

BATI Group, Husbandry Agent of Rolldock

MV Rolldock Star came to Turkey for a jackup barge loading operation. The rolldock vessel has arrived

within the estimated time frame.

The lashing of the barge took another six hours, securing everything in position and preparing the vessel

other project in Russia. The door-to-port job was 250 tons and 2,750 cubic meters in total, containing one single 15-meter piece weighing 48

BATI Group is more than proud to deliver these significant and valuable cargoes to their final locations. The last job of the year was a middle-sized



in Istanbul for the float-in operation to load a jackup barge which weighs 934 tons.

The operation itself was quite challenging, however it ran smoothly thanks to the assistance of the Rolldock Engineering Group.

After the rolldock vessel arrived, it was navigated to the anchorage area and started submerging. While it was submerging, team BATI positioned the barge for the float-in operation and managed to float-in the barge

for sailing.

The operation lasted one day, including the lashing time of the rolldock vessel. In the end, MV Rolldock Star started its journey to Calais, France, carrying the barge on board, with proud BATI finishing another successful project.

Meanwhile, BATI Group project department has been very active and was finishing project after project. Among many other shipments, BATI has successfully finished an-

tons. The project was not packed and every piece had to be moved carefully.

Altogether, BATI Group has shipped more than 50 transformers last year alone!

Every transformer counts for the company, even if it's as light as one ton or as big as 300 tons...

BATI Group shipped more than 50 transformers out of Turkey in 2018 and was already awarded five further shipments for 2019.

transformer moving from Turkey to Armenia, weighing 100 tons with a volume of 215 cubic meters. The port-to-door transportation was executed by lowbed trailer and routed via Georgia.

The mountain roads constituted the biggest challenge in this operation, but due to BATI Group's thorough supplier evaluation every challenge was completed successfully.

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Swift Turk Delivery

Turk Logistics & Heavy Transport team fulfilled another great achievement, with the successful delivery of an unusual size of cargo. Shipment



was a silo weighing 65 tons, with a height of 23.22 meters.

The silo 850t was transported from Ramsis Engineering yard to the Alba Potline 6 project, Bahrain. Cargo was safely and swiftly executed, utilizing 24-axle lines of SPMT with a remarkably fast delivery.

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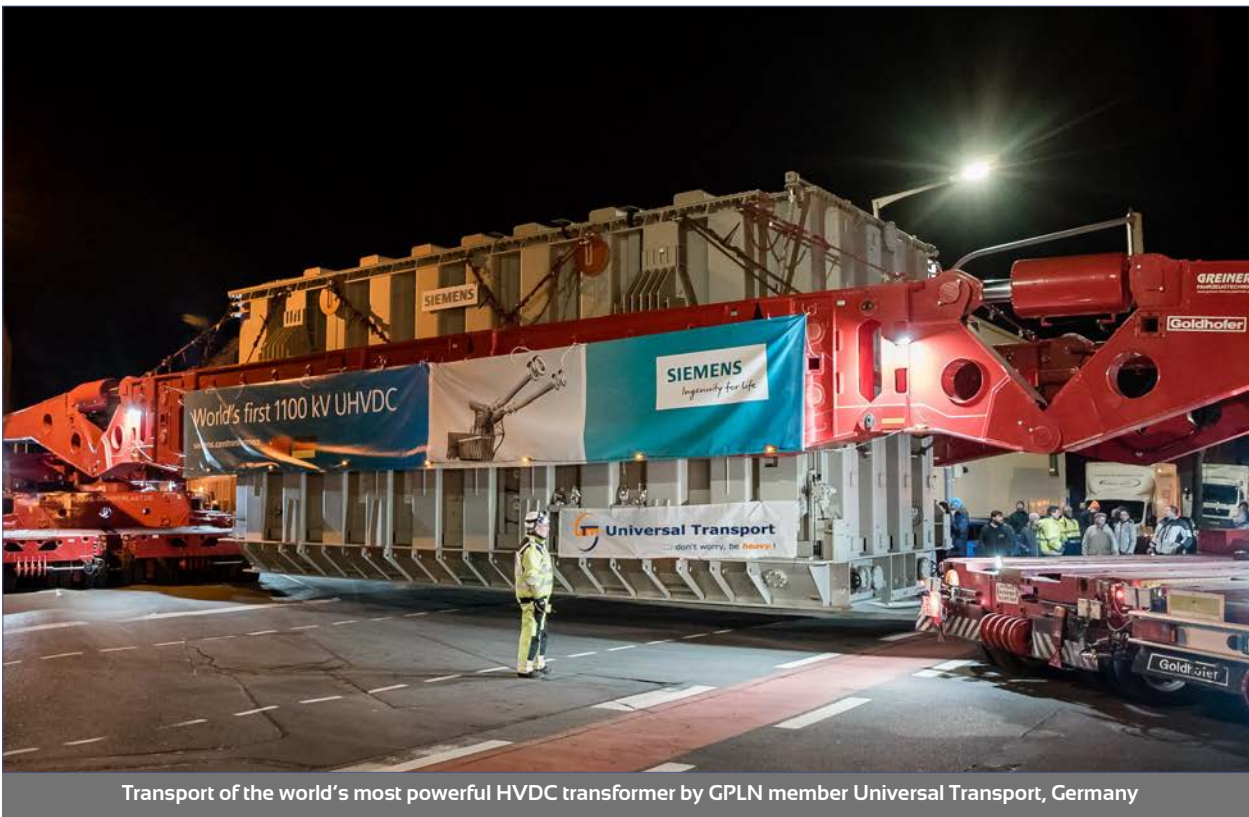
A Word From GPLN

Dear Reader

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

Activity in the petrochemical sector is set to be the largest driver of world oil demand, according to the latest analysis from the International Energy Agency. The findings suggest that demand from petrochemical projects may overtake transport for oil exploration for many breakbulk operators, as petrochemicals are expected to account for more than one-third of the growth in world oil demand to 2030, and nearly half the growth to 2050. Increased manufacturing demand for parts for wind turbines, batteries, thermal insulation and electric vehicles are expected to consume an additional 56 billion cubic meters, or bcm, of natural gas by 2030, and 83 bcm by 2050.

Changing trade flows are also forecast to reshape breakbulk demand, as new global petrochemical hubs drive construction of mega-projects as well as export routes. The United States re-emerged as a low-cost location for chemicals production thanks to the shale gas revolution, and is now home to around 40 percent of the global ethane-based petrochemical production capacity. Meanwhile, the Middle East remains the lowest-cost center for many key petrochemicals, with a host of new projects announced across the region. Oil field development in Iran and Iraq is expected to drive the largest production growth in the Middle East over the next four years and it is predicted that OPEC member countries in the Middle East are on track to meet production targets. We hope that our members and sponsors will be able to benefit from this anticipated boom in the petrochemical industry.



Transport of the world's most powerful HVDC transformer by GPLN member Universal Transport, Germany

Our own focus is now on our Annual General Meeting which will be held from May 18-20, 2019 for the second time at the Dorint Park Hotel in Bremen, Germany. We are confident that we will reach again a high attendance, as a multitude of members have already signed up for this conference. The day we start our conference with a welcome reception in the evening we are offering our members a full day Ro-Ro Competence Training Course in Bremerhaven, organized and conducted by Wallenius Wilhelmsen Ocean. Right after our AGM on May 21 we are organizing at the Dorint Park Hotel our renowned Heavy Lift Maritime and Transport Seminar which is also open to non-GPLN members and offers a great opportunity to learn more about heavy lift shipping and expand technical abilities and knowledge for project cargo business.

Last year we attended several logistics and industry events across the globe and many times we shared our booth with GPLN members. Our traveling season starts this year already in February with Breakbulk Middle East in Dubai, followed in March with Break-

bulk Asia in Shanghai (formerly known as Breakbulk China), and thereafter in May both our AGM and Breakbulk Europe will take place in Bremen. We have secured again a very spacious GPLN booth in the main hall at Breakbulk Europe and will be joined by many GPLN members. The traveling season comes to an end in October with Breakbulk Americas in Houston.

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

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 — JANUARY / FEBRUARY 2019

Australia	Melbourne	TSL Australia
Botswana	Gaborone	Alpha Projects & Logistics (PTY) Ltd.
Malaysia	Petaling Jaya	Dextrans Malaysia Sdn Bhd
Spain	Valencia	Fleteval Forwarding S.L.

Dextrans Worldwide Succeeds With 11th-Hour Project

Dextrans Worldwide was called upon at the "eleventh hour" to arrange an on-carriage from Singapore to Johor, Malaysia, for the Petronas Rapid Project.

Dextrans was called upon to arrange an urgent on-carriage barging from Singapore to Johor, Malaysia, from an incoming heavylift breakbulk vessel. The call came less than days prior to the actual vessel arrival date in Singapore.

The total cargo list consisted of 53



packages, totalling more than 1,850 cubic meters, including two heavylift units of each 118 tons in weight. Those heaviest items were a steam

turbine and an axial compressor.

With Dextrans' years of experience handling hands-on project cargoes shipment, and thanks to the compa-

ny's excellent network with various equipment owners and good working relationship with the port authorities, Dextrans managed to propose an immediate solution that met the short lead time allocated to move the project cargoes.

The on-carriage was done on a public holiday, and everything went well. The whole operation was well executed and delivered to the final destination on time and in good condition.

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Suvari Knows the Caspian Region

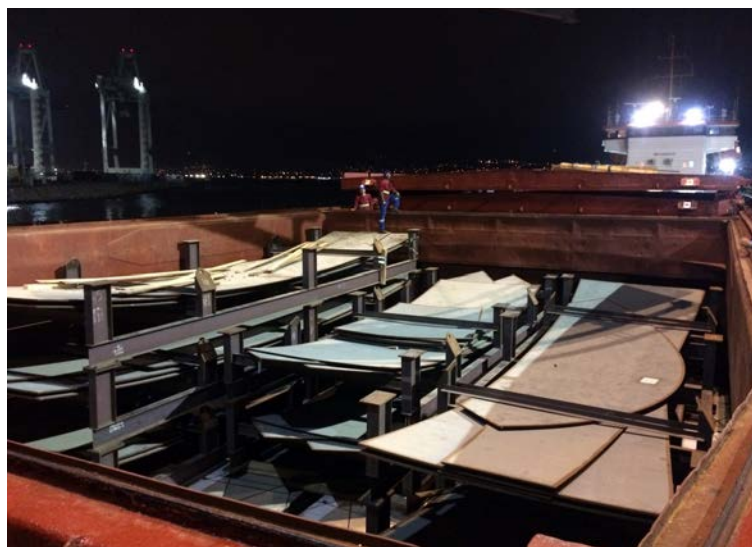
One of the project contract shipment of Suvari Shipping & Trading within this navigation season was in the Caspian region from Derince to Aktau.

The shipment required three vessels and consisted of 250 pieces with a volume of 7,500 cubic meters, weighing 8,687 tons

Components were fabricated tank materials and parts of steel structures that had to be delivered on time safely.

Suvari handled the cargo transshipment from ocean vessel to river-type

of vessels. Suvari prepared the stowing plan for all vessels and also all documents for Russian customs for-



malities.

Earlier on last year, Suvari had completed another project contract shipment from Iskenderun to

Aktau, with a total of 125 pieces, 9,000 cubic meters and 1,679 tons. The oil rig was delivered on time and safely.

The scope of the project included chartering the most appropriate river-type of vessels for the oil well rigs, preparing all vessels' stowing plans, handling cargoes with special equipments and by shore crane, preparing all documents for Russian customs and delivering the cargo safely to Aktau.

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Freight Link's New Year's Job

Freight Links Express Singapore arrange seven units of crusher ex Shanghai factory. They arrived in Singapore on the New Year's day and were trucked to



Freight Link Express' bonded warehouse. The freight forwarder used a 150-ton crane to unstuff the equipment from the flat rack container onto a low loader, for trucking to the Malaysia factory.

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Heaviest Ever Japanese Shipment for Global OEM

Cargo-handling expertise and reliable delivery schedules gave Wallenius Wilhelmsen Ocean the edge when it came to shipping a 275-tonne rotor from the port of Yokohama to Zeebrugge in Belgium...

As night fell at the Japanese port of Yokohama – and around the world, many enjoyed a quiet Sunday – WW Ocean’s team was busy working on a record-breaking Japanese loading.

Under several bright floodlights and with the help of stevedores, jack-up trailer operators and WW Ocean cargo superintendents, a 275-tonne rotor, which will be used as part of a turbine in a power station, was successfully loaded onto the Mark V Ro-Ro vessel Parsifal.

With the blocks and beams method used to load the rotor onto the vessel, detailed calculation by the WW Ocean Breakbulk project team

power plant in Europe, with the first leg of its journey – to the port of Zeebrugge in Belgium – expected to take 40 days. It will then travel on

built up a good knowledge, together with the stevedores in Yokohama,” said Per Wallmark, Breakbulk Project Manager, Asia at Wallenius Wilhelmsen Ocean. “After extensive pre-planning by the breakbulk project team, everything went like clockwork. Our saying of the day was: ‘Loaded with pride in Japan’.”

And the end result in Yokohama? A happy customer and an on-schedule shipment. WW Ocean expects to see many similar cargo requests in the future, particularly with power generation equipment in European and US power plants reaching the end of the product lifecycle. And the team at WW Ocean will be delighted to assist.



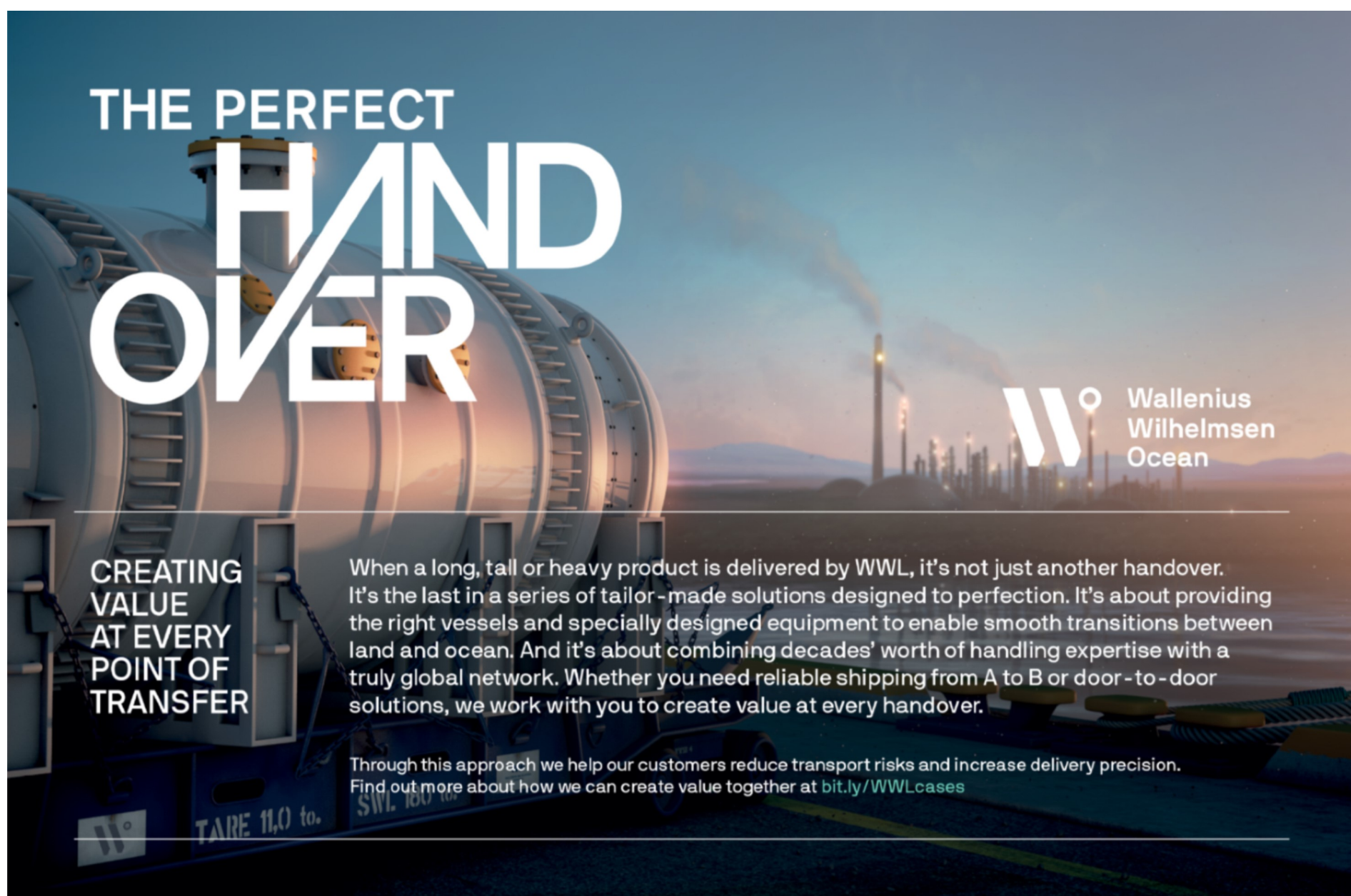
was required to determine how to safely secure a round rotor with no natural lashing points.

Having been successfully loaded, the rotor is now on its way to a

barge to its final destination where it will be used in a generator for a period of 30 years.

“Over the years, our commercial and operational team in Japan has

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**Wallenius
Wilhelmsen
Ocean**

Improving the Daily Commute: WW Ocean's Role in Building Ecuador's First Metro

When six 31-tonne metro cars needed to be shipped from Spain to Ecuador, WW Ocean was on hand to ensure smooth transit and delivery. But why was the shipment so neces-

sary.

But it hasn't been plain sailing. With the metro due to open at the end of 2019, getting it up and running – and, crucially, transporting equipment and machinery to the

journey would take just 31 days: ideal because one of the main challenges facing the logistics team was timing. The customer needed the units by 10 September for an unveiling with the Ecuadorian President in Quito.

challenges. Crossing 400 kilometers of mountains wasn't easy, but the experienced logistics operator ensured it took place without a hitch. The trains arrived at their destination with four days to spare before the grand unveil-

ing in the capital.

A successful delivery all round

Feedback from every side has been resoundingly positive. As Raoul Vega, WW Ocean Senior Sales Manager for Spain & Portugal, says: "It's amazing that this rolling equipment, built in the mountains of Basque country, has been transported by truck and vessel to one of the highest capital cities in the world.

"The population of Quito is waiting for

sary for Quito commuters and what made it such an impressive logistical feat for all concerned?

Set in the Andean foothills of Ecuador, Quito – the country's colorful capital – is undergoing something of an economic revival, thanks in part to one of the biggest infrastructures projects the city has ever seen: a new metro project that will span 22km and 15 stations.

In creating more than 5,000 direct and 15,000 indirect jobs, the Metro de Quito (MDQ) looks set to provide a much-needed boost to the country's economy. The hope is that the project, which is currently 75% complete, will not only help gentrify the city, but also reduce both congestion and pol-

lution. elevated Ecuadorian capital – hasn't been without its challenges.

From the mountains of Spain to the foothills of Ecuador

Six metro cars needed to be shipped from Spain to Ecuador – the first train shipment ever to be received by the port of Manta in Ecuador. With the MDQ comprising 18 trains (with six wagons per train), this singular shipment accounted for half a metro train.

Ro-Ro vessel Toledo was chosen for transportation because of reliable scheduling as well as WW Ocean's commitment to quality cargo handling. Added to this, the vessel's

The next challenge was around delivery and discharge. To ensure the units arrived in perfect condition, representatives from WW Ocean Panama flew to the port of Manta to ensure the safe and efficient discharge of the cargo.

As Javier Carrasco, WW Ocean Commercial Manager in South America, points out, successful unloading relied heavily upon experienced port stevedores as well as the port authorities themselves, who were able to advise on how to tow the metro car from the roll trailer to the truck.

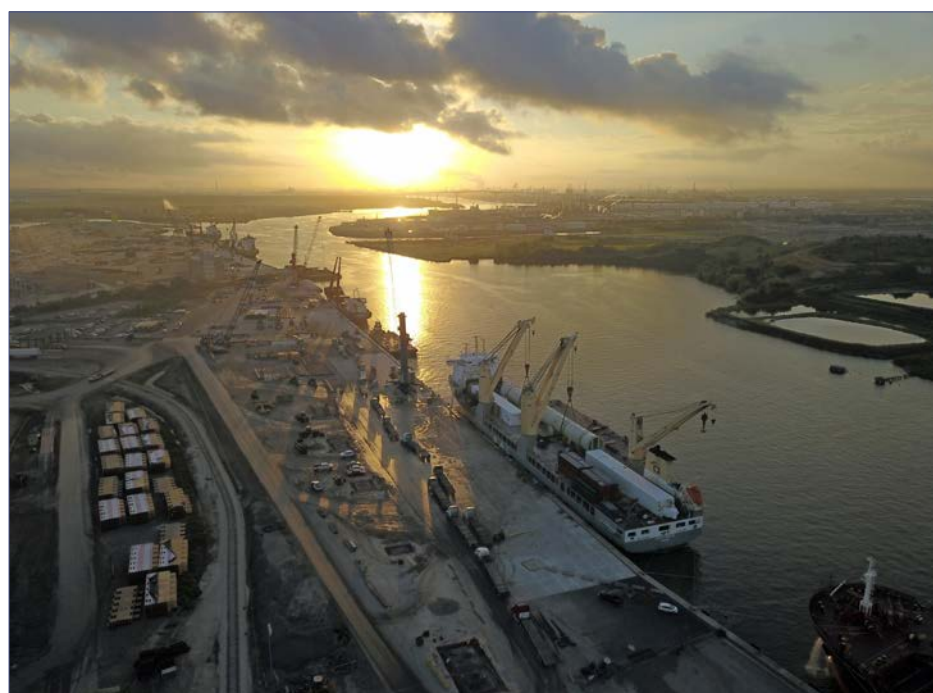
The second leg of the cargo's journey – from the vessel in Manta to Quito – came with its own specific

this major change in their lives and it's amazing that WW Ocean and its Ro-Ro vessel Toledo have been part of the supply chain, transporting these railcars across the Atlantic, the Panama Canal and the Pacific Ocean to the port of Manta."

It's been said by many – including the city's mayor – that the new metro will mark a historic moment for the city. Transporting 400,000 people across Quito every day, it looks set to not only boost the economy and reduce pollution, but also make life easier for the city's 1.6 million inhabitants. We look forward to the grand opening in 2019!



SAL's Genoa Yacht Expertise



The port of Genoa, Italy, is not only a popular destination for cruise ships, but also for yachts of all kinds and sizes.

Throughout the past decades, SAL Heavy Lift has become a specialist in transporting sensitive and complex marine cargo.

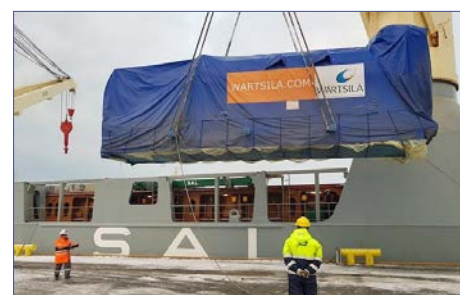
This expertise was given proof when SAL's MV Frauke was assigned to load seven yachts, a tender boat and a pontoon by Cigisped Middle East.

A 240-ton yacht, measuring 41.9 x 8.5 x 14 meters, was not only the heaviest, but also the largest piece of marine cargo for this one-of-a-kind shipment, followed by the 200-ton Damen stan pontoon, measuring 30 x 11.4 x 6 meters.

Another cargo (CB&I) move included a 74 meter long reactor with a diameter of 7.7 meters, weighing 550 tons.

SAL's MV Anne-Sofie successfully discharged the about 17.000 cubic meters of cargo in Houston, TX, USA. The three main units measured 44.196 x 6.401 x 5.055 meters, weighing up to 274 tons each.

In other developments, SAL shipped a heavy diesel engine from Finland to Bangladesh:



Despite the cold winter weather, prior to Christmas MV Annette of SAL Heavy Lift GmbH loaded a 140-ton heavy Wärtsilä engine, together with additional six 71-ton generators from Mäntyluoto, Finland, to Mongla, Bangladesh.

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Universal Transport: 1,000 Euros for a Good Cause

Being part, when loads of more than 100 tons and over 50 meters are brought to their destination with millimetre precision, is a dream for many.

For Frauke, this dream will come true. She is the winner of an auction

“Be part of a heavy load transport” – a price that the German heavy-duty specialist Universal Transport has donated exclusively to this great charity.

In favor of the campaign Lichtblicke e.V.,

Universal Transport has offered such a unique experience on kalaydo.de for auction.

And the interest was great: a total of

89 bids were made, but there could only be one winner.

Numerous interested parties want-

and was increased by Universal Transport by a donation of 555.56 euros to reach the 1000 euros mark.

who have become financially or mentally in need.

The campaign was brought to life

by the 45 NRW local radio stations, the framework program radio NRW, the Caritas associations of the five NRW dioceses and the Diakonie Rheinland-Westfalen-Lippe.

“We want to support social projects and Lichtblicke helps children and families in need”, explained Holger Dechant, managing director of Universal

Transport.

"With this exclusively provided prize we can contribute to a great cause which is for the region as well."

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ed to accompany a heavy transport to see what happens behind the scenes and how much is involved with such a special transport.

The closing bid was 444.44 euros

The money goes to “Aktion Lichtblicke e.V.”, which was founded in 1998 and supports children, adolescents and their families throughout North Rhine-Westphalia (NRW)



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HEAVY MATTERS

By Gert Vos



Forces

Although many people don't like the calculation part of all acting forces during lifting, transport, lashing and securing of cargo, it is good to understand why the things are as they are.

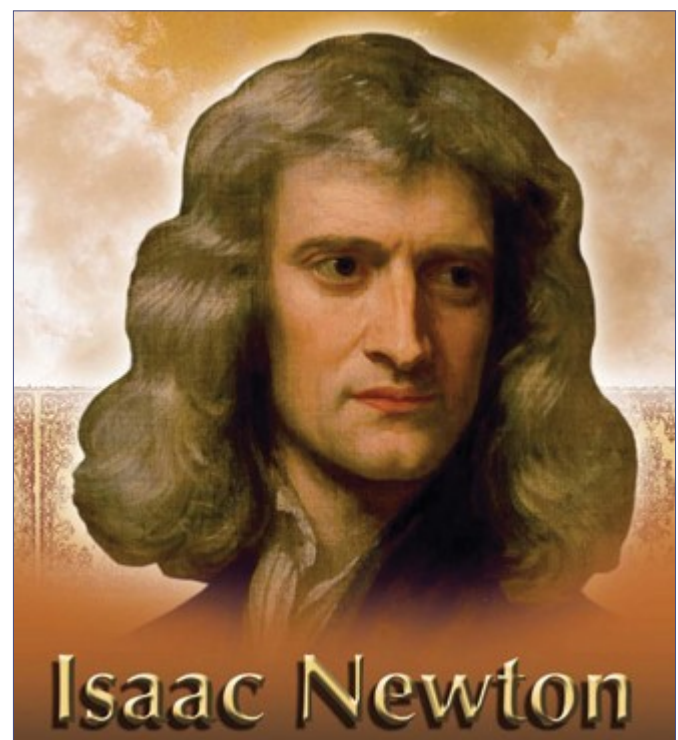
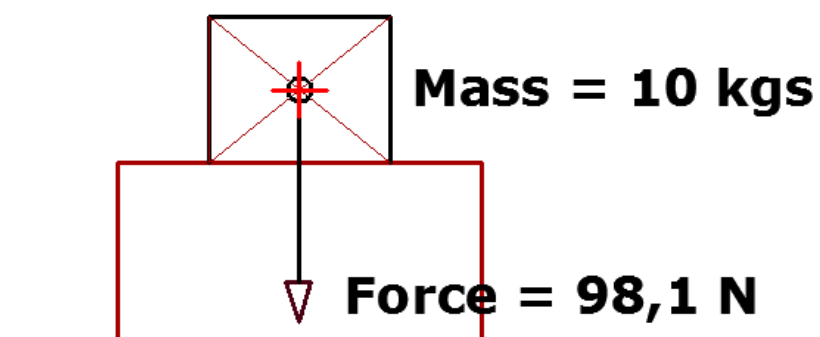
In this article we will give some information about those forces. What is a force?

FORCE: Any influence that causes an object to undergo a certain change, either concerning its movement, direction or geometrical construction.

Force (weight) = $m \times a$ ==>

(m = mass)


(a = acceleration on earth surface with $9,8 \text{ m/s}^2$).



Isaac Newton describes in his three laws of motion how it works:


Three Laws of Motion by Isaac Newton

First law: An object either is at rest or moves at a constant velocity, unless acted upon by an external force.



Newton's First Law

Applied to Rocket Liftoff

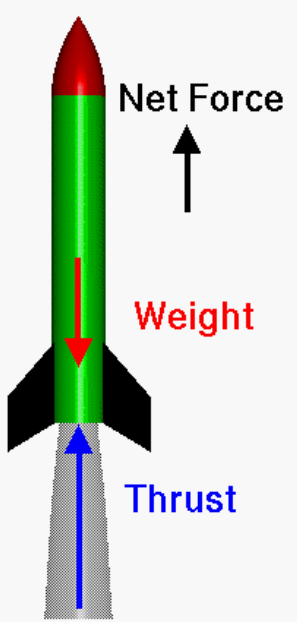


"Every object persists in its state of rest or uniform motion in a straight line unless it is compelled to change that state by forces impressed on it."


Before firing:
Object in state of rest, airspeed zero.

Engine fired:
Thrust increases from zero.
Weight decreases slightly as fuel burns.

When Thrust is greater than Weight:
Net force (Thrust - Weight) is positive upward.
Rocket accelerates upward
Velocity increases

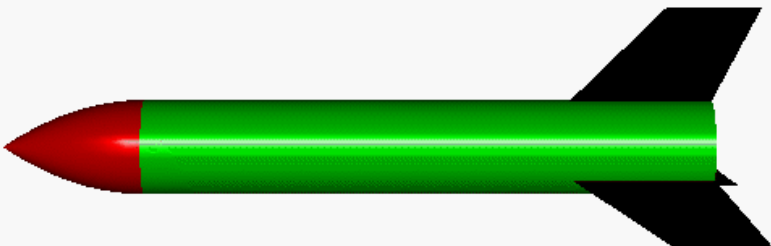


Second law: The sum of the forces on an object is equal to the total mass of that object multiplied by the acceleration of the object. A force can develop acceleration. Hitting an object with a larger force will achieve a bigger acceleration. But hitting with the same force on a heavier object, the acceleration will be less.



Newton's Second Law

Definitions



Differential Form:

Force = change of momentum with change of time

or:

Force = change in mass X velocity with time

With mass constant:

Force = mass X acceleration

Force, acceleration, momentum and velocity are all vector quantities.


Each has both a magnitude and a direction.

$$F = \frac{d(mv)}{dt}$$

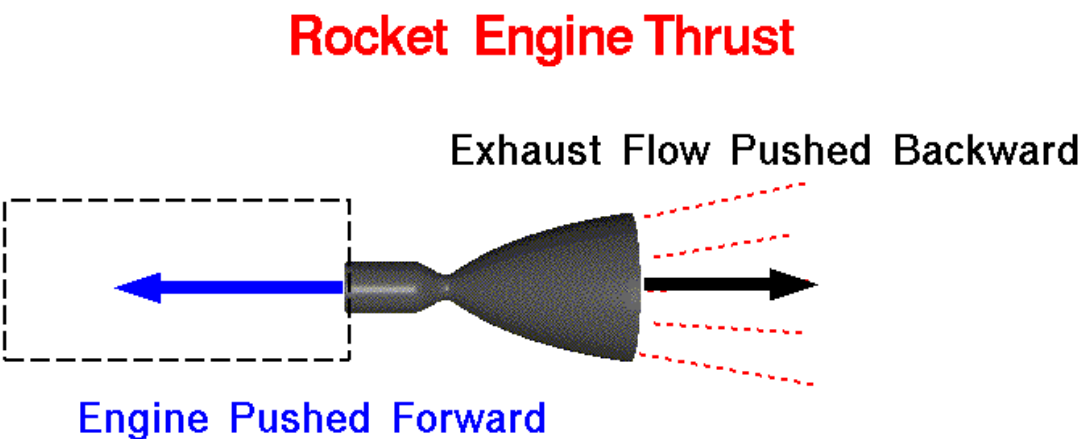
$$F = \frac{(m_1 V_1 - m_0 V_0)}{(t_1 - t_0)}$$

$$F = m a$$

Third law: When one body exerts a force on a second body, the second body simultaneously exerts a force equal in magnitude and opposite in direction to that of the first body. ACTION IS REACTION.



Newton's Third Law



Rocket Engine Thrust

Exhaust Flow Pushed Backward

Engine Pushed Forward

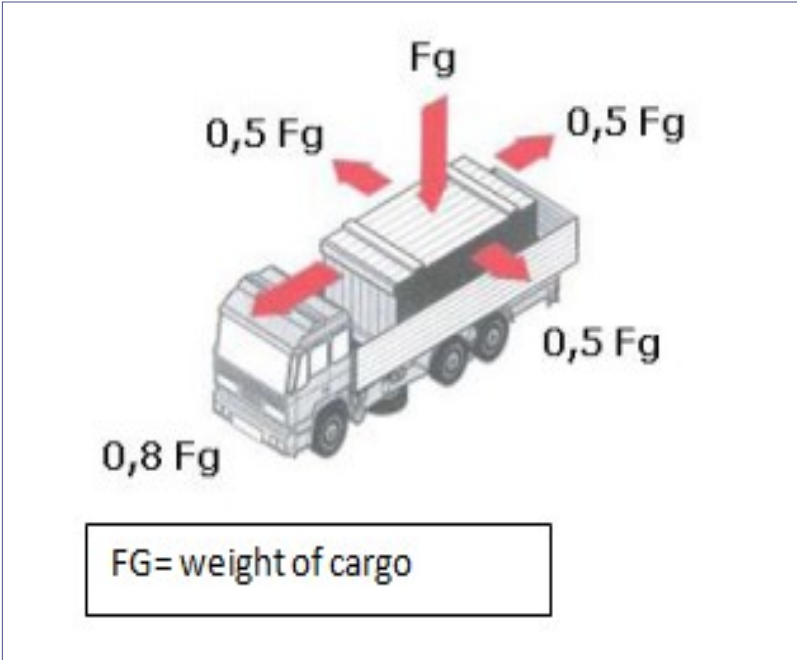
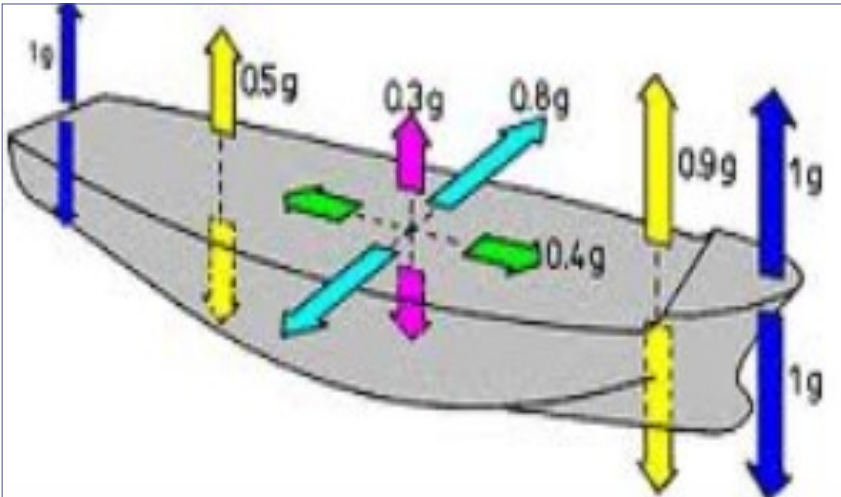
For every action, there is an equal and opposite re-action.

In all transport movements we have forces:

- Acceleration / deceleration (increasing / decreasing velocity)
- Centrifugal (making curves at a certain velocity)
- Wind

On the next page you will find examples for acceleration forces in transport by sea / road / rail / air.

Against these forces you have to secure the cargo:



Acceleration forces Rail - Air

RAIL

Forward/Backward: 4 G.
Sideward: 0,5 G.



AIR

Forward/backward: 1,5 G.
Sideward: 1,5 G.
Vertical: 3 G.



On the following page you will find two calculation samples:

Breaking force and centrifugal force.

Force

- Some formulas to calculate forces

$St = Vo.t + 1/2 a.t^2$	$Vt = Vo + a.t$
St = distance in m Vo = Velocity at start in m/sec. t = time in seconds a = acceleration in m/s ²	Vt = Velocity after t sec Vo = Velocity at start in m/sec. t = time in seconds a = acceleration in m/s ²
$Vt^2 = Vo^2 - 2.a.s$	$F = M.a$
Vt = Velocity after t sec Vo = Velocity at start in m/sec. t = time in seconds a = acceleration in m/s ² s = distance in m	m = mass in kg a = acceleration in m/s ² + = acceleration - = deceleration

- Example: transportcombination of 120 to (Gross Vehicle Weight) with a speed of 50 km/h (=13,88 m/s) has to stop at a distance of 40 meters. What is the breaking force on the transportcombination ?

$$Vt^2 = Vo^2 - 2.a.s$$

$$(0 \text{ m/s})^2 = (13,88 \text{ m/s})^2 - 2 . a . 40 \text{ m}$$

$$80 \text{ m} . a = 192,65 \text{m}^2\text{s}^2$$

$$a = 2,41 \text{ m/s}^2$$

$$Vt = Vo + a.t$$

$$0 \text{ m/s} = 13,88 \text{ m/s} - 2,41 \text{ m/s}^2 \times t$$

$$t = \frac{13,88 \text{ m/s}}{2,41 \text{ m/s}^2}$$

$$t = 5,6 \text{ seconds}$$

$$F = m . a \rightarrow F = 120.000 \text{ kgs} \times 2,41 \text{ m/s}^2 = 289,2 \text{ kN} = 28,92 \text{ to.}$$

Centrifugal force

The centrifugal forces are a result of a load that makes a curve and that acts on the CoG of the load.

Formula: $Vo^2 = ac.r \implies ac = Vo^2/r$

ac = curve acceleration in m/s²

Vo = velocity in m/sec

r = radius of curve

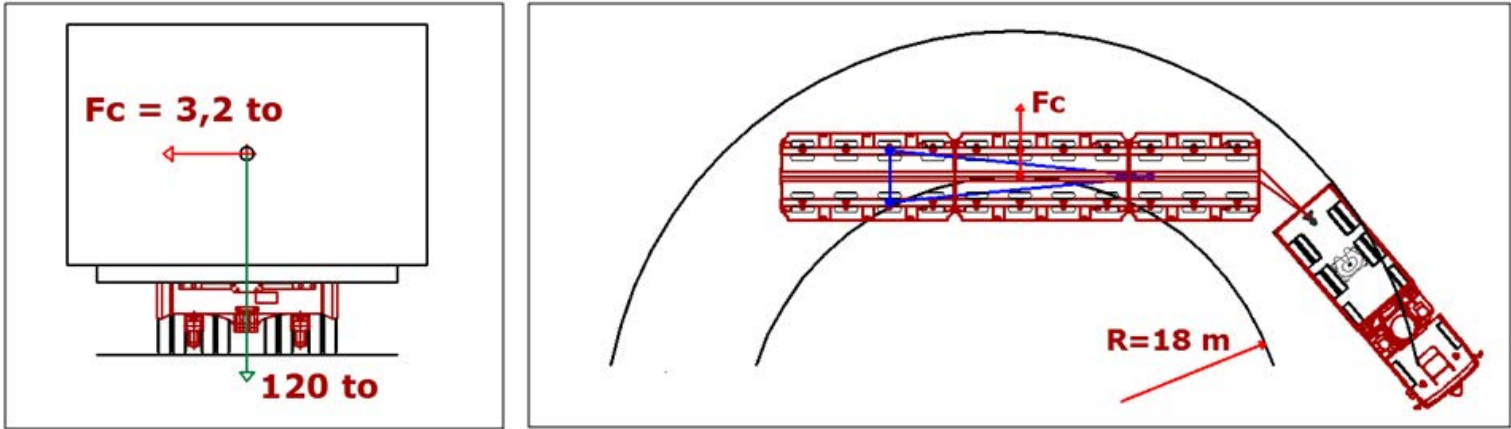
Example: Transportcombination with a GVW of 120 to. Speed of 8 km/h = 2,22 m/s and makes a turn of 18 m (radius).

What is the centrifugal force ?

$Fc = m . ac$

$ac = Vo^2/r = 2,22^2/18 = 0,27 \text{ m/s}^2$

$Fc = 120 \times 0,27 = 32 \text{ kN} = 3,2 \text{ to.}$



Maybe all this is not easy to understand, but it's nevertheless important to know. Because only if you understand the mystery of some physics, you can judge the right or wrong way of transporting and lifting cargo.

Lift & Shift's Refinery Project

Lift & Shift Engineering Middle East LLC successfully accomplished a challenging job by completing the entire operation to load out of all six modules in single rising tide. It was a benchmark created and the planning was done with the team. This challenge required precise working and

to berth in Mediterranean position 14 hours before loadouts. Barge preparation for loadout was done during the night hrs by a dedicated team viz preparing the pre-ballast for the targeted tide, stowage marking of modules on barge, placement of grillage placement and mooring activities.

barge tanks by use of ballast pumps.

Lift & Shift commenced the loadouts of starboard side three

port side modules. Grillage placement was done and Ro-Ro ramp plates were shifted from star board side to



planned time which were set for each activity in order to achieve this milestone.

As per plan, all six modules were transported close to the jetty one day prior to loadout. Barge preparation was the next activity since barge was

Next the loadout was planned to commence with rising tide, however on the said date the prediction was that the tide would be close to ZERO variation implying for the entire load out would be executed using only ballasting / de-ballasting of

modules as starboard side grillage placement was completed overnight.

The port side grillage placement was being done while the starboard side loadouts were being executed. As soon as starboard side loadout was completed, focus was shifted to

port side.

Lift & Shift commenced loadout of remaining three modules one after another with single set of axles. The entire operation was executed as per planning and completed just before low tide.

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Msharib's Diplomatic Move

Msharib Shipping & Logistics (MSL) handled a DDP shipment of an IVECO MMU (mobile medical unit) from Karachi port to the Consulate of

the United Arab Emirates.

The MMU will be providing health care service in the rural areas of Pakistan where medical facilities have limited accessibility.

The vehicle is shipped for a 6-month period to Pakistan, as a donation of the U.A.E. government for philanthropic work.

The scope of MSL included custom clearance, transportation and delivery - which all were successfully accomplished by team MSL.

The MMU vehicle has a value of US\$13,500. Delivery was made through secure routes and with compliance to safety standards.

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DAKO's Caribbean Job

Germany-headquartered DAKO Worldwide Transport delivered a power plant from Europe to the Virgin Islands in the Caribbean. The power plant will replace a system that was damaged by extreme weather.

DAKO transported three heavy generator sets weighing 150 tons each, plus supplementary equipment including a sophisticated gas exhaust cleaning system.

The cargo was delivered from Europe aboard a BBC Chartering vessel.

DAKO was also responsible for organizing local port handling and transportation to the final project site, as well as positioning the oversize pieces on their foundations using a jack and slide system.

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Upcoming GPLN Meetings & Events 2019

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
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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,
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People Logistic Korea's Budget Breakbulk

People Logistics Korea was nominated by SE Freight & Logistics, a GPLN member partner from India, for a tight budget, they chose container shipment. Another challenge was that the cargoes tended to twist without any support fixture. So stuffing works



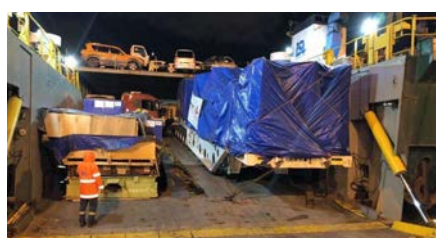
shipment from Korea to Hazira. The cargo consisted of four units of forging, with 8.33 meters in radius and weighing almost 16 tons each. The cargo had to be shipped by breakbulk. Since the customer had a

using H-beams had to be arranged. People Logistics Korea demonstrated the powerful skills required to handle this special cargo by using flatrack container-by-container shipment.

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KMA Gets Power to Paraguay

KMA, a heavylift projects forwarder from Uruguay, handled a cargo



shipment for the Paraguayan electricity authorities ANDE. A mobile sub-

station had to be moved from Indonesia to Paraguay. Journey of the cargo went via Antwerp and Montevideo. KMA was tasked with coordinating the shipment from Antwerp to the final destination, with transshipment of the goods via Montevideo. As carriers Grimaldi Lines and Independencia Shipping Lines were chosen.

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Protran's Transformers

Protran of China was awarded the job by a close client. The transport consisted of five sets of transformers from Qingdao to Cebu, Philippines.

Average gross weight of the transformer's main body was 100 tons, with the maximum weight 129 tons. With the professional service and taking the advantage of good relationship with all related

partners into account, whether these partners are domestic or overseas, Protran once again successfully handled one more heavylift cargo.

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Megalift Moves 40-Meter Bridge



Megalift Malaysia owes it to its operation team for their technical expertise and efficiency in completing a recent jacking and skidding job for a railway project in Malaysia.

The challenge involved sideways shifting of an elevated railway 40-meter span, known as small box girder (SBG) from one edge to the other.

Such a move was required due to construction constraints and change in site progress.

It was challenging setting up the

hydraulic skidding tracks on the narrow space of the crossheads that the 360-ton SBG was sitting on.

It did not help that Megalift's team had to work at an elevated height of 17 meters that posed a considerable degree of safety risk. Having two crossheads that are not exactly parallel further complicated the job.

Megalift's two hydraulic systems at both piers had to work in sync to ensure the skidding movement during the shifting was properly aligned on two ends.

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GPLN Duo Teams Up

Great things can happen with great partners! Turkey-based Logistics Plus safely delivered a 143-ton Yankee dryer Italy to door in Oklahoma, USA. Fellow GPLN member TITAN Project & Logistic from Italy was a great entrusted partner for the job that required following logistics hardware: HL ocean vessel + hopper barge + Liebherr LTM 1750



-9.1 all terrain crane + 8-line single-side Goldhofer.

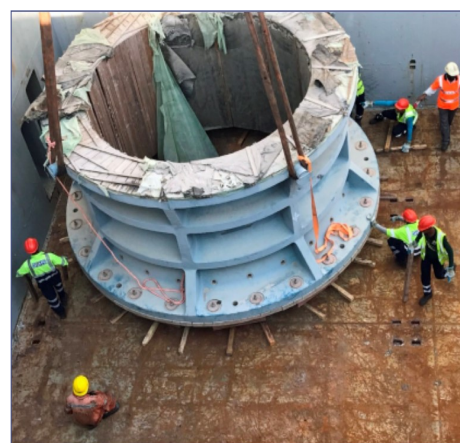
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AMI Ships Mining Plant

AMI's scope of work covers complete in-transit logistics management, intermediate storage and ocean freight ex Jebel Ali port by part-chartering.

Total cargo involved in the shipment of a mining plant were 97 packages covering 4,600 freight tons, including 19 heavy lifts from 65 tons to 96 tons.

The equipment was destined for a



major copper mining plant at a Persian Gulf destination.

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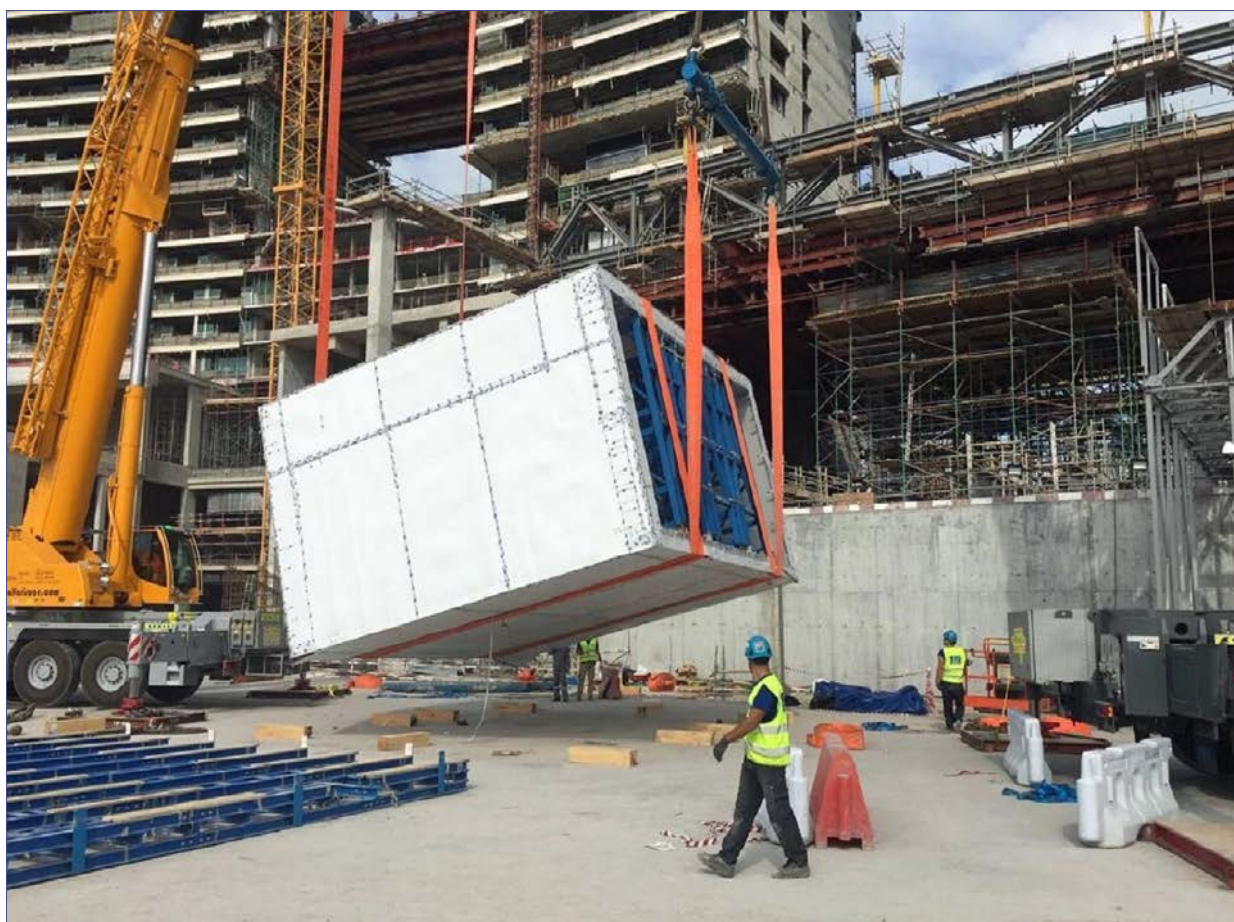
HÖEGH AUTOLINERS

Polaris Shipping Agencies on Busy Schedule

The international project division of Polaris Shipping Agencies LLC, Dubai, looks back on a busy 2018. Among the projects to conclude the year was on huge fish tank at aquarium hall rails which were approximately 12 meters from the ground level. The scope of the job included tilting of the tank, which weighted some 68 tons, prior to placing the tank at the proposed platform.

Polaris' scope also covered necessary site adjustments, technical evaluations and the preparation of needed drawings for the approval of all concerned parties, all of which was carried to the full satisfaction of everyone involved.

Furthermore, Polaris in December also completed the demobilization of



equipment from Al Reem Island, Abu Dhabi, to Alexandria, Egypt.

The project shipment included Soil-mec rigs, Sany mobile cranes, etc., all of which were suitably dismantled to be shipped as Ro-Ro, with accessories in special purpose containers.

Polaris has an own, dedicated in-house professional team to dismantle all sorts of construction equipment and secure it on special purpose containers or suitable break-bulk / Ro-Ro vessels, as per requirements of the job.

Polaris Shipping Agencies LLC is in business since 1992 and is a leading agency and Project Logistics Company in the United Arab Emirates offering diversified services to an established and global customer base.

Polaris represents several reputed European heavylift carriers as port agents in the Middle East and on Persian ports, hence it gives its customers the convenience of dealing with a single point of contact whilst working with Polaris for their heavylift,

project movements, complimented by support of Polaris' experienced project team offering dedicated account management and listening to each client's needs and requirements.

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CCS' Skid Movement

The projects team of CSS shared details of a recent project movement they handled in Dubai. Two skids of re-melt tank with structural steel skid and steel frame were moved from Jebel Ali to Houston.

The cargo specification was 8.20 x 4.50 x 4.80 meters, with a weight of 24 tons. The cargo was moved as ocean freight.

"The entire movement was done overcoming a lot of challenges", commented Sajith Vijayan of CSS.

"As usual our team was enthusiastically delivering

their best throughout the process. Each project movement provides ample scope for learning something

new."

The scope included collection on a special 40-centimeter low deck trail-

er from Mussafah to Jebel Ali, lashing and securing of skids onto the 40-foot flat rack container, and then exporting

to the destination in Houston, including the completion of all documents and clearances needed for the move.

As is the practice, extensive study and survey was conducted as part of this movement regarding the origin, destination and the travel route.

Each point of the entire project was carefully assessed to ensure a fool-proof and smooth journey of the cargo.



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CKB Logistics Move Power Plant

CKB Logistics was awarded to deliver the generator step-up transformer (GSUT) and electrical equipment for the 130-150 MW electricity power plant project to gas engine combine cycle (GECC) of the Lombok power plant (Peaker) at Lombok, West Nusa Tenggara, Indonesia.

This project cooperated with PT Pembangunan Perumahan (PT PP) and PT Perusahaan Listrik Negara (PLN).

The project was handled by CKB Logistics to deliver three units of GSUT (17 MVA, 80 MVA and 95 MVA), weighing up to 100 tons and accompanied by other electrical equipment needed to support the project activities at site.

The transport of the transformer and electrical equipment started from

the PT Bambang Djaja factory in Ngoro, Mojokerto, to Tanjung Perak port, Surabaya, East Java.



Time required to arrive at the jetty and GECC Lombok Peaker site was one month.

A prudent survey, proper operat-

ing plan analysis, well worked out routes and the exact type of transportation were key factors for a suc-

cess delivery and to meet the customer's expectation. CKB Logistics delivered flawlessly.

Still, the project was challenged by

the Indonesia's geography and a minimum of infrastructure.

Thus the project logistics company plays important role in providing and enabling the necessary infrastructure, such as strengthening local bridges.

That they can be crossed by the project shipment transportation, such as a prime mover.

Another challenge were precise operation timings when using sea transportation, which is subject to a challenging climate, weather changes and local issues that can only be handled and properly managed by teams on the ground.

Nevertheless, due to CKB Logistics' vast experience in handling such kind of projects, the shipment was successfully and safely delivered on time.

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