

SCACLI Project of Massive Proportions



SCACLI Canada is pushing ahead with an ongoing project to Kuwait.

Every single component of this job has been shipped under the management of SCACLI. It's a project of massive proportions, with component origins from Canada, the U.S., vari-

ous South American nations, China, Korea, the U.K, the Netherlands, Italy, Belgium, U.A.E. and Kuwait.

Project value of phase 1 amounts to US\$ 30 million, with 234 transactions concluded so far, or in other words, a shipped weight of 2,896,258 kilograms.

This is the first heavy oil project in Kuwait and the biggest upstream project in the Middle East.

With a project value US\$ 7 billion, the project is being developed in phases with the first phase expected to start in 2020 with a production rate of 60,000 barrels of oil per day.

Called the Lower Fars project, it aims to extract heavy oils from the oil field located in the northern part of Kuwait.

Design, manufacturing and engineering are of Canadian origin.

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A Yacht's Journey From Spain to Angola

Fleteval Forwarding coordinated a yacht transport from Spain to Angola. The yacht arrived to Valencia sailing from the south of Spain, and Fleteval received it by sea to be stuffed on a 40'

FR container on a very suitable cradle.

The intention was stuffing the boat with the flat rack walls up, for that reason they had to work very subtly and delicately, because the

boat measure was more than 40 centimeters longer than the container.

Once the boat was in his final position, the team started to lash and secure the boat and cradle. The cradle was lashed to the container and some stoppers were nailed to the

floor of the container to avoid any movements.

The shipping company surveyor accepted the thorough operation and called it a job very well done. It was another Fleteval work perfectly done.

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A Word From GPLN

Dear Reader

The latest data released by the Global Wind Energy Council (GWEC) shows that Africa and the Middle East installed almost 1 GW of onshore wind power capacity in 2018, an increase of more than 300 MW compared to 2017. This trend looks set to continue and Africa is expected to increase installed wind energy capacity to 30 GW by 2027. Egypt, Morocco and South Africa, which currently account for around 85 percent of installed renewable capacity in Africa, will remain the three main investment destinations on the continent. Furthermore, opportunities on the continent are not limited to the region's rapidly growing wind energy sector as Egypt, Senegal and Mauritania have been some of Africa's exploration hotspots over the past three to four years, with high-profile oil and gas discoveries spurring on further investment. The continent is poised to become a land of even more opportunities for the heavy lift and project forwarding sector which shows also in the high number of new GPLN member offices which joined our network recently.

In other news a surge in final investments this year could see sanctioned volumes of oil and gas (excluding shale and tight oil and gas prospects) nearly triple compared to last year's figures. All regions are headed for robust growth, except Europe and North America, with



GPLN delegates exhibiting at Breakbulk Asia which took place in Shanghai from March 20-21, 2019

Saudi Arabia as one of the major countries driving this growth. The Kingdom will likely approve three major offshore shelf expansion projects that would collectively account for nearly a fifth of global FID volumes this year. Furthermore, previously delayed projects that could come online this year will make up almost a quarter of the FID volumes in 2019.

We are now in the final preparation for our Annual General Meeting which will be held from May 18-20, 2019 for the second consecutive year at the Dorint Park Hotel in Bremen, Germany. Many of our participants will join on May 18 also the full day training course in RORO competence in Bremerhaven which is organized by our Gold Sponsor Wallenius Wilhelmsen Ocean for GPLN members.

Right after our AGM we will exhibit at the

Breakbulk Europe in Bremen from May 21-23, 2019. This year our GPLN team will be joined at our spacious GPLN booth by 20 GPLN member delegates from all over the globe. In autumn we will exhibit again at Breakbulk Americas in Houston from October 8-10, 2019.

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

Your GPLN team

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NEW GPLN MEMBERS — MARCH / APRIL 2019

Botswana / Burundi / Malawi / Rwanda / Uganda / Zimbabwe	Gaborone / Bujumbura / Blantyre / Kigali / Kampala / Harare	AMI Africa / AMI Manica
China	Qingdao	Qingdao Maga International Logistics Co., Ltd.
Germany	Bremen	Brelog GmbH
India	Mumbai	Velocity Global Logistics Pvt. Ltd
Iraq / Jordan / Lebanon	Erbil / Amman / Beirut	Net Logistics SAL

Hisiang Logistics' Beautiful Delivery Story

In our daily life, people always expect a miracle happens around us, so as to bring amazing and colorful feeling instead of dull routing life. In fact, we could also create miracles by ourselves.

In the end of 2018, Hisiang Logistics made a successful DDP delivery in Iraq for the oil and gas industry. A total 38,000 freight tons of coating pipes were delivered from Pyeongtaek up to the Iraqi Petronas site. This job was entirely mastered by Hisiang's sophisticated project team. The final achievement was far beyond the customer's expectation.

This would be a long but interesting story. All of the 38,000 tons of coating pipes were carried by three shipment lots. Due to the tremendous weight, it was a really big challenge! Can you imagine the scene when hundreds of heavy trucks were gathering together at the same time? That was a really impressive and marvelous business. Guess how many trucks were needed for the job to be achieved? More than 450 heavy trucks!

How these miracles were achieved? Firstly, Hisiang project team had to avoid any possible damage to the coating pipes during the whole journey. To meet the requirement, all parties including supplier, buyer, project owner Petronas, port authorities, vessel owners, forwarders, surveyor, all these parties got together at the same time to supervise and finalize the whole process. All specialists involved

paid great attention and gave their very best effort to conquer the challenges ahead.

Secondly, vessels were sailing on the voyage to Umm Qasr. Duty and



tax exemptions couldn't be started until all legalized documents were ready. Hisiang hurried to finished the duty and tax exemptions before the vessels' arrival to prepare big



port storage in Iraq. Everything finished timely! Everything went perfectly! Thanks to Hisiang's brave team who lived on the jobsite to communicate with the receiver, hun-

dreds of trucks were discharged on time!

The most difficult challenge faced was with the second lot. The hundreds of trucks had to drive slowly in

the muddy area where unexpected storms kept raining. It was unnormal to have such heavy rain in the desert area. Thanks to a big team effort, Hisiang assured that the whole pro-

ject went smoothly and profitably.

Good planning plus devotion and good communication made the difference! The client couldn't praise Hisiang enough for the miracle deliv-

ery.

In another project move, Hisiang charter flights helped with the Chinese belt road strategy. Hisiang Logistics was awarded an exclusive air charter contract by China Petroleum for the routes from China to Turkmenistan. All the cargo was destined for oil and gas EPC projects.

The first charter flight took place on a Chinese national holiday. This created a big challenge. Hisiang had to plan the complete job, including trucking, airport handling, X-ray sanitary inspection, customs handling, etc., within an urgent and short time frame. All the people involved worked solidly together, with super-efficient communication to meet all the needs. The first beautiful "big green bird", an Ilyushin Il-76 with 42 tons payload, landed safely after a 6-hour journey.

So far Hisiang handled six Ilyushin freighter flights from different airports in China to Turkmenistan. No matter what kind of situation Hisiang meets, the company always strives to find the right solutions, like when the last charter left from Urumqi airport and the weather was freezing with -18°C and much snow. Hisiang team finished the loading and monitored the winter storm with great passion and knowledge. The charter flight went perfectly and smoothly.

Hisiang is expecting more belt road business in 2019 and is looking forward to being the best project partner in China.

continued from page 2

Morocco	Casablanca	Master Projects Logistics
Russia	Ekaterinburg	DAS GLOBAL LOGISTIK
Russia	Moscow	DAS GLOBAL LOGISTIK
Russia	Saint Petersburg	DAS GLOBAL LOGISTIK
Russia	Vladivostok	DAS GLOBAL LOGISTIK
U.A.E.	Dubai	KRS Logistics LLC

Case Study: FOX Brasil Moves Parts of Industrial Plant

Another interesting operation safe and sound concluded by FOX Brasil! The company has been awarded to move heavy machinery and presses of an automotive industry's plant from Brazil overseas, in what seemed to be a very challenging mission.

The contractor ran a thorough analysis of FOX Brasil's technical capabilities and expertise, and among some other big players in the international logistics market, FOX Brasil were gladly nominated to perform this operation. The demand consisted of moving two production lines through the transportation of four heavy presses and one furnace equipment.

FOX Brasil engineers and project logistics experts conducted comprehensive feasibility studies and route surveys at the supplier industrial plant in Brazil, making sure that operations took place safely for the people involved, the load as well as for the adjacent structures.

Once the studies had been concluded and the pre-project meeting had been done, FOX Brasil's technical

team could proceed with the production lines disassembly, rigging, heavy lifts wrapping and pertained fittings, furnishings and props pack-



ing. Each separate part performed using specialized heavy-lifting devices. These presses and furnace have been assembled early in the '80s, and close to them, many other equipments had also been installed, restricting the positioning and manoeuvre area for cargo lifting.

Complying with the destination country regulations, all pieces were cleaned and prepared for the journey ahead before packing and wrapping. Tailor-made supports were designed

and built to accommodate the heaviest pieces onto the 24-axle line modular trailers to be transported to Santos Port, as well as to keep the piec-

es steady inside of the ship's hold. FOX Brasil hired a floating crane to load the heavy lift on board of a Container ship.

Next step of the operation was the delivery of the equipment to the final job site, performed by the company's partner overseas. The operation was a success, all safety requirements have been fulfilled and there hasn't been any damage situation. To conclude the operation, FOX Brasil's specialists will soon travel

overseas to supervise the production line installation.

FOX Brasil wishes to thank everyone who somehow contributed to the

successful outcome of this project! Check out some numbers that sum up the scope:


- 6 months of work
- + 100 professionals involved: including FOX Brasil project and engineering team
- Heaviest pieces 96 tons and 121 tons
- Lifting equipment
- 3 gantry cranes with capacity up to 500 tons
- 1 mobile crane with capacity up to 75 tons
- 1 floating crane barge with capacity up to 280 tons
- 24-axle line modular trailer

Count on FOX Brasil's team for the development of customized engineering plans that covers all the elements of your supply chain. With specialized know-how and state-of-the-art technology, FOX Brasil will enable the execution of your most challenging projects. For FOX Brasil, safety is paramount on project logistics operations.

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Megalift Moved World's Largest First GE 9HA.02 Gas Turbine

It is truly amazing to see the successful transportation of the world's first General Electric 9HA.02 gas turbine in Malaysia.

It is also known to be the current largest and most efficient heavy-duty gas turbine in the world. The turbine weighs 436 tons, with the dimensions 11.4 x 5.1 x 5.2 meters.

Megalift received the massive gas turbine that came all the

way from France at Pasir Gudang port, located at the southern region of Peninsular Malaysia.

It is the first among the two gas turbine units that is a crucial part of the Track 4A: 1,440 MW combined

cycled power plant in Pasir Gudang, Johor.

The gas turbine was taken through



a distance of more than five kilometers, an extended route to avoid several overhead restrictions.

Margins at both edges of the road were narrow and it was especially challenging to turn at tight junctions.

Timely traffic control coupled with our experience and familiarity of the route contributed to a smooth operation.

Since 2018, Megalift has been entrusted to move a large number of shipments for the Track 4A project.

They comprise various cargoes ranging from small structures to over-dimensional transformers, generator stators and gas tur-

bines.

Megalift is excited to cross many more milestones in the project logistics scene in Malaysia.

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Almajdouie Wins Top Award

Almajdouie Logistics is delighted to inform that the Dubai Chamber of Commerce and Industry has honored the company with the Mohammed Bin Rashid Al Maktoum (MRM) Business Innovation Award for its commit-



ment to ingenuity and continuous improvement. The award recognizes and celebrates businesses for outstanding practices and achievements in innovation, which contribute to the development of their country's economies and serve as an inspiration for like-minded companies across the Gulf region.

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Wallenius Wilhelmsen Ocean

Lift & Shift Moves Heaviest and Widest Columns on Indian Roads Ever

As part of HPCL's Visakh refinery modernisation project, Lift & Shift has delivered two giant columns which are the heaviest and widest columns to ever have been transported on Indian roads. The vacuum column had dimensions of 63.3 x 13.1 x 14.3 meters, weighing 990 tons, and the crude column had dimensions of 76 x 9.3 x 9.93 meters, weighing 728 tons.

The columns were manufactured by Larsen and Toubro Ltd. at their Hazira factory, and transported by multi-

modal route to Visakh.

Lift & Shift, who were awarded this contract, were involved from the conception of the fabrication of the equipment, to make this transport a reality.

The transport involved loading the column at Larsen and Toubro Hazira, which was done using 64 SPMT axles of LSPL, having 512 tyres / two heavy duty remote control operated power pack units of 440 horse power hydraulically operated trailers. The columns were

shifted from the yard to Larsen and Toubro's L jetty over 2.5 kilometers



away, and then rolled onto the barge during high tide on LSPL ocean-going barge AF 281, towed by LSPL tugs.

The tow took 30 days to reach

Visakh outer anchorage. The planning was made so that the tow did not need to stop for refuelling and reached safely. LSPL team monitored daily weather and was constantly in touch with the tug crew. Both columns were rolled off and thereafter transported to the HPCL site over 4.5 kilometers on the roads of Visakh in altogether five hours only. Lift & Shift delivered the equipment safely to HPCL and there was overall appreciation from all parties involved.

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Turk Logistics and Turk Heavy Transport successfully accomplished the receiving and shifting of two units of transformer main bodies from ship hook to port storage laydown yard. Valuable clients for this job were Hyundai Heavy Industries and the Electricity and Water Authority of Bahrain.

The consignment consisted of two transformers weighing 37 tons each, with 6.34 x 3.62 x 3.03 measurements.

Turk Logistics and Turk Heavy Transport will perform following further undertakings as soon as the customs clearance and other port formalities completed: Reloading using crane and transportation from port to substation, followed by grounding and installation on site.

Turk wishes to thank its team and everyone involved!

Another demanding job and even record for Turk Heavy Transport was the moving of an unusual load with a total weight of 224 tons. This time the company increased its capabilities by adding more axles from 24 to 36 axles lines to serve the client requirements.

The SPMT configured in 18 + 18 side by side with the total length of 25.2 meters, width of 5.33 meters, height of 1.5 meters and weighing of 144 tons (tare).

Turk's Bahrain Jobs

The steel structure was successfully delivered to ALBA Power Station 5 project, with dimensions of 31 x 8.4 x 5.5 meters and a weight of 80 tons.

Turk again wishes to thank its team and congratulates to all involved! This kind of movement will



happen again in the near future, serving the same client.

Related to this job, Turk Logistics and Heavy Transport have provided complete port-to-door solutions for cargo supplied by Fives ECL of France. Services included road permissions, escort arrangements as well as road works along the route to make the passage of trucks possible. The cargo consisted of a total of eight tool trolleys weighing 53 tons, each with dimension of 10.6 x 5.75 x 4.6 meters.

All of the tool trolleys were received from ship hook on hydraulic low-bed at Khalifa Bin Salman port and placed in temporary storage on stools support. At a later date, the Tools Trolley were jacked up and down onto a hydraulic lowbed and transported to the final destination.

Unloading operations at the site were performed with the same jack down method on stools.

Job no. 4 involved a partnership with Eunsan Shipping, Korea. Turk managed the safe collection and delivery of three units of HHI transformers main bodies and its accessories from Khalifa Bin Salman port to Saleh-Zallaq substation. Dimensions were 5.77 x 2.27 x 3.3 meters with a gross weight of 35 tons.

Related to this job was another

collaboration with Eunsan Shipping, this time for Turk's valuable clients Hyundai Heavy Industries and the Electricity and Water Authority of Bahrain. Turk oversaw another successful delivery and installation of two units of transformers and accessories from Khalifa Bin Salman port to Eskan substation.

Consignments measured 5.77 x 2.27 x 3.3 meters with a gross weight of 35 tons each, with 4 x 40' containers accessories.

Last but not least, Turk Logistics and Heavy Transport managed to receive safely three units of big transformers from vessel hook and transferred them to temporary port laydown area and jack down on stool support. Consignment's description was as follows: 9.4 x 3.4 x 4.8 meters with a gross weight of 142 tons each.

The job involved customs clearance and other permit applications, barging from Khalifa Bin Salman port to Ras Zuwayed, followed by transportation from Ras Zuwayed to Zallaq substation, and then grounding and installation.

Turk is synonym for safe and successful operations. Turk Logistics and Heavy Transport – your reliable, professional partner for projects in the Kingdom of Bahrain.

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DAKO's Engine Exchange

DAKO Worldwide Transport GmbH was nominated jointly with his local partner to perform the replacement of an 85 tons engine at the Bri-kama power plant in Banjul, Gambia.

destroyed engine, DAKO and his local partner imported a 500 tons tower lift system which was placed inside of the power house.

For performing the overland transport DAKO used a 7-axle line



DAKO was responsible for the reception of the engine in the port of Banjul, reloading from MAFI trailer onto hydraulic trailer, the overland transport up to the jobsite and for the exchange operation inside of the power house.

For the replacement of the de-

Goldhofer hydraulic trailer with a transport capacity of 220 tons. The trailer is company owned and was recently stationed in Senegal / Gambia for a permanent stay and operation in West Africa.

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Green Worldwide Delivers Equipment for Tile Plant Expansion

Green Worldwide is completing the deliveries of new equipment for a tile plant expansion project in the Tennessee Valley.

“We did this project a little different than how we have done similar projects in the past”, says Project Manager Thomas Jorgensen, “and it worked out very well. We normally would



Four press bodies each weighing in excess of 190,000 pounds were already successfully delivered together with a number of smaller break bulk pieces. The balance of the equipment is containerized and approx. 275 containers are being delivered over three months.

have moved the presses via rail and then transloaded to an over-the-road trailer close to the jobsite, but for these we chose to truck all the way from the port delivering two units at a time to save on crane costs.”

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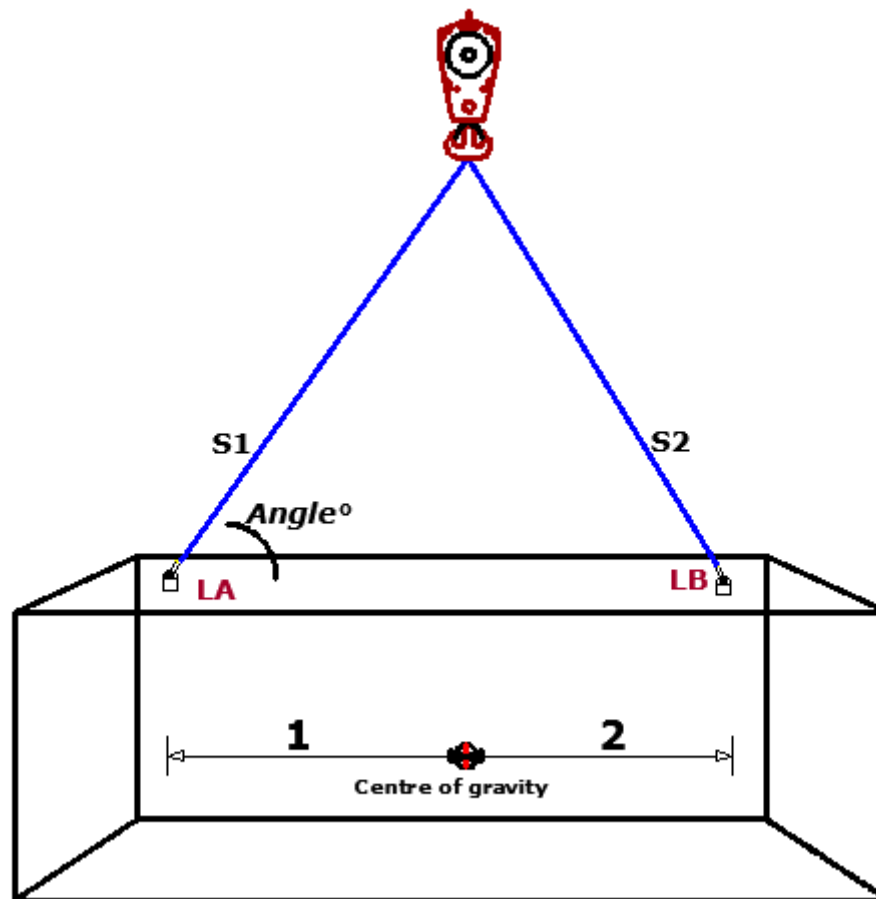
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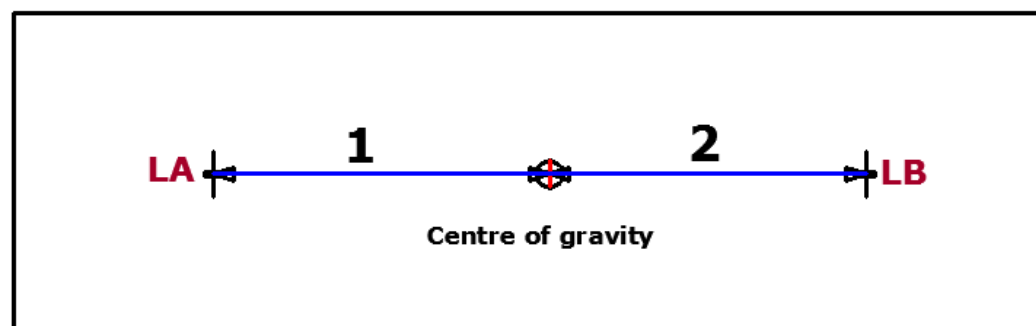
CALCULATING SLINGFORCES - PART 1

To calculate lifting forces is not so easy. In particular if the center of gravity (COG) is not symmetrically positioned in the cargo. For those who want to understand and learn about this matter, I give some basic calculations in this article.

Lifting With 2 Slings



Topview

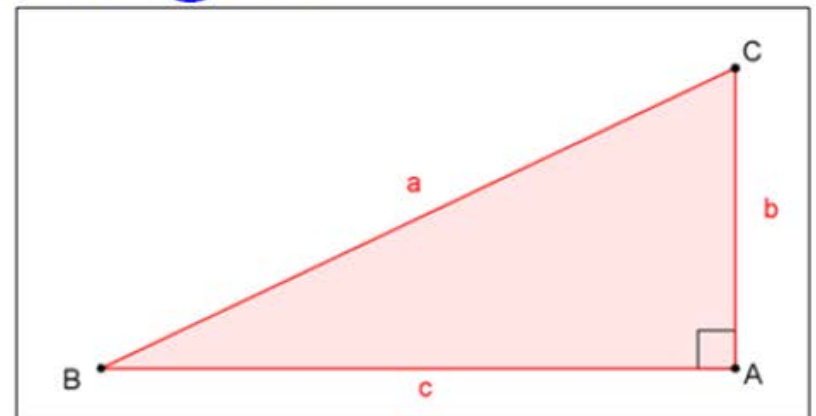
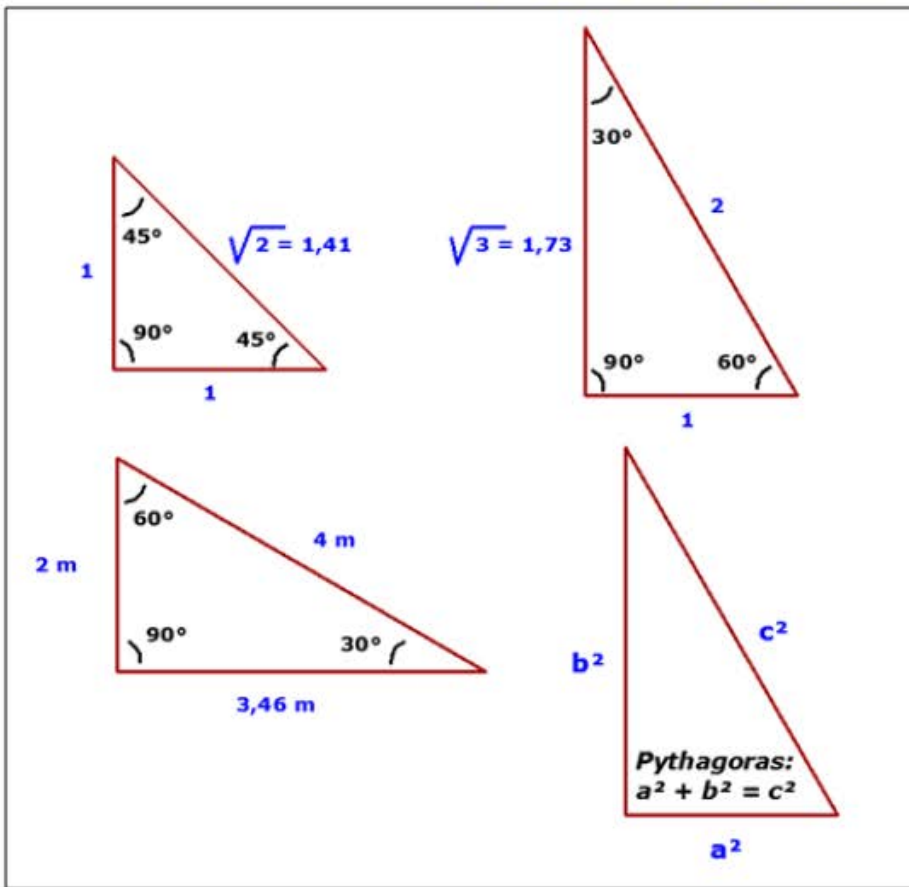


Imagine that distance 1 and distance 2 to the COG are equal. The weight of the cargo is 50 metric tons.

As you all should know that the longer the slings (S1 and S2) are = the better it is. The larger the angle (see drawing) = the better.

Is calculating of forces difficult? No, only basic mathematics are necessary. If you understand Pythagoras and Sin/Cos/Tan and a little bit of composing forces, then it's rather easy:

Standard triangles



Example:

$a = 4 \text{ m}$
 $b = 2 \text{ m}$
 $c = 3,46 \text{ m}$

$\sin B = b/a \implies \arcsin 2/4 = 30^\circ$
 $\cos B = c/a \implies \arccos 3,46/4 = 30^\circ$
 $\tan B = b/c \implies \arctan 2/3,46 = 30^\circ$

Composing forces

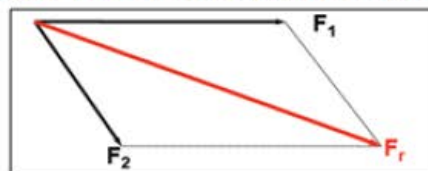
- If more force (f.e. 2) acting on an object we can calculate the net or resultant force:
 $F_r = F_1 + F_2$



- If 2 forces work opposite of each other, the net force will be in the direction of the largest force:
 $F_r = F_1 - F_2$



- If forces go in any direction we can calculate the resultant force by drawing a parallelogram of forces:



- The resultant force is the sum of all forces. We can show it with the "head-tail" method:

Calculation of our example:

Distance 1 : 3.5 m

Distance 2 : 3.5 m

Weight : 50 metric tons

Length S1. S2 : 5.5 m

Angle : ?? $\implies \arccos (3.5/5.5) = 50,47^\circ$

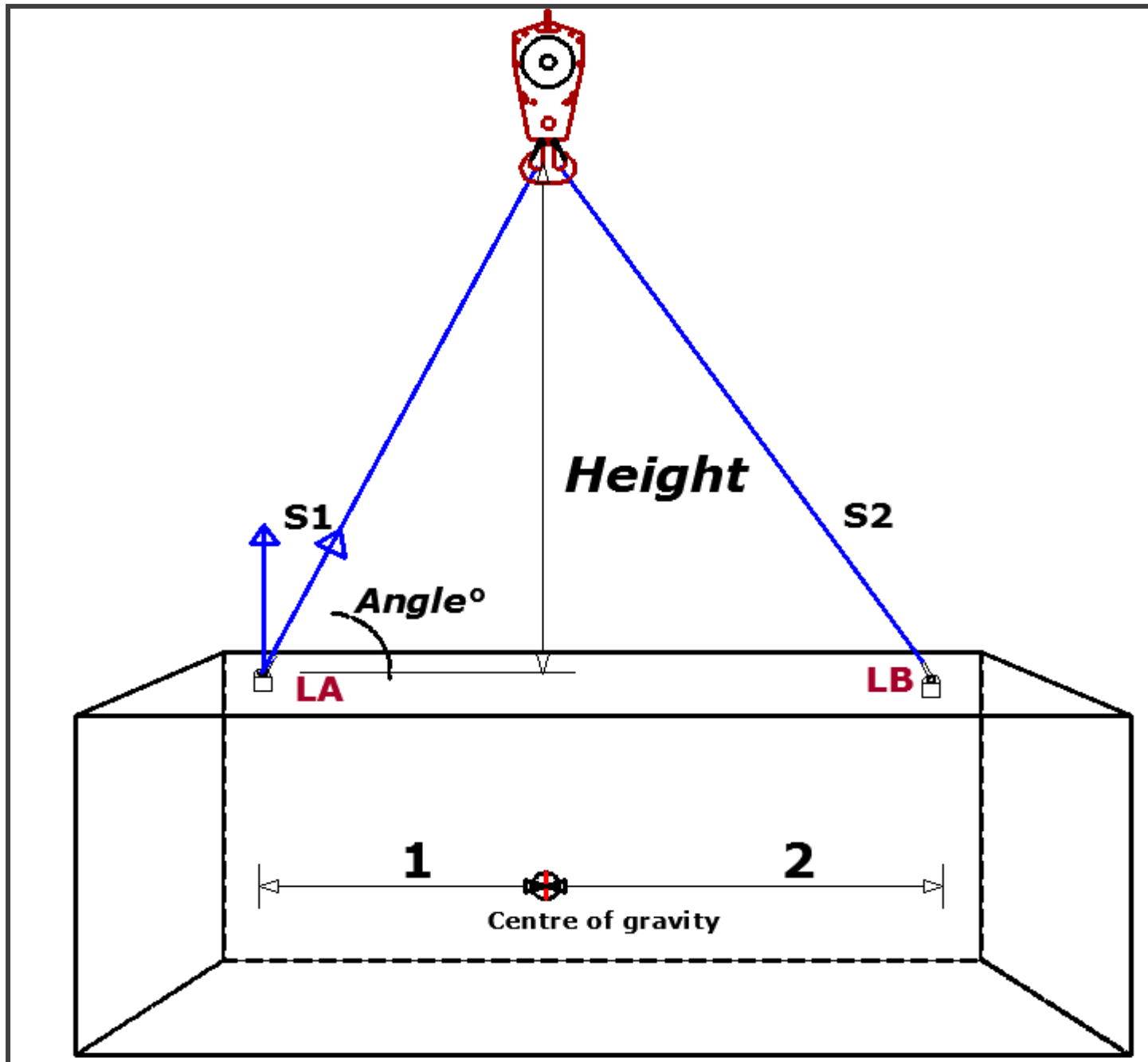
Force is S1 and S2 : $50/2 = 25 \text{ tons} / \sin 50,47^\circ = 32,41 \text{ metric tons per sling!}$

If the sling length is reduced to 4.5 m, then you will see that the forces in the slings will increase:

Angle : ?? $\implies \arccos (3.5/4.5) = 38,94^\circ$

Force is S1 and S2 : $50/2 = 25 \text{ tons} / \sin 38,94^\circ = 46.64 \text{ metric tons per sling!}$

Now we make it a little more difficult. The cargo is asymmetric. COG is not in the middle of the cargo.



- Distance 1 : 2.5 m.
- Distance 2 : 3.5 m.
- Weight : 50 metric tons
- Length S1 : 5.5 m
- Angle S1 : ==> $\arccos(2.5/5.5) = 62,96^\circ$
- Length S2 : ==> determine height: = 4.9 m ==> = 6.02 m
- Angle S2 : ==> $\arccos(3.5/6.02) = 54,45^\circ$

Force in S1 : If angle would be 90° ==> $(50 \text{ metric tons} / (3.5+2.5)) \cdot 3.5 = 29.17 \text{ metric tons}$
 But now with an angle of $62,96^\circ$ ==> $29,16 / \sin 62,19^\circ = 32.97 \text{ metric tons}$

Force in S2 : If angle would be 90° ==> $(50 \text{ metric tons} / (3.5+2.5)) \cdot 2.5 = 20.83 \text{ metric tons}$
 But now with an angle of $54,45^\circ$ ==> $20.83 / \sin 54,45^\circ = 25.6 \text{ metric tons}$

Of course the shackles in lifting point LA and LB have to deal with the same forces. If the COG is not in the middle of the cargo, the "light" side (S2 in this case) needs a longer sling. The crane hook will always find its position above the COG.

In the next article I will show some calculations with composing forces and then we also give an example of lifting with four slings.

Gert Vos - HTTC

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CKB's Naphtha Splitter Transport

The delivery of a naphtha splitter column weighing 60 tons, with 4.5 meter height, 4.5 meter diameter and 32.3 meter length, was awarded to CKB Logistics. The project cooperated with PT Timas Suplindo and PT Pertamina. It was needed to support the project activities at Pertamina RU IV site, Cilacap, Central Java.

ney and in a complex journey over flyovers, bridges and walkways.

A prudent survey, operating plan analysis, routes and type of transportation were the key factor of a successful delivery, which means meeting the customer's expectation with the solutions provided by CKB Logistics. The project was challenged due to Indonesia's geography and



To achieve this seamlessly, CKB Logistics provided project logistics services to deliver the naphtha splitter column to Pertamina RU IV- Cilacap site. The mobilization was arranged with a combination of prime mover 6x4, multi-axle with 10-axle line and baby bed to transport the column.

Mobilization of the naphtha splitter column started from PT Timas Suplindo workshop factory in Serang, Banten to the landing craft tank (LCT) Inggom, Tanjung Priok port, North Jakarta, and required four days to arrival at Inggom, Tanjung Priok seaport. Transportation of the massive column was a logistical exercise, involving a police escort on its jour-

basic infrastructure, thus the company played an important role in restoring the necessary infrastructure, such as strengthening local bridges, so that they could be crossed by the project shipment transportation.

Thus, the operation included timing precision while using sea transportation with challenging climates and weather changes, and at the same time addressed local issues for the team to handle and properly manage. Thanks to CKB Logistics' vast experience in handling this kind of project, the shipment could be successfully delivered timely and safely.

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Protranser's Major Contracts

Protranser is nominated to handle heavylift cargo from Tianjin port to jobsite. The heaviest piece weighs more than 100 tons, with other three pieces weighing over 50 tons.

again.

In another job, Protranser handled cold box breakbulk cargo from Shanghai to Europe. Yet another job involved the export of 67-meter wind blades to Europe. At the beginning of



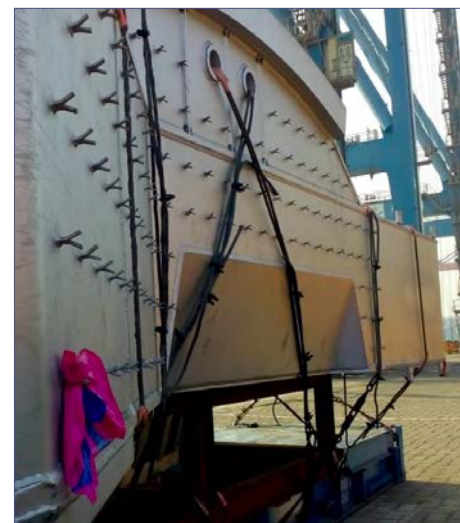
With the professional service and taking the advantage of good relationship with all related partners, Protranser is posed to handle one more heavylift cargo successfully

this year, Protranser handle three sets of wind blades export to Europe from Qinhuangdao port in northern China. The length of a single blade reached 67 meters. www.gpln.net

Special Job Made Easy

Global Union Alliance Company of Jeddah, Saudi Arabia, moved this special cargo from Vigaz in India on 40' FR to Jebel Ali, where they cleared the cargo from the port and moved it via lowbed trailer via land to Oman.

Shipment was successfully moved from origin to destination without any hurdle. www.gpln.net




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World Cup 2022 and More BATI Group Projects

BATI transported yet another World Cup stadium for the Qatar World Cup. BATI Group was awarded the transportation of the steel structures to

Turkey where logistics companies have started to face a significant problem about container availability, especially on special equipment, such as open top and flat racks.



Qatar from Turkey for the 2022 World Cup. BATI transported another 80 tons and 550 cubic meters of steel to Qatar, helping the construction companies build and deliver the stadiums on time.

The stadiums are going to be built in Qatar to be used during the World Cup. However, they are fully demountable and they will be gifted to Africa afterwards for further use. This is to add value to world football and encourage it worldwide.

As BATI Group, the company's scope was to deliver the construction from door to port Hamad in Qatar. While executing this project, the biggest challenge was caused by a lack of proper lifting points and decentralized center of gravity.

The biggest and heaviest pieces of this project, weighing 40 tons at a length of 26 meters, had no lifting points. Therefore, BATI had to improvise and calculate accordingly. The project was successfully delivered to Qatar.

Additionally, BATI Group has started to build a special equipment fleet of containers. 2018 was a year for

Therefore, BATI Group has started to face a problem with equipment availability. In order to maximize the company's service quality, BATI has bought more than 20 flat racks and open tops for its clients and agents to be used worldwide.

Another unique roll-on and float-out yacht launch operation took place in Antalya, Turkey.

The operation started on a windy week and had to be halted several times because of the extreme weather conditions, the wind gust reaching up to 150 kilometers per hour during night time.

With the help of two combined linear positioned SMPTs, the 63 meters long yacht weighing 900 tons rolled on into the MV Rolldock Storm. Launch was postponed for four days because of heavy wind in the southern part of Turkey.

After the waiting time, the photo shown was taken by Captain Caner Aydın, owner of BATI Group and commercial Agent of Rolldock in Turkey. Special thanks to BATI's Rolldock operations team for making this happen!

In another job, BATI Group had to charter a plane while chartering a vessel...

BATI GROUP planned another

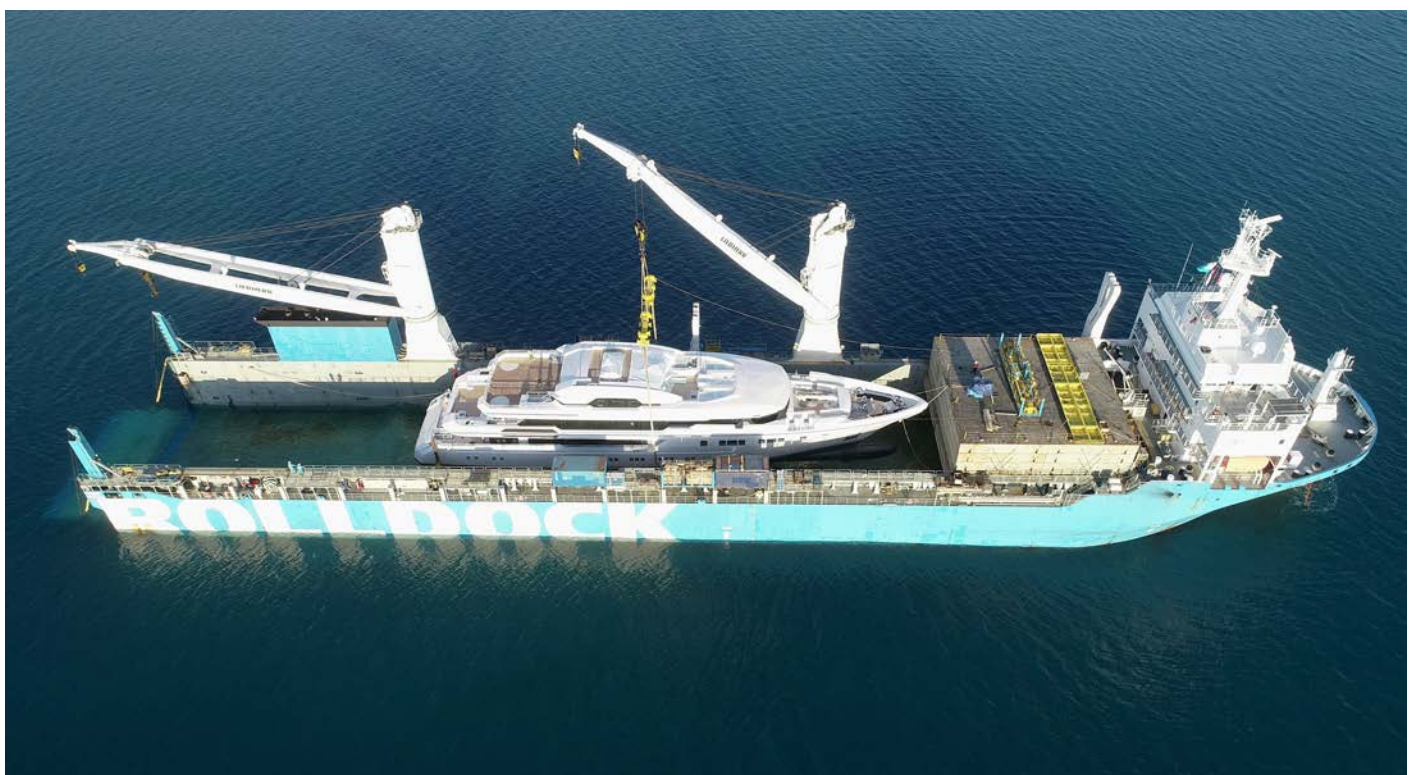
There were two pumps measuring 3 meters and 17 tons, which had to be handled unboxed.

Therefore, BATI arranged a flight the same night while arranging all the customs in Mexico. While the time was ticking for the flight crew time limit, BATI finished the customs on the last minute and arranged the flight to take off from Mexico.

Shipment took three days and was safely delivered to the door in Tunisia. BATI Group is more than happy and proud to finish another charter project by air freight.

In yet another job, BATI Group project team welcomed this year at the port while at a project operation. BATI got nominated to carry a press machine from Korea to Romania. The shipment was door-to-door from Pyeongtaek to Pitesti.

The press machine and its accessories weighed 185 tons in total, with the machine itself weighing 80 tons. BATI's biggest challenge was the lack of time, because the press machine



While building the fleet, BATI Group has already found cargo and shipped them to Felixstowe in the U.K. for the sake of a valuable cargo worth millions of dollars. Once again BATI is maximizing its service level by investing in equipment.

shipment from Mexico to Tunisia. However, there were some production delays which is why BATI air-chartered half of the project at the same time. The commodity were diesel pumps, which are extremely important for the site in Tunisia.

had to be used immediately.

Due to BATI's global reach, the logistics specialist cooperated flawlessly with Korea and Romania in order to deliver the machine on time.

Upcoming GPLN Meetings & Events 2019 / 2020

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



5th Breakbulk Middle East Transportation Conference & Exhibition

February 25 — 26, 2020
Dubai World Trade Center
Booth No.: A75
Dubai, U.A.E.



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

Sigmai "Rolling" on Time

Sigmai Trade & Logistics of Israel were handling the full logistics aspect for construction of the natural gas pipeline throughout Israel. The scope of work included loading and lashing, unloading at site and custom formalities, including special permits required for special commodities. The project furthermore included the shipping of over 300 containers, out of gauge units, oversized breakbulk shipments and several cranes, vehicles, forklifts, tractors and similar units. One of the main challenges handling this type of project was the

tight schedule in order to meet the project deadlines, combined with the complex process of custom regulations for this type of cargo. Sigmai



team had made extraordinary efforts to have all approvals and permits ready in time to perfectly meet the requested schedule and have the project "rolling" on time.

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Star Shipping Works Offshore

Star Shipping, Pakistan, was tasked to plan and execute an entire offshore project. Designated job was to ship a hull and superstructure crane. During the planning phase, Star Shipping project management team analyzed the project carefully to foresee any potential problems. They also took care of inter-phase issues between vessel, installation and project both before and during the execution of offshore operations. Star Shipping's operations team successfully completed their offshore semi-

submersible project via open sea in Karachi, Pakistan.

A flattop barge (Dong Fu 885) vessel from China arrived for the project



and was loaded at Karachi with the help of inland water, harbor and coastal services. All offshore operations were concluded without hindrance.

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Another Efficient Mohab Operation

Agence Maritime Mohab of Tunisia handled more OOG cargo. The job involved the loading of coiled tubes received with flat rack containers. They were then stored in the com-

pany's warehouse in Tunis for transit formalities before going to their final destination in Hassi Messaoud, Algeria. Another successful Mohab operation that was performed efficiently.

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Velocity's China-India Move

Velocity Global Logistics from Mumbai, India, performed a turnkey project originating in China, headed to India. 18 packages of ceramic press machines weighing 2,000 tons were picked up at the shipper's factory in Foshan, China.

Next steps were customs clearance in China, arranging the trailers under hook for loading on to the vessel, in-

spection of lashing on the vessel and freight from Huangpu to Mundra, India. Upon arrival in India, multi-axel trailers were arranged for receiving the cargo under the hook at destination, followed by customs clearance, delivery of the cargo to the consignee's factory and the machines' offloading.

In another project, an LPG bullet tanks was shipped from Maharashtra, India, to Bangladesh. The six packages

weighing a total of 180 tons were shipped by breakbulk vessel to the destination country. Velocity again was responsible for the whole scope of work, including the alternative transport mode: As a breakbulk vessel for Bangladesh was not avail-

able and the shipment was to be arranged immediately, an alternate option for the shipment had to be ar-

ranged. Accordingly, each bullet tank was cut into two pieces and all the six packages were picked up from the shipper's factory. Each package was properly wrapped with tarpaulin and stuff on 40' FR containers. After lashing and chocking of each container, the cargo was not only delivered properly to Bangladesh, but also cost-effectively.

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Universal: Small But Powerful

Even short distance transports can sometimes be a big task. It was only from the manufacturer in Drochtersen, Lower Saxony, to the plant of the well-known chemical company in Stade, just 16 kilometers away. For this transport of two containers of the chemical giant DOW, however, preparations had to be made, which took around one month to complete.

Of course, the first step was the route survey, then the completion of all necessary formalities. After the "go-ahead" of the authorities, the detailed work on the road could start.

On the chosen route, traffic lights had to be turned and signs had to be dismantled. The two trucks, with

their respective overall dimensions of 18.5 meters long, 5 meters wide and 5.5 meters high, were able to reach their destination smoothly and without any delays.

Two 3-axle semitrailer trucks were used, as well as a 2- and 3-axle flatbed



semi-trailer, on which the container was transported well secured.

With a total weight of 40 tons each, the two semitrailers needed hours for a route that a motorist would cover in about 20 minutes in normal traffic.

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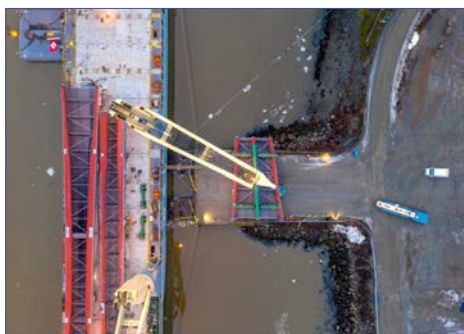
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SAL Heavy Lift Delivers Bridge Sections From China to Norway

SAL Heavy Lift delivers 12 bridge sections for the Beitstadsundbrua bridge from China to Norway. The final bridge is



part of the largest road construction project in northern Trøndelag, will measure 580 meters in length and will connect the municipalities of Steinkjer and Malm, crossing the Beitstadsfjorden. The bridge will make travelling between northern parts of Trøndelag county considerably safer, as well as reduce traveling time significantly.

In a mountainous country like Norway, which is cut apart by deep fjords, bridge building is a virtue of necessity. Today there are over 18,000 bridges, summing up to 446 kilometers and each with an average length of 250 meters, spread across Norway. The latest addition will be the 580 meters long Beitstadsundbrua.

Connecting the municipalities of Steinkjer and Malm, whilst crossing

the Beitstadsfjorden, the Beitstadsundbrua will not only be longer than the average bridge in Norway, but also ensure increased road safety and accessibility. All whilst helping locals to cut down travel times and benefiting the local economy and environment.

"The new county road including Beitstadsundet bridge will eliminate the distance challenges the region has. The new road and bridge significantly increase the municipality of



Verran's opportunities to further develop existing industries and attract new industries. The municipality is now, due to the new road and bridge, in dialogue with industrial companies exploiting establishment of industries in Verran", states Jacob

Almlid, Special Advisor Industry & Commerce at Verran Kommune.

SAL's heavy lift vessel MV Trina (Type 176) was appointed to support the construction of the new bridge by shipping twelve bridge sections from Nantong, China to Malm, Norway. All twelve sections weigh a total of 2,800 tons, with the heaviest unit weighing 426 tons (73.8 x 9 x 5.8 meters) and the longest unit measuring 75 x 5.9 x 5.8 m (327 tons).

With a total of four single lifts and eight tandem lifts, SAL experts were able to stow all twelve bridge sections in two layers under deck, and another layer on deck of the vessel.

"It only took us 35 days to directly sail to Malm from Nantong in Chi-

na," explains Sune Thorleifsson, Head of Projects at SAL, "despite the unique conditions in the port of Malm, with an only 20 meters wide jetty and 2-meter tidal range. It took just six days until we were able to successfully and smoothly deliver 20,668 cubic meters of cargo to our client."

Due to local port regulations, all twelve bridge sections were directly discharged onto SPMT's, 25 meters away from alongside the vessel. A tailor-made mooring arrangement contributed to the success of the discharging operations.

"During the period of discharge of the bridge segments to the Beitstadsundet bridge onto SPMT's for transport to Fosdalen-Industrier AS's assembly site, we experienced a good and professional collaboration with SAL," says Terje Skjevik, owner & CEO of Fosdalen-Industrier AS "We are very satisfied with the overall. All parties knew the challenging environment for the discharge, in spite of these challenges the operation and collaboration were excellent."

Thanks to the detailed preparation work, which was done in close coop-



eration between SAL and their general agent in Norway Messers. Alex Birger Grieg AS, the last bridge section was successfully discharged early January 2019. Installation works are planned to start around Easter. The entire road building project, which involves building new and improved roads between the towns of Sprova, Malm and Dyrstad, will be finished and open to public by the end of 2019.



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