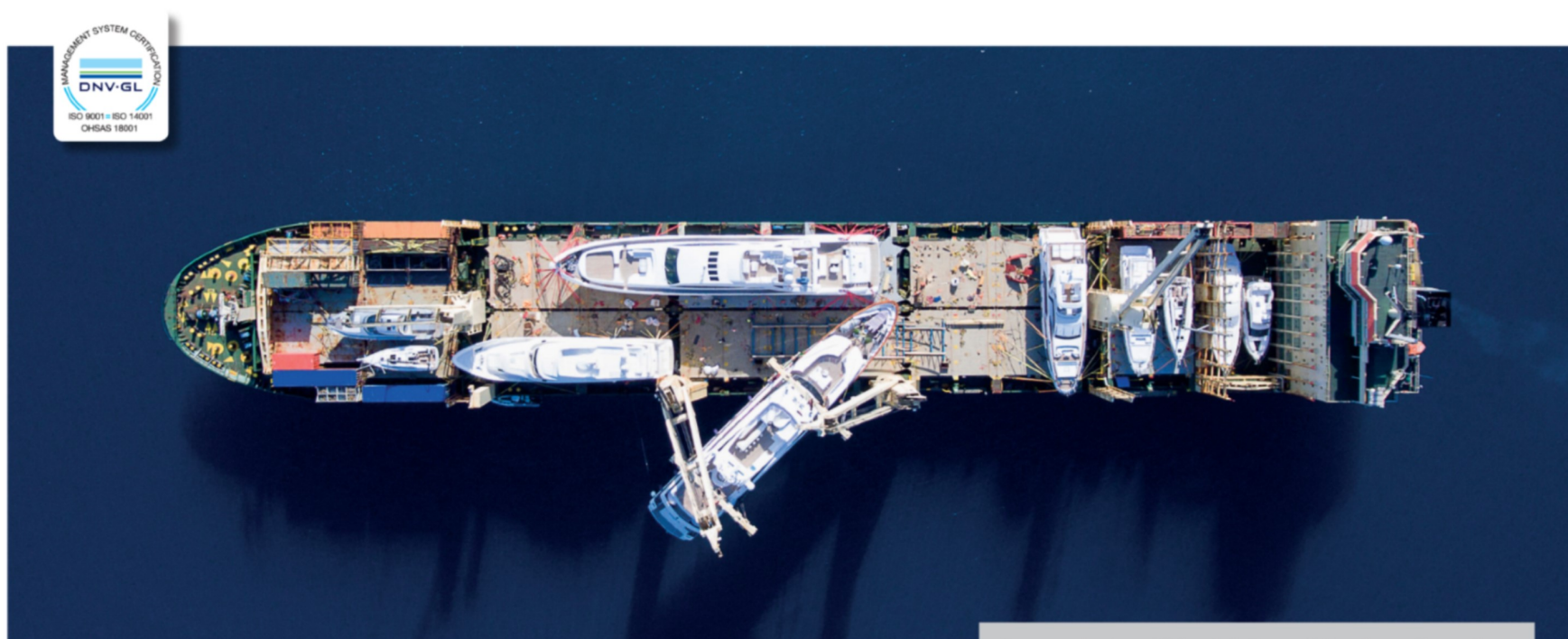


awards.

The Maritime and Logistics Awards have emerged as the authoritative recognition of quality service, best practices and innovation - both among companies and individuals - in the various segments of the maritime and logistics sector.

sector.

Speaking on the occasion, Mr. Gautam Rekhi, CEO of Skeiron Logistics, said, "We are extremely delighted to receive this coveted award. We would like to express our heartiest gratitude to the eminent members of the jury, for bestowing



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SAL Whale Watching — Focusing on the Environment to Save the Planet's Biodiversity

When people sail the sea, marine organisms tag along. These little hitchhikers can possibly cause an in-

vasion or disruption of ecosystems far from their natural homes, pushing out local species.

Before entering these waters, SAL's vessels MV Anne-Sofie and MV Regine, had to undergo extensive biosecurity preparation.

food waste freezers were installed on board and both vessels were finally checked and certified by a third party biosecurity surveyor.

sels for this project and to protect the marine species, were really worth it", said Holger Krenz, head of project management of SAL.



Some species catch a ride by attaching themselves to the sides or bottoms of vessels. But many more stow away in ships' ballast tanks and threaten coastal eco systems.

Focusing on the environment has always been one of the key values of SAL. And when we were assigned with the transportation of 43 reels, weighing about 11,400 tons in total and up to 335 tons each, from Batam, Indonesia, to Broome, Western Australia, the SAL project management team exactly knew they had to do their best in fulfilling the strict biosecurity requirements for the Yampi Sound area.

This remote tropical area of the world, in gorgeous natural scenery where white beaches meet turquoise water, is part of a coastal conservation area rich in endangered and endemic

It had to be made sure that no foreign species or particles were attached to the vessels.

This included amongst others: mussels, barnacles, plants, sea grass, insects, dust, mud or animals. Also no food waste was allowed to be carried into Australia or put over board whilst in Yampi Sound.

Both SAL vessels were sent to dry dock in Singapore for extensive stripping and hull cleaning measures not only including the hull, but also sea chests, inlet-outlet pipes, as well as the anchor chain and locker.

After all high pressure washing measures were completed the hull was coated with anti-fouling paint. A biosecurity officer was nominated within the vessels' crew and trained accordingly.

Last but not least the ballast water tanks had to pass an inspection,

"Seeing the beautiful photos of our vessels in Yampi Sound, surrounded by wildlife and in some amazing scenery, proofs that all the efforts that our team, on board and on land, put into preparing the ves-

Besides mastering the challenge to adhere to biosecurity requirements, the shipment itself also came with an interesting heavy lift scope, consisting of three phases:

The first phase included the transportation of the equipment from the European manufacturers in Denmark, Norway and France to the clients' facility in Batam, Indonesia, for consolidation. All shipments have mainly been handled as sole cargo voyages.

In phase two, a total of 43 reels were shipped from Batam to Yampi Sound and handed over to the installation vessel for floating storage in a double banking operation.

It only took three shipments, twice with MV Anne-Sofie and once with MV Regine, to bring all equipment to their final destination.

Finally, in phase three, SAL transported all empty reels back to the supplier.

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Power Plant for U.S. Virgin Islands

DAKO Worldwide Transport GmbH was entrusted with the transportation of a complete LPG plant from Finland to the U.S. Virgin Islands. Center pieces were three gensets with a single weight of 134 metric tons and dimensions of 1,300 x 330 x 460 centimeters.

Due to local environmental specifications also three vocsidizers were shipped, same had a unit weight of 55 metric tons and dimensions of 1,100 x 465 x 330 centimeters. After loading in Finland, the heavylift ves-

sel did a further stop in Hamburg, in order to load these vocsidizers before continuing her voyage to capital St.



Thomas port and further land transportation from port to site by means of SPMT.

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667-Ton Regas Module From China to Korea

Espirit Logistics had received an order from a Korea major shipyard to ship a regas module and suction drum skids. The regas module, a bulk cargo with a huge volume of more than 10,000 cubic meters, was ready to ship from Nantong, China, to Geo-Je, Korea. Esprit Logistics of South Korea, as a specialist in heavy bulk cargoes, handles lots of special shipments. However, a size of this regas module was extreme. The module's dimensions had a length of 30.64 meters, a width of 21.5 meters and a height of 15.63 meters, with a gross weight of 667 tons.

The regas module was transferred

on a self-propelled barge by SPMT units. Esprit Logistics dispatched their staff to supervise not only loading work at all times, but also discharging work. Moreover, Esprit enjoys a close and friendly relationship with a ship master and chief officer to fulfil the whole procedure in the most efficient manner.

The undersigned surveyor monitored and carried out cargo loading and lashing conditions of the project module during the load onto the vessel as well. For the many efforts involved, Esprit Logistics once again completed this project work successfully.

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“Hey BATI, We Need 27 Range Rovers in Jebel Ali ASAP”

BATI Group has completed another successful stuffing, lashing and shipping of 27 Vogue Range Rover SUVs from Gemlik, Turkey, to Jebel Ali, U.A.E. Mr. Kaan Aydın, office manager of BATI Group, has stated that they are very much inter-

admires...

Additionally, BATI was awarded another power plant project, handling the shipment of a power plant from Turkey to Tunisia. The shipment was 300 tons in total, equaling 2,750 cubic meters. This door-to-port job was quite challenging due to the cargo's



ested in such challenging and big shipments such as this one. He said the biggest challenge was not the cargo itself, but the lack of time and quantity of cars. Despite all the challenges, Bati managed to have successfully loaded 27 cars into a total of 27 TEUs. Mr. Kaan added that these shipments are the ones he

unbalanced center of gravity and the lack of lifting points. However, the engineers and project executives of BATI got together and figured out everything even within a limited time. The operation took BATI six days in total - even though it was a national holiday in Turkey.

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