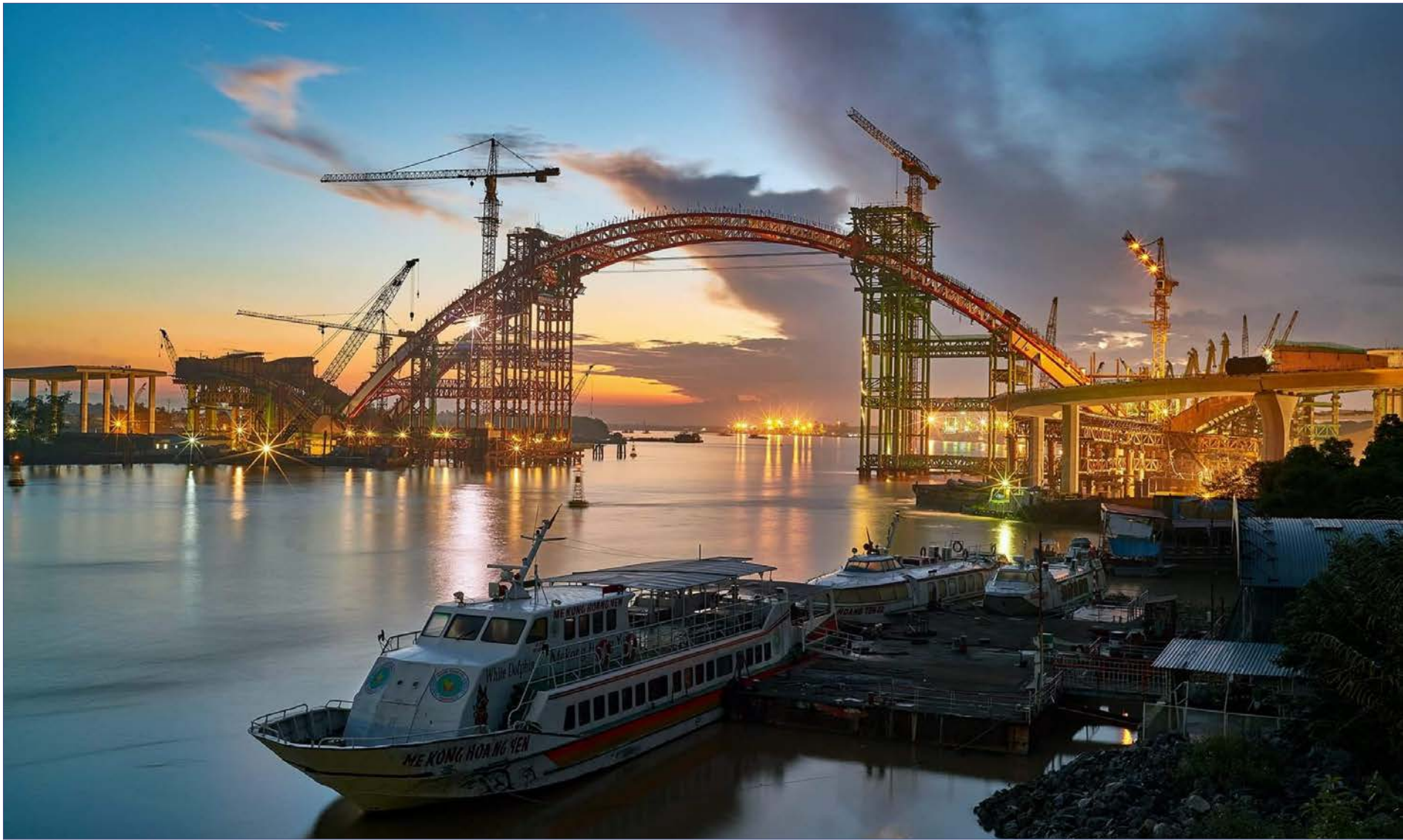


## Vietranstimex Lifts Steel Section for Massive Bridge



**M**id-2018, Vietranstimex completed lifting the last but heaviest steel arch section of Hoang Van Thu bridge, Hai Phong, using the Fagioli strand jack system. The move finished the project which started in April the same year.

The bridge comprises of four 140.5-tonne sections, four 82.5-tonne sec-

tions, six under-forty-tonne sections and one 527-tonne, 84-metre-long steel arch that forms the main central arch.

With the exception of the central arch, all of the other sections had been lifted to pre-designated erection position by Vietranstimex's newly-acquired 550T crawler crane LR1550.

Vietranstimex utilized a 4,700-tonne seagoing barge to make a working platform for the crane during the project and to float the main arch section at the required position between two main piers of the bridge.

There the “giant” was pulled up into position by strand jacks mounted on four temporary lifting towers.

The new Hoang Van Thu bridge, located on the Cam river, will connect Minh Khai Ward, Hong Bang

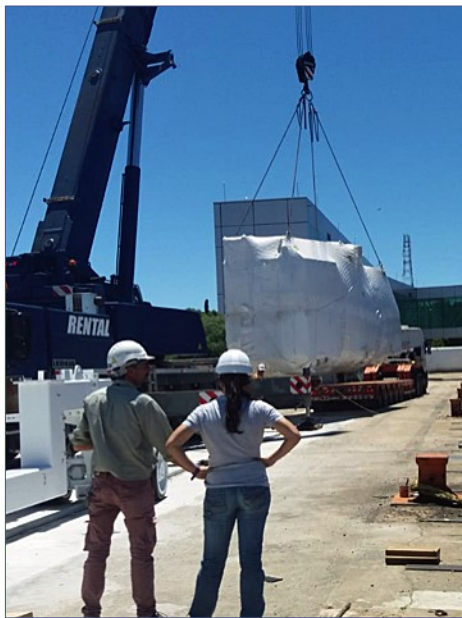
district, to Tan Duong Hamlet, Thuy Nguyen district, Hai Phong.

With an investment capital of around 2,200 billion Vietnamese dong (95 million U.S. dollars), the bridge will become a landmark of the city.

The successful installation of the central arch has marked a significant milestone towards the completion of the bridge, to the pride of Hai Phong city’s government and people.

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## Uruguayan Moves



**L**ogistics provider KMA was busy for the ferry terminal of Colonia. Moving altogether 92 tonnes, they handled a project cargo shipment consignee to the national port authority of Uruguay for the ferry terminal. KMA was contracted to discharge the goods over trucks and coordinate delivery from Montevideo to Colonia port, about 200 kilometers from the country's capital.

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## A Word From GPLN

### Dear Reader

We have noticed from various sources that the world economic outlook expected growth in emerging markets and developing economies is to remain steady in 2018-2019, and to rise modestly over the medium term. However, the forecast picture is less balanced than in previous outlooks as China's growth is projected to be moderate. Medium term growth is expected to gradually slow as the economy continues to make the transition to a more sustainable growth path with continued financial de-risking and environmental controls. Elsewhere in Asia, India's growth is projected to remain strong and expected to increase. In the Americas, Mexico's growth is also projected to increase, supported by higher U.S. growth, while Brazil's economy is expected to grow as well, driven by a recovery of private demand as the output gap gradually closes.

From feedback of the Global Wind Summit which took place end of September in Hamburg we have become aware that the wind energy components, both onshore and offshore, are steadily getting taller, heavier and more powerful, and the industry shows no sign of downsizing. MHI Vestas was breaking the double-digit barrier by introducing its 10 MW turbine at this summit. While GE already has plans to go beyond this and develop a 12 MW turbine, it is floating offshore wind farms that are considered the new frontier of offshore wind energy. However, a recently published report revealed that port infrastructure will need to catch up with the rapid developments in this sector for it to be commercially viable, as out of 96 Euro-



GPLN member team ITM Transportation from Mexico exhibiting at our GPLN booth during one of the Global Breakbulk events

pean ports only a few are suitable for the development and operation of floating offshore wind farms. Current installation and support vessels are also likely to be insufficient and new ones will need to be developed, with greater lifting capacity.

The year 2018 is rapidly coming to an end. In 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.

As announced earlier our next AGM will be held in Bremen, Germany, from May 18-20, 2019, just ahead of Breakbulk Europe, 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 have finalized 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 (formerly known as Breakbulk China). More travelling is following mid of May. After our AGM in Bremen we will exhibit at Breakbulk Europe in Bremen and finally in October at Breakbulk Americas in Houston.

As this is our last newsletter for this year, we wish you all the best for 2019.

Your GPLN team

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### NEW GPLN MEMBERS — NOVEMBER / DECEMBER 2018

Bangladesh	Dhaka	INTASL Logistics Ltd.
Sweden	Gothenburg	TransProCon AB



## Antonov Airlines Taking to the Air

**A**ntonov Airlines is a project cargo specialist airline that offers charter services. Customers come from the aerospace, oil and gas, mining, defence, and humanitarian relief sectors, among others.

“For us it’s all about ad hoc charter flying. Calling a taxi, rather than going to a bus service,” said the company’s Michael Goodisman.

The company owns and operates one Antonov An-225, the world’s largest aircraft with a payload of 250 tons. It also has seven Antonov An-124s that typically have a 120-ton payload,

although the payload on two of them has been increased to 150 tons.

“People are always trying to push the limits of the Antonov An-124,” Goodisman said. “We will be slowly adding that capability to additional airplanes. And the idea is to have them all up to a 150-ton payload.”

Several design improvements have

made the heavier payload feasible. One is an increased maximum take-off weight of the aircraft. The plane can now leave the runway weighing 402 tons compared with 392 tons previously, meaning an additional 10

landing. Related to this, the company decided to change the aircraft’s tires and now uses Dunlop.

As well as supporting the higher payload, the new tires can withstand more landings than the previous

ing the transportation of a single piece of oil and gas heavy machinery from Johor Bahru in Malaysia to the Port of Spain on the island of Trinidad.

“If we can offer wider solutions, hopefully we will catch more project

cargo that may have gone by sea by offering a payload capability at an acceptable price to the customer,” Goodisman said. “Of course, there are limits to what you can achieve. Now that we’ve got to 150 tons they’ll say, ‘how about 170 tons?’ But if it doesn’t work on paper then we can’t do it.”

Transportation of the dense pieces

of cargo requires the design of skids to spread the load. Software will help load planners in the future, predicted Goodisman, adding that three-dimensional analysis and stress analysis are other areas that are becoming faster with the aid of computer programs.

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tons of fuel if needed. This enables the plane to travel longer distances in zones where there are no airports for refueling, especially useful for Atlantic or Pacific Ocean crossings.

The modified Antonov An-124s also has a strengthened floor and undercarriage to transport the higher payloads that result in a heavier

brand, enabling Antonov to reduce their tire cost per landing.

The drive to increase payloads was driven by client requests and now means Antonov can provide a transport option that is cheaper than chartering the larger Antonov An-225 aircraft. This has helped the company win additional jobs, includ-






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## Full Wind Power Ahead

**T**he North Sea has recently become the staging post for a huge boom in offshore wind farms, resulting in the involvement of several offshore wind projects for the SAL team. Tying in with the ongoing Hornsea Project One offshore wind farm, GeoSea NV awarded SAL the transportation of 49 transition pieces (TPs) for the Horns Rev 3 offshore wind farm.

### A demanding schedule

The assignment compiles transportation of TPs from fabrication yards in Aalborg, Denmark, and Vlissingen, the Netherlands, to the project port of Esbjerg in Denmark. "SAL's ability to meet a very demanding project schedule made the decisive factor for us", stated Andrei Lupan, logistics manager at GeoSea.

Within a very short time frame from kick-off until the start of the project, the team of experts at SAL not only prepared a full HSSE and quality plan,

and created the technical design, but also finalized the engineering work.

The execution of procurement had to be managed intensively, including professional budget control, and the fabrication of five TP grillages and one lifting tool were also necessary to get MV Lone ready in time to load the first units.

Close attention to detail and risk in both planning and execution ensured consistent progress and avoided delays – meeting both our client's and SAL's own milestones on time. SAL's project management team

succeeded in developing and maintaining a well-structured communi-

cation plan with continuous reporting to the client and various subcontractors.

"We are proud that GeoSea placed their trust in us for this time-critical project", explained SAL project manager Morten Hinrichs, "Looking at such a tight time schedule, we draw on past experience and expertise to ensure a safe and successful project. With our ready-made designs for TP grillages and TP lifting tools, which can be modified to the

specific needs of our clients, it was possible to meet the demanding requirements of our client."

### A tight lift

Each of the 49 TPs measures 32.27 meters in height, has a dimension of 7.12 meters and a unit weight of 530 tons.

Due to the exceptional height of the TPs and their pre-installed roof top, a very low rigging height was necessary to ensure a safe and effi-

cient lift with a sufficient lifting height. For this reason a tailor-made TP lifting tool had to be designed to replace the usual crane hook. All TPs were transported using a tailor-made sea-fastening grillage and clamping system.

### In-time project management

"We are very satisfied with the realization of the project by SAL", said Andrei Lupan, logistics manager at GeoSea. "It again underlines their knowledge and expertise in the technical heavy lift transport market for complex offshore wind projects. Thanks to SAL's extensive project management, all necessary structures were designed, calculated, approved, manufactured, load tested, certified, coated and delivered in time to guarantee a timely mobilization and delivery of the project vessel."

Due to SAL's well-known flexibility on spontaneous changes and the proactive approach to assist every client wherever possible, MV Lone was delivered in time to the client and successfully performed in the Horns Rev 3 project.





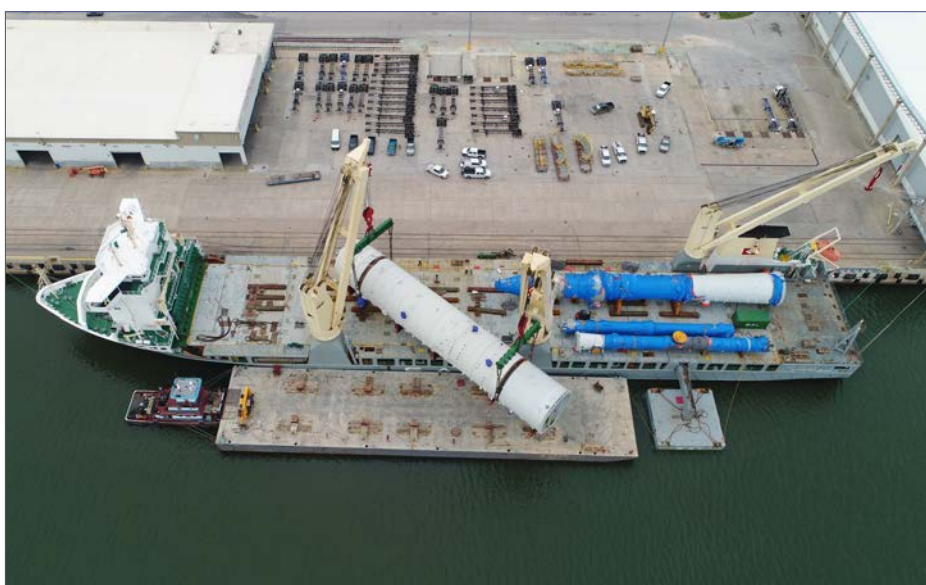
## Refinery Upgrade

**W**ithin 27 days, MV Re-gine successfully transported refinery equipment for a refinery upgrade from Shanghai, China, to Freeport, TX, U.S.

Six pieces of cargo were stowed under and on deck, whereof the heaviest unit, a 920-ton CO<sub>2</sub> absorber measur-

ing 51.2 × 8.8 × 8.8 meters, was securely stowed under deck.

Next to this challenge came a couple of other demanding tasks for SAL's team of engineers: As the cargo was ready only shortly before loading, last-minute changes had to be compensated by designing a new



lifting arrangement on site.

Furthermore, the flanges on some of the units kept obstructing the planned positions of lifting slings and therefore required the crew to take extra care in positioning the wire slings.

Additionally, sling protection was installed to avoid cargo damage.

Thanks to the great performance of all parties involved and SAL's crew, the cargo was safely loaded and discharged.

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## All for One

**T**he Merkur offshore wind farm is located in the North Sea, about 45 kilometres north of the island Borkum, and is one of Germany's biggest offshore wind farms. Quite some time has passed since the initial start of the Merkur project in December 2015. After shipping 18 T1 tower

and another 28 T3 tower sections, weighing 99 tons and measuring 30.16 × 5.97 × 6.36 meters each, were successfully loaded, shipped and discharged in time. SAL's type 176 vessels carried six T2 and six T3 tower sections per shipment. The technical requirements for each shipment were quite demanding, resulting in very



sections (105 tons and 13.63 × 6 × 6.56 meters each) with type 161A vessel MV Wiebke in 2017 and again in early 2018, SAL was once more assigned with a number of shipments for the transportation of T2 and T3 tower sections from Taicang, China, to Eemshaven, the Netherlands, from January to July 2018.

Within a total of five shipments with various SAL vessels (type 176 and 161A), 28 T2 tower sections weighing 164 tons and measuring 35.82 × 5.97 × 6.35 meters each,

detailed operations manuals, including ship motion analysis and detailed deck analysis. On top, three pairs of extra wide belt slings (20 meters long, 600 millimeters wide) made of polyester were used to fulfill the clients' specifications and to lift the tower sections without causing damage to their sensitive coating. Thanks to the excellent teamwork between all parties involved, all 56 tower sections were safely and successfully delivered to their final destination.

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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.



## Getting to Grips With Port Congestion: Why Now and What Next?

**P**orts around the world are struggling to cope with the number of carriers powering through their waters. But where is the supply chain breaking down – and what can be done to remedy the issue? Wallenius Wilhelmsen Ocean investigates.

In the German port of Bremerhaven, famed for its gothic lighthouse and 100-year-old fishing harbour, the problem of port congestion is getting worse. Over the past three years, the average time a vessel spends in port has increased from 45 hours to 55 hours. In Auckland, vessel time in port has risen

by a staggering 100% over the same period. In Auckland, vessel time in port has risen

domestic car production, a dramatic rise in auto imports and a slow-moving supply chain. In Auckland, it's largely due to tightened biosecurity measures, triggered by a well-documented brown marmorated

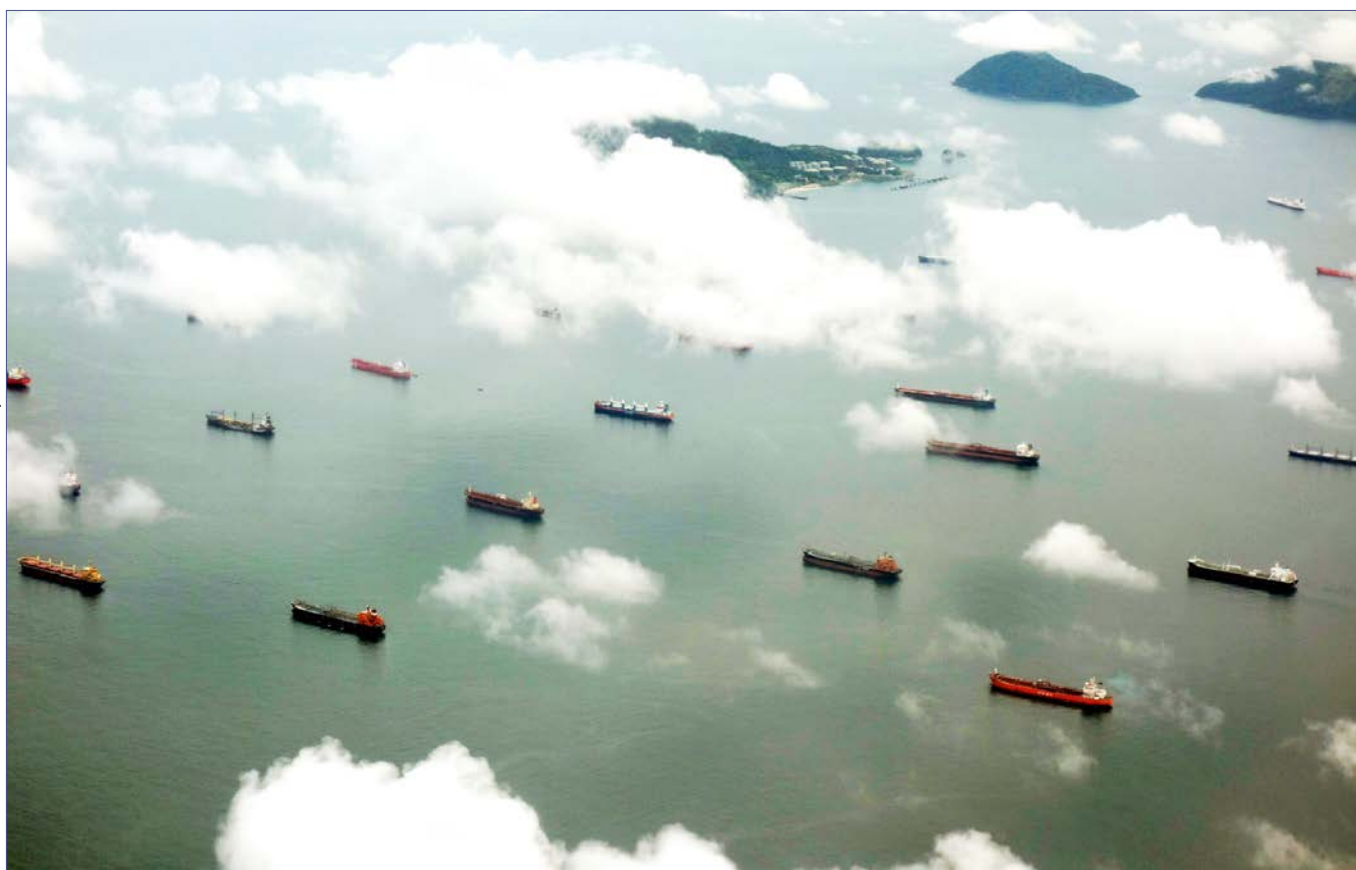
costs for carriers. And for vessels serving chronically congested ports, the possibility of further delays due to missed connections with trains and trucks is also a very real concern.

demand, and moving production to other areas, the answer has to lie in a conversation around the financial drivers that contribute to congestion.

Future-gazing aside, congestion issues will quickly reveal port winners

and losers, as Alex points out. "Increased bunker costs will encourage a shift toward consolidation," he says. "And ports that have invested in productive infrastructure, smart processes and off-dock storage will be the ports of the future."

In fact, logistics brands with land and ocean-based solutions – like the Wallenius Wilhelmsen



group – are well-positioned to offer future-proofed solutions going forward."

Like many global trade challenges, causes vary from place to place. While fog and inclement seasonal weather is sometimes to blame – particularly in Asia – there are now other factors at play.

Some ports are hindered by a lack of infrastructure on dock, which in turn slows down the loading and unloading process.

Others are experiencing delays due to facilities being increasingly used for storage instead of throughput of import and export cargo. Elsewhere, the issue is linked to a stevedore labour force shortage, increased government focus on bio-security, or changing emissions regulations.

Take the ports of Bremerhaven, Auckland and Port Kembla in Australia. For Port Kembla, congestion is caused by the end of Australian do-

stink bug (BMSB) threat in February 2018. For Bremerhaven, an imbalance between imports and exports (and associated lack of on-site storage), as well as infrastructure problems, are to blame.

But while causes may vary, the problem remains a major challenge for port operators, OEMs and carriers across the world. Everywhere you look, vessels of all shapes and sizes are repeatedly coming up against the same issue: lengthy delays spent waiting at anchor or at berth for berth spaces to become available.

For OEMs, carriers and port service providers, the consequences of port congestion are not to be underestimated. As well as unpredictable voyage scheduling (the stuff of nightmares for logistics managers) congestion also generates lengthy delays for OEMs and additional

stink bug (BMSB) threat in February 2018. For Bremerhaven, an imbalance between imports and exports (and associated lack of on-site storage), as well as infrastructure problems, are to blame.

According to Alex Conjour, Head of Port and Cargo Operations, Wallenius Wilhelmsen Ocean, the problem has grown worse over the last two years. "No port remains untouched by congestion during peak periods. Everywhere you look, ports are struggling to manage the competing demands of carriers and customers, which in turn drives port fragmentation," he says. "And the impact? Delays and scheduling issues: when no berths are available or all the parking spots are full, the ships wait and this creates a ripple effect through the whole supply chain."

With port congestion such a universal problem, the solution looks likely to lie in a holistic discussion between terminal operators, carriers, operators and manufacturers. As well as thinking about remedying the disconnect between production and

group – are well-positioned to offer future-proofed solutions going forward."

Wallenius Wilhelmsen manages terminals in some of the most critical network ports; the group's strong connection between shipping and land logistics is an example of a holistic solution to what many consider an ocean issue.

Such a holistic approach offers an added benefit of reducing the environmental impact linked to vessels waiting in or outside ports.

The port congestion issue is undoubtedly a nuanced one – and it seems that a nuanced approach is required in its resolution.

Alex and his team are hopeful that this can and will happen, and that increased efficiency and lowered costs will be welcome side effects for both carriers and OEMs in the future.



## 100-Ton Steel Mill for Chechnya

**C**hechnya, an autonomous republic of Russia located in the North Caucasus, has made headlines in recent years mainly due to armed conflicts and

tween the Black Sea and the Caspian Sea. Large mills are required for the cement production. With a preparation time of three months, Universal Transport took over the delivery of

started its journey via Constanta and Rostov-on-Don to its Russian destination.

Road transport was handled by a semitrailer truck with a vessel bed

and a push vehicle, taking into account a total dimension of 53 meters in length, 5 meters in width and 5.3 meters in height.

After all, there was one last hurdle to overcome: on the originally planned route in the Czech



destroyed houses. But finally, the reconstruction work is in process. Modern skyscrapers and newly built boulevards decorate the capital Grozny as well as other parts of the country.

Overall, there is a great need for building materials in the well over 15,000 square kilometers of land be-

the heavy mill shell.

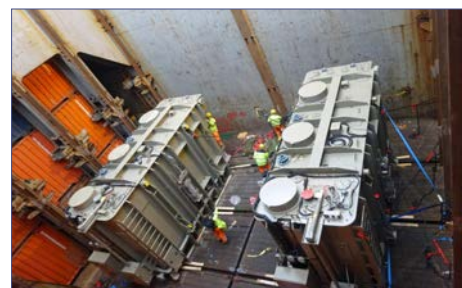
The starting point for this transport was the Czech Prerov. From there, the steel colossus had to be brought to the port of Bratislava. With a total length of about 54 meters, 5 meters wide and 5.30 meters high and a weight of 203 tonnes it

Republic, a bridge construction site was set up unexpectedly, so that a new route had to be found three weeks before the start of the transport. It was time to recalculate and get all relevant permits, but all is well, that ends well.

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## DAKO From Beirut to Dakar

**T**he team from DAKO Worldwide Transport GMBH takes care of your cargo on a global scale. In collaboration with its daughter company DAKO Middle East, DAKO Worldwide Transport has shipped two 88-ton transformers from Beirut, Lebanon, to Dakar, Senegal. Through ex-



tensive follow-ups and creative solutions, DAKO Worldwide Transport did overcome the lack of equipment in Beirut port and extreme weather conditions that occurred while ensuring cost-effective execution. DAKO Worldwide Transport - first class in projects.

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## HEAVY MATTERS

*By Gert Vos*



WIND

In previous articles I wrote about the influences of weather on lifting activities. The most important, and hard to predict weather circumstance is wind!  
Many accidents happened / happen because of too strong wind.



Bft	Description	m/s	knots	km/hr	Wind Pressure kg/m2	Condition on land	Condition on sea
0	Calm	< 0,2	< 1,0	< 1,0	0,00	Calm. Smoke rises vertically	Sea like a mirror
1	Light air	0,3 - 1,5	1,0 - 3,0	1,0 - 5,0	0,14	Wind motion visible in smoke	Small wavelets
2	Light breeze	1,6 - 3,3	4,0 - 6,0	5,0 - 11,0	0,68	Wind felt on exposed skin. Leaves rustle	Small wavelets
3	Gentle breeze	3,4 - 5,4	7,0 - 10,0	12,0 - 19,0	1,82	Leaves and similar twigs in constant motion	Small wavelets
4	Moderate breeze	5,5 - 7,9	11,0 - 16,0	20,0 - 28,0	3,9	Dust and loose paper raised. Small branches begin to move	Small waves becoming longer
5	Fresh breeze	8,0 - 10,7	17,0 - 21,0	29,0 - 38,0	7,1	Smaller trees sway	Moderate waves
6	Strong breeze	10,8 - 13,8	22,0 - 27,0	39,0 - 49,0	11,8	Large branches in motion	Large waves begin to form
7	Near gale/Moderat gale	13,9 - 17,1	28,0 - 33,0	50,0 - 61,0	18,2	Whole trees in motion	Sea heaps up
8	Fresh gale	17,2 - 20,7	34,0 - 40,0	62,0 - 74,0	26,7	Twigs broken from trees	Moderately high waves
9	Strong gale	20,8 - 24,4	41,0 - 47,0	75,0 - 88,0	37,1	Light structure damage	High waves
10	Whole gale / storm	24,5 - 28,4	48,0 - 55,0	89,0 - 102,0	50,2	Trees uprooted. Considerable structural damage	Very high waves
11	Violent storm	28,5 - 32,6	56,0 - 63,0	103,0 - 117,0	66,2	Widespread structural damage	Exceptional high waves
12	Hurricane	> 32,6	> 63,0	> 117,0	> 66,2	Considerable and widespread damage to structures	Sea completely white



The problem is that you can find out before lifting what the windforce will be for the coming day (hours). But that is an average windforce / windspeed. Many people know that a windspeed of 11 m/s is the limit. this 11 m/s is a nice figure, but to calculate what is allowable takes a little bit more.

Important matters to keep in mind are:

What is the dimension of the load (volume, weight)?

What is the cW value of the load?

At what height is the load to be lifted? Near the ground or on the top of a high building? Roughness of environment lift in a city between buildings / houses? In a port near the water? Between mountains? In the countryside? Etc.

It is very difficult to predict windforces. Gusts are not predictable and these gusts are the most dangerous windforces you can have.

Wind that blows from the back or front on the crane and its load causes also a problem:

If the wind comes from the back, then the capacity load moment limiting system of the crane will indicate that the crane lifts more weight than the load + the rigging. If the wind comes from the front side, then the boom will be pushed back by the wind and the load moment limiting system will indicate that the crane can lift more.

Imagine what happens when the wind suddenly drops?



For all these reasons we have to calculate the allowed windspeed / force as follows:

Example: a crane that lifts a load with a surface of 9 x 20 meters = 180 m<sup>2</sup> with a cW of 1,3 and a weight of 60 tons.



### CALCULATION OF MAX. WINDSPEED

### Wind

To calculate the V<sub>ma</sub> (maximum windspeed) we need to know:

AP : Projected surface

Cw : Wind resistance factor

Than we can calculate the A<sub>w</sub> : Surface area exposed to wind

A<sub>w</sub> = A<sub>p</sub> x C<sub>w</sub>.

In the **EN 13000** norm is written (and also applied in the crane chart) :

A<sub>p</sub> = 1,0 m<sup>2</sup> per ton

C<sub>w</sub> = 1,2

A<sub>w</sub> = 1,0 m<sup>2</sup> x 1,2 = 1,2 m<sup>2</sup> per ton

Example: (weight of M<sub>h</sub> = 60 to.)

AP : 20 x 9 m = 180 m<sup>2</sup>

C<sub>w</sub> : 1,3 (info of manufacturer)

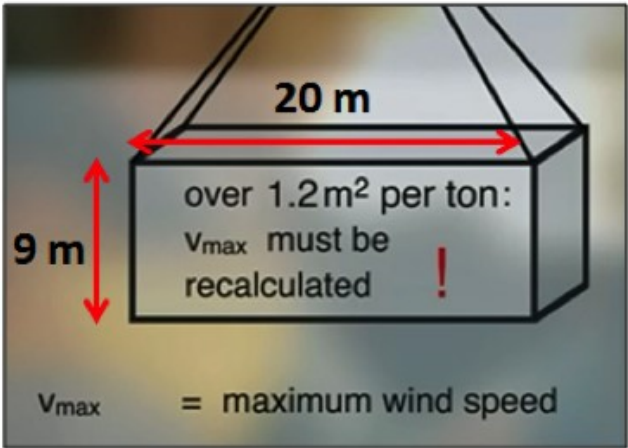
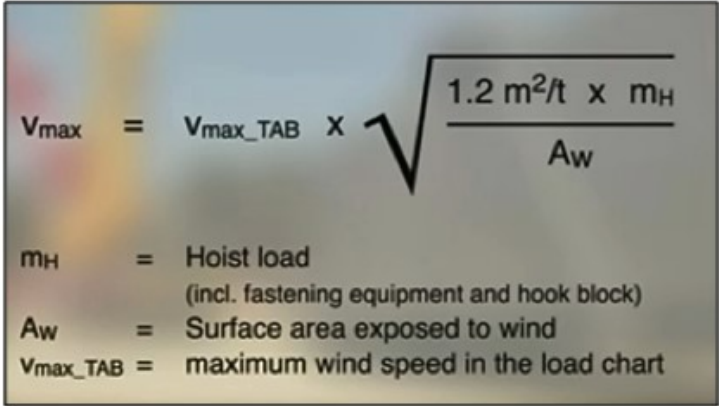
A<sub>w</sub> : 180 m<sup>2</sup> x 1,3 = 234 m<sup>2</sup>


234 m<sup>2</sup> : 60 to = 3,9 m<sup>2</sup>/to.

3,9 m<sup>2</sup>/to > 1,2 m<sup>2</sup>/to so we have to recalculate V<sub>max</sub>. In the crane chart we find a max. windspeed of 11,1 m/s (V<sub>max-TAB</sub>).

V<sub>max</sub> = V<sub>maxTab</sub> x  $\sqrt{\frac{1,2 \text{ m}^2/\text{to} \times M_h}{A_w}}$

V<sub>max</sub> = 11,1m/s x  $\sqrt{\frac{1,2 \text{ m}^2/\text{to} \times 60 \text{ to}}{234 \text{ m}^2}}$  = **6,15 m/s**



Conclusion: Wind is very dangereous during lifting activities. Waiting some hours is much better than tipping over in some seconds!

Gert Vos - HTTC

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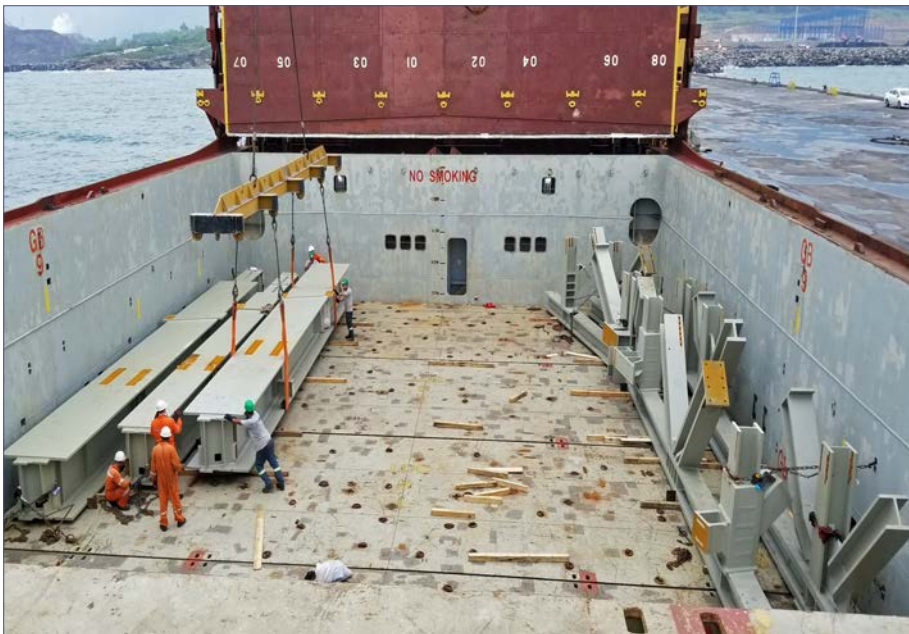
## BATI Joins FIFA World Cup

**B**ATI Group, a leading Turkish project logistics provider, joins the FIFA World Cup 2022 in Qatar by shipping stadiums from Turkey.

Steel structure shipment to Qatar from southern Turkey is going to be used to build the stadiums where the World Cup will be held.

The heaviest piece of this door-to-port shipment was 48 tons with a length of 19 meters.

BATT's biggest challenge was load-



ing the materials due to unbalanced center of gravity. This required spreaders to be produced specially for this unique shipment.

The other challenge was the lack of permitted time to transport the cargo to port due to road restriction during a national holiday of 10 days.

However, BATI Group's project department successfully finished another challenging project by chartering a handysize vessel.



## Upcoming GPLN Meetings & Events 2019

### 4th Breakbulk Middle East Transportation Conference & Exhibition

February 11 — 12, 2019  
Dubai World Trade Center  
Booth No.: 014  
Dubai, U.A.E.



### 8th Breakbulk Asia 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.: E1  
Bremen, Germany



### 30th Breakbulk Americas Transportation Conference & Exhibition

October 8 — 10, 2019  
George R. Brown Convention Center  
Booth No.: M15  
Houston, TX, USA



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

## GPLN's Star Shipping and Logiventures Team Up

**S**coring a regional first, Logiventures, Sri Lanka's leading project logistics company, and its partner Star Shipping successfully relocated an entire 24 MW power plant from Colombo to Karachi, Pakistan. The project consisted of an overland transportation component and a shipping component that required specialized skills and equipment. The land segment required Logiventures to lift and handle four 108-ton diesel engine generators with synchronized hydraulic jacks, stools and beams to carry the special weight prior to moving it overland to the Colombo

port, which was 65 kilometers away. The project required highly specialized equipment, coordination and the



inclusion of a multi-axle trailer and heavy duty puller. Combined volume of the cargo job was 1,300 cubic meters. The scope of work included transportation from Horana to Colombo and then Karachi port, involving full logistics solution with transportation, vessel chartering and local customs clearance. [www.gpln.net](http://www.gpln.net)

## Barging 37 Packages

**O**ne of Megalift's completed jobs was the sending of 37 packages of items including oversized cargoes and crated goods from Port Klang, Malaysia, to Indonesia. The 250-foot barge carried various different cargoes, namely stripper columns, flash drums and platforms. The largest and heaviest was a separation col-

umn weighing 65 tonnes and measuring 30.55 x 4.45 x 4.95 meters.

[www.gpln.net](http://www.gpln.net)



## Turk Does It All

**W**ith all the years of expertise, Turk Logistics & Heavy Transport, Bahrain, has been continuously involved in the ongoing project of the Aluminum Bahrain Alba Line 6. Turk have successfully executed the transportation of a stack middle section supplied by Ramsis Engineering, as shown in the photo. The cargo weighed 72 tonnes. The equipment used was a self-propelled modular trailer (SPMT) with 24-axle lines,

operated by remote control. Method used for loading the cargo was jack up from stools support. Turk's team headed by Mr. Ely Coyoca, operations manager of Turk heavy lift department, provided the logistics solutions, including the lashing technical plan calculation, road permissions, escort arrangements as well as road works along the route. A slope had to be passed, which is critical for OOG movement. Yet Turk made the passage of SPMT possible. [www.gpln.net](http://www.gpln.net)





EUROPE: France Cargo International, France + + + MIDDLE EAST: Turk Logistics, Bahrain

## EUROPE: France Cargo International



GPLN Newsletter spoke with Denis Mandil of France Cargo International Company SA, Paris. When Denis was a trainee back in the days and then first employed as operator assistant, he was working daily with charter and part charter vessels shipping to West Africa. Every day he was busy with "abnormal pieces to be shipped": "hat is why when starting FCI activities 30 years ago my natural emphasis was to mainly work in the project freight forwarding industry."

One of the best and first jobs FCI had was setting up radars and equipment on small hills in front of Hong Kongs Chek Lap Kok airport. Then they had to use helicopters to deliver the radars to the top of the hills.

They also shipped a major gantry weigh-

ing 300 tons for an oil and gas project from the factory in France to Sough Korea.

Denis says thanks to the Internet there's improved "reactivity" today, compared to 10 years ago when one had one or two weeks to reply with a full quote for a project. "Today, we have to reply nearly on the same day with rates, and 48 hours after with full



operation details if we want to have a chance to be shortlisted and catch the job." Reactivity, flexibility, efficiency and competitiveness, that's all qualities expected by a client to get jobs these days.

Every single day is full of work challenges. Denis: "One time I was on a wharf expecting our river vessel loaded with big height heavy pieces and not

much air draft gap to pass several bridges. We left the river port quickly before the water level went up too much, in order for the vessel to sail through narrow bridges and to reach Rotterdam in time, to catch another master vessel where we have to transship the cargo. We were fighting against time. Then one surveyor around midnight just noticed suddenly that the captain has to review the cargo lashing before the river vessel can leave. But that means the vessel will have to stay one more day for additional lashing operations. That was not possible because the water level was increasing rapidly and the level would be too high. Then we finally agreed after several discussions during the night that we will organize the re-lashing of all goods at Fos-sur-Mer with a short stop, so that the vessel can depart on time before the river level goes up."

"We succeeded in our schedule to deliver the cargo to the final destination without any delay." There are many other challenges, such as storms, hurricanes, having to pass through a river instead of driving over a bridge, reinforcing bridges, cutting trees, looking for better or the right lifting equipment, and so on. But currently most of the shipments are not so stressful. When one accumulated know-how combined with strong and efficient preparations before starting a job, plus anticipation and fluent communication with all actors involved, these are all key to success.

As greatest challenges facing the industry Denis thinks most importantly a very high level of services and operations combined with a fair, competitive price have to be offered. Many actors can give low prices, but at the end of the day many cannot deliver the quality because they use poor services. Clients need to be sure they give their products in good hands.

FCI was founded in 1989 and employs 12 staff.

For more on FCI, visit [www.fci-cie.com](http://www.fci-cie.com) ■

## MIDDLE EAST: Turk Logistics



Khalid Turk, CEO of Turk Logistics and Heavy Transport, has a master's degree in finance. He joined the family business full-time in 1988. He's an ambitious entrepreneur, continuously looking for challenges and diversification in the company. Khalid is active in sports and enjoys music, art, reading and diving.

"Like most other industries", Khalid says, "transportation and logistics face immense change. And like all change, this brings both risk and opportunity, such as new technology, new market entrants, new customer expectations and new business models."

Meeting customer expectations is more complicated than ever before. Individual consumers and industrial customers alike now expect to get shipments faster. They ask for more flexibility and more transparency at a lower price. No surprise that across the industry, both operating models and profitability are under strain.

Although project logistics has over the years been Turk's principal focus, the



company also proudly services many large and small Bahrain commercial export and import companies. As a project shipper, Turk has strong traffic expertise and rigid attention is given to documentation details.

Says Khalid: "When you're in the business of moving large cargoes, crossing your fingers and hoping it all works out is a reliable way to guarantee failure. You need people, and well-trained, innovative people at that. But it also need a specialized equipment to stand a chance of mov-





## MIDDLE EAST: Turk Logistics, Bahrain + + + ASIA: Freight Links Express, Singapore

### continued: Turk Logistics

ing to a job site on the other side of the world. With loads getting ever heavier, longer, deeper or a combination of all three, equipment manufacturers are having to push technological boundaries to



meet the demands of shippers. At Turk we continue to stay one step ahead. We not only update our inventory of heavy lift and transportation equipment in line with the latest state-of-the-art technology, we also invest time and resources into continual research of the industry, enabling us to strategically and efficiently plan our expansion and diversification into the future."

Of course, an increasingly competitive environment is a big factor. New entrants to the industry are finding ways to carve out the more lucrative elements. Turk ensures that their rates remain competitive. They provide quick attention, efficiency and effective completion of each job. "As a result", says Khalid, "clients remain with us for future business."

Turk maintains an own large fleet of cranes that are available in various sizes. Professional operators and riggers are also provided. The cranes are equipped to serve a variety of purposes, such as loading general cargo, erection purposes and off-loading out-of-gauge and heavy lift cargoes.

A wide range of forklift equipment are available for short and long-term hire. Capacities vary from 2.6 to 16 tons. Licensed operators are provided along with the equipment.

It is the progressive nature of the com-

pany and its aptitude for diversification that has boosted the company's services in the areas of heavy lift and out-of-gauge transportation and handling.

Today, Turk is the leading company in Bahrain to own as well as supply heavy lift hydraulic equipment, along with jacking and skidding equipment.

Turk Heavy Transport was established in the early 60's. Over the years, the country developed its industries and Turk had to adapt to change or be left behind. Khalid: "Therefore, we had to add logistics to the group in 2015. Hiring highly experienced staff was the next step and today, our staff's highly qualified expertise serves the clients with the highest standards."

Turk's tailored service is upheld by a 200-strong team of highly qualified full-time staff, trained in all aspects of logistics and transport. From customs clearance and documentation to transshipments right through to heavy lift equipment and warehousing, Turk's team focuses its talents on locating the fastest, most cost-efficient mode of transport and delivery for each and every client.

For more on Turk Logistics, visit [www.turkgroup.biz](http://www.turkgroup.biz) ■

### ASIA: Freight Links Express



Freight Links Express Singapore was established in 1981. Since the beginning of their operation, they have strived to meet the logistics needs of their customers by providing comprehensive and integrated logistics solutions. In 1985 Freight Links Express were listed on the mainboard of the Singapore Exchange, and they continued to grow their presence in the logistics industry.

The company currently owns and operates five mega warehouses in Singa-

pore with open yard facilities and bonded warehouse facilities for transshipment cargo, allowing exemption of GST / duty / tax.

Freight Links Express' logistics business is supported by strong strategic partnerships with over 120 freight forwarding agents worldwide, connecting them to over 600 destinations around the globe.

They handle project logistics, LCL cargo, air freight and operate a fleet of trucks. They are also the leading and



one of the largest chemical logistics service providers in Singapore. Their extensive experience and in-depth knowledge in handling different cargoes, in addition to their state of the art infrastructure and expansive network, enables the company to provide a one-stop logistics service.

The dedicated team continues to strive to deliver innovative and customized solutions for all the logistics needs of our customers.

Lawrence Lim is the vice president of Freight Links Express Pte. Ltd., Singapore. He started working in the freight forwarding industry in 1993. The company decided to start handling project cargo shipments, as it allowed to gain valuable experience and knowledge about the logistics requirements of customers from different sectors of industries.

In recent years however, due to the downswing in the oil and gas industry arising from the decrease in oil price, the project cargo business from this sector has slowed down considerably.

Overall, various unforeseen problems can arise in cargo shipment, especially for project cargoes. The typical challenge that Freight Link Express faces on a daily basis would be time management and prioritizing efforts and resources to the most urgent cases while ensuring that other daily operational tasks are also running smoothly.

When shipping to and from Singapore, some of the factors that they have to take into consideration would be the road conditions, e.g. the heights of overhead bridg-

es and weight limit on certain roads. For crane lifting, they have to ensure that there is sufficient compound space to offload the cargo.

Asked about the greatest challenges facing the industry at the moment and how companies should companies be gearing up to face them in the future,



Lawrence says:

"There is a significant slowdown in the volume of project cargoes, as the oil and gas industry, which is a major contributor to the project cargo business, is currently facing an industry downturn. Our strategy in gearing up to face the future in this very challenging business environment is by continually drawing on our decades of experience and expertise in handling project cargoes, giving our customers innova-



ASIA: Freight Links Express, Singapore + + + AMERICAS: Enterprise Logistics, Brazil + + + AFRICA: Comexas, South Africa

## continued: Freight Links Express

tive, specialized and customized logistics solutions at competitive rates."

Lawrence points out that the importance of good customer service is in the details: "Project cargo handling requires precise measurements of the size and weight of the cargoes, as well as precise identification of the cargo lifting point and center of gravity. The lashing point of the cargoes also have to be carefully considered."

Freight Links Express mainly serves the oil and gas, marine and power industries. They own 80 prime movers and 600 trailers, a 40-tonne overhead crane and two Kalmar cranes. Established in 1981, the company has 900 staff..

For more on Freight Links Express, visit [freightlinks.net](http://freightlinks.net) ■

## AMERICAS: Enterprise Logistics



Alberto Padilla, operations director of Enterprise Logistics, Rio de Janeiro, Brazil, started his career in the industry in 2000 when "I had the opportunity to start



handling new types of goods and finding feasible solutions to move forward", says Alberto.

Since then, he had the chance to follow the process of the reopening of the shipyards in Brazil and the constructions of

new shipyards. The oil and gas industry in Brazil also created a huge demand for solutions for special equipment transportation. Alberto: "We had the opportunity of taking part in great projects following this good "wave" season."

Key to success in the business is selecting the right partners, Alberto says, and the engineering team has to cover 100% of the special procedures required



for heavy cargoes. One has to travel to check the cargo at the point of origin and destination. One has to check the shipping documentation and customs procedures, these both sides need very special attention. Some countries have special regulation, so the recommendation is to have a team with know-how on both sides.

To face the challenges in the industry Enterprise Logistics aims to have a more efficient administration and to diversify. Alberto: "We are glad making new alliances. We're constantly searching for new business possibilities and look for other market sectors."

Since the shipping carriers and other subcontractors are knocking themselves on the door of customers, Enterprise

Logistics goes the extra mile and is offering tailor-made solutions for customers.

Their main industries served are major Brazilian EPC companies, high and heavy, machineries for heavy industries

and rolling stock. Their office in Rio handled many oil and gas business in the recent past before the downfall of the industry - a business they expect to be resumed soon.

While Enterprise Logistics doesn't have own trucks or vessels, their assets are very specialized staff, 45 of them in total, always following the company's guideline of keeping the good relationship with suppliers and customers while building on mutual trust and respect.

For more on Enterprise Logistics, visit [enterlog.com.br](http://enterlog.com.br) ■

## AFRICA: Comexas South Africa



Sarah Walker, sales manager of Comexas South Africa, started her career in the project logistics industry in 2015, when she moved over from being in the ship-



ping industry to join the newly incorporated Comexas South Africa team. Sarah witnessed quite some changes since:

"I have only been in the project cargo industry for a short three years, however during that time we I have noticed that with the rise and fall of the crude oil price per barrel has impacted oil and gas related projects in Africa. The past three years were tough for project logistics companies focused solely on oil and gas logistics due to a decrease in crude oil price and they have had to diversify their offering to remain profitable. In

2018 we started noticing a change where the oil producing countries in Africa starting receiving financing and switching on new oil and LNG Projects. We hope this trend continues on the upward, although



we do often feel that customers need to be educated on the impact of the rise in crude oil price does significantly increase their logistics costs, which is not always taken into account once they have costed a project."

What sort of challenges does Comexas face in a typical day? Sarah:

"Cargo being delayed at any transshipment port leading to further delays with getting the cargo to arrive on site on the exact dates it is required. Border delays with clearance in Africa leading to longer lead times than anticipated to get the car-

go to site. Customers shorter lead time planning from supplier end and also ultimately leading to delays, if the above two points are not considered."

The real key, Sarah says, is to do full project planning and schedule timelines from the very get go. They also need to anticipate where there will be potential risks in the logistics supply chain and have in place a contingency plan to offer to the client. It I always key in communicating any changes or contingencies with all involved in the project.

When dealing with South Africa and



## HILOG's Rush Job Before Iran Sanctions Bite

**H**eavy Industry Logistics Ltd. (HILOG) completed an urgent evacuation of a client's asphalt plant from Tehran, Iran, to the client's bonded warehouse just outside Istanbul.

The urgency was due to the 2nd round of U.S. sanctions against Iran which European companies are expected to comply with as well. The deadline for removal of the equipment was November 5. HILOG just managed to get the last parts of the equipment within the deadline. If the com-



pany would not have been able to arrange this, the client would have lost this equipment with a value

close to 1 million U.S. dollars.

The move required 18 truck-loads, which was a challenge in itself to find them, since usual return loads from Iran to Turkey have

for urgent transport solutions out of Iran. At the last minute HILOG also had to arrange the export customs procedures.

HILOG couldn't have done this without the great support of Turkey's GPLN member C. Steinweg Levant Logistics Services S.A. whose transport network in Iran greatly assisted in finding all the trucks in time.

Says HILOG's Matthew Thonger: "Needless to say our client was very happy."

[www.gpln.net](http://www.gpln.net)

## Jebel Ali to Jakarta

**A**winder machine and equipment for treating materials were moved by CSS Projects. The team at CSS Dubai headed by Sreenath, vice president projects, handled the movement of a winder machine and equipment for treating materials.

The cargo was moved from Jebel Ali to Jakarta with much preparations in hand for a hassle-free job completion. The cargo volume totaled 1,400 freight tonnes, with SOC, OOG on flat racks and breakbulk items.

"Handling multiple items on a single project always poses an exciting challenge", commented Sajith Vijayan,

manager CSS Projects in Dubai. "Moreover, it's a great opportunity to prove your efficiency in the sub-



ject. All credit to our on-site team headed by Ratheesh, projects supervisor, who enjoyably engaged with each and every moment till comple-

tion."

The scope of work included anti-corrosion coating, shrink wrapping,

tarpaulin wrapping, crating and packing as per the item requirement, cargo loading and stuffing from the shipper yard, lashing and securing of

cargo onto flat racks and transportation to Jebel Ali port. The scope also included all documentation and customs formalities.

The experienced CSS projects team conducted the required cargo survey and did a detailed study of scope prior to the commencement of the move. Each point of the entire project was carefully assessed to ensure a reliable and smooth journey of the cargo.

CSS Group Projects senior vice president Raj George congratulated the team on the successful and timely accomplishment of the project.

[www.gpln.net](http://www.gpln.net)

### continued: Comexas South Africa

project logistics, factors such as the cargo dimensions and weight distributions are to be considered. Sarah: "We have to check for road permits, port carnage and lifting capacity, handling equipment available in South Africa. We have a port refurbishment in Durban for the coming years and this could impact smooth operations, therefore it is also important to consider the right port of entry / port of loading that can handle your cargo with a applicable service available (BBK/Ro-Ro) leaving or arriving from / to this port. It also takes time to apply for abnormal road permits for all power lines and bridges, as

well as get police clearance before handling this heavy cargo."

Meanwhile any cargo operator has to deal with several risks, such as credit risk. Many projects are going over their budgeted amounts for logistics and this leads to delays / absconding on payment to their logistics service providers once the cargo has been delivered.

Then there are financial / cash flow challenges. Sarah: "In South Africa we have a very unstable currency, the rand. This is a great risk in doing business when we are working with large amounts of foreign currency which can lead to financial losses for the logistics service provider. Then we have to deal

with central banks. There is often a delay in foreign payment from some Africa countries due to access to foreign currency. Often it can take 2-3 weeks for funds to appear when a customer is paid for their work on the project, which ultimately leads to delays of payment to us."

Plus: the price competition: "We notice that the larger forwarders compete on price, not always informing and empowering the client with information relevant to the project and their destinations. We often have been asked to step in to assist clients in the middle of a project once the previous forwarder has made a mistake leading to delays and

adding costs. This is often comes down to empowering the customer with enough information to make a well informed decision on how the logistics of his project should be handled."

Comexas South Africa was founded in 2015 and employees seven staff. Comexas mainly serves the oil and gas, power, energy, mining and construction industries. In South Africa they don't hold assets since there is an oversupply of warehousing and transporters. Comexas' strategy is to invest in assets in their African entities, where equipment is required and in higher demand, for example in Ghana.

For more on Comexas South Africa, visit [comexasgroup.com](http://comexasgroup.com) ■



## Cirque du Soleil Goes to Columbia

**C**onsolcarga SAS from Bogotá, Colombia, was the manager in one of the more complex import operations in the Colombian market with the Cirque du Soleil. Consolcarga faced a

challenging schedule to accomplish the delivery of the whole equipment within the schedule of the client in less than 48 hours with more than 90 containers. To succeed with the Cirque du Soleil "Amaluna" tour's delivery time and chronogram, Consolcarga developed a logistic operation from the vessel's arrival up to the circus' assembly. This important project needed a detailed planned-experienced handling during all the operations stages according to the Cirque du Soleil demands, in order



to achieve its presentation in Colombia. The project was a whole success thanks to the Consolcarga team who was working 24 hours a day for the Cirque du Soleil - and in Colombia the circus delivered one of its best spectacles ever.

[www.gpln.net](http://www.gpln.net)

## Protranser's Special Wind Blades Job

**P**rotranser provided pickup service and port service for three sets of wind blades with a length of 58 meters each in Shanghai.

All three sets of wind blades were picked up from the factory and delivered to the nominated loading port in Nanhui, located in the south-

ern part of Shanghai.

Since the bridge connecting the yard and berth was under maintaining construction, Protranser used a barge to transport the wind blades from the yard to the berth until under hook of the mother vessel.

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U Bein Bridge Amarapura, Myanmar



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