



GLOBAL PROJECT LOGISTICS NEWSLETTER

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

March – April, 2009

Issue No. 09

Solutions to Project Cargo Movements Start Here



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Marítima Dominicana Handles Gold Mine Project Cargo

Marítima Dominicana S.A., GPLN member in the Dominican Republic, transported and handled heavy mining equipment which has been arriving in Rio Haina from the US Gulf for the gold mine project that is being developed by Pueblo Viejo Dominicana Corporation (Barrick/Goldcorp). Rio Haina is in the center of the Dominican Republic some 100 kilometers from the port.



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"Marítima Dominicana is in charge of the stevedoring from the vessels to our off-dock terminal, and subsequent transportation to the job site," said Karsten Paul Windeler of Marítima Dominicana, "Various pieces of equipment range up to 85 MT in weight, and some are substantially over dimensioned having to transit some heavily populated towns which requires special security measures, including police escorts and cable lifting utility trucks to accompany convoys of up to 15 trucks in order to ensure the safe delivery at destination with minimum disturbance to the community."

The project has thus far included CAT 994Fs, CAT 789Cs, CAT D10Ts, CAT 777Fs, CAT 834Hs and Sandvik rock drills.



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A Word from Gary Dale...

As we move deeper into the year 2009 GPLN has moved into even newer territories:

Africa and the CIS countries!

First, in March GPLN took part in the 7th Inter-modal Africa Conference & Exhibition in Dakar, Senegal. GPLN's booth was joined by members Punto System from Italy and SNS International from Turkey. The event was not that large, which I did not expect anyway, but we did meet some interesting companies. And possibly even in time for the annual meeting in Tunisia.

And most recently I was in Moscow, Russia, for TransRussia, the first event that GPLN took part in for the CIS countries. I was assisted in this event by Moscow based GPLN member Alfa Logistics on each day of the event as well as Westfracht (Germany) and Spectrum North-West (Saint Petersburg) on the third day of the event. In contrast to Inter-modal Africa this was the largest event that GPLN has taken part in. GPLN's booth was in the main hall and in addition there were three more halls of exhibits as well. I was able to meet many very interesting companies from the Baltics, Ukraine and other CIS countries and spread the news about GPLN to these areas.

May will be a very, very busy month! For three weeks in a row we will have Transport Logistic in Munich, our annual general meeting in Tunis and finally BreakBulk Europe in Antwerp. Some of us will need time off from all the traveling when we get back home!

Anyway, I am more than happy that we have made these forays into these geographical areas because this will only serve the group as a whole in the long run. Next year I plan to push even further and promote our group more thoroughly in Latin America as well. I will have more on this as it gets closer...!

Best regards,
Gary Dale Cearley
Executive Director
Global Project Logistics Network (GPLN)



R&L Canada and Celtic Forwarding Cooperate on Discharge

Rohde & Liesenfeld Canada recently used Celtic Forwarding's help in discharging Ireland bound cargo. The freight, consisting of 18 heavy lifts 26 m x 3.6 m x 2 m ranging from 50,000 kg to 70,000 kg, originated from Thailand to and was shipped to Cork in the South part of Ireland.



"The port did not have the craneage to offload so Celtic sourced the mobile LG 500 in England to discharge the ship," said Finbarr Cleary of Celtic Forwarding, "There was no crane available in Ireland to offload the cargo of this size and weight."

CNC Freight Services Barges Turbine Components for Bakun Hydro-Electric Power Project

CNC Freight Services recently completed some interesting barge shipments for a major Malaysian power project in Bakun, Malaysia. This shipment of turbine components was secured by CNC Freight Services directly with Impsa Malaysia Sdn Bhd.



"Our barge berthed after nine days sea journey at the construction site jetty which is approx. 90 km from the Bakun site," said Patrick Lee, managing director of CNC Freight Services, "It took about 12 hours river navigation from Bintulu river mouth to Tubau jetty. The discharging & RORO operation will be taking place tomorrow and we expect to finish all deliveries by April 24."



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Nauri Logistics & Trans Trading Cooperate on Korea to US Cargo

Nauri Logistics recently arranged over length shipments for fellow GPLN member Trans Trading for a German customer. The cargo was a PSA Adsorber and a purge gas drum which had a volume of 2,835 m3 with a weight of 560 mt.



"The cargo loaded in Masan, in the very southern part of the Korean Peninsula," said Mr. J.S. Moon, managing director of Nauri Logistics, "The cargo sailed a total of 34 days to the Port of Houston

where it was discharged. The goods were arranged on Rickmers since most of packages are out of gauge." One such piece had dimensions of 23.6m x 4.38m x 4.57m with a weight 46.5 t.



Both Trans Trading and Nauri Logistics gained their German customer's gratitude for their good cooperation and received a letter of appreciation for a job well done!

Transportas Moves Paper Mill Project from Germany to UK

Transportas Internationale Spedition recently moved a big paper mill project of about 20,000 freight tons from Southern Germany to Kings Lynn at the East coast of United Kingdom.

The entire project consisted of about 80 normal truck loads, 65 oversized and heavy load trailers and 14 pieces which had to be shipped in combined transport truck, river barge, coaster vessel and truck due to the maximum width up to 7.50 m and height of the biggest pieces were 5.40 m in combination with the maximum weight of 125 tons.

"Transportas organized transportation from factory via the various routes which have been necessary out of cargo's physics up to just in sequence delivery to the jobsite," said Claudio Blasizzo, managing director of Transportas Internationale Spedition, "The main challenge for the oversized cargo was that the main road through the whole city of Kings Lynn had to be closed and authorities and officials only allowed us during the nights from Saturday to Sunday. Also there were twelve traffic lights and other traffic related establishments that had to be removed."



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SCACLI & AST Cooperate on Boiler Moves from Canada to Turkey

Sea Cargo Air Cargo Logistics Inc. (SCACLI) and AST Ltd. have recently shipped a boiler of 230 tons door-to-door from Ontario Canada to Antalya, Turkey.



"The boiler started its journey from Ontario Canada to Halifax by rail," said Laurent Montignon, managing director of SCACLI, "The loading onto rail car took place with temperatures close to 30 degree below zero C!"

The module was successfully loaded on board a part chartered vessel to Spliethoff and within three weeks AST ensured the receiving and a smooth delivery of the equipment to the job site at destination.



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* subject to freight negotiations

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Advance International Seeks to Capitalize on Kazakhstan's Development

In Kazakhstan, leading global freight forwarder, Advance International Transport has relocated its Almaty office to a newer and more efficient location to better serve its growing customer base in this vital Caucasian country.

The office remains responsible for co-coordinating all export and import transport enquiries handled by Advance International, both to and from Kazakhstan.

Advance International has long had a presence in the country, says the company's President and CEO, Jawad Kamel, and the office move builds on the need to extend the company's facilities in response to the bullish growth of its turnover in the country.



Mr Kamel says: "We are making this move to a new and more efficient facility as we have been very successful in attracting business and have outgrown our previous location. It is important to build our presence in one of the world's most exciting regions for freight transport.

"There has never been a better time to take a look at Kazakhstan and what it can offer freight shippers seeking a way to connect China and the EU. Massive extensions to Kazakhstan's transport network will be repaid as freight volume between China and Kazakhstan is forecast to double by next year to 25 million tons.

"I am very excited by the prospects Kazakhstan offers and the real alternative the country gives to freight forwarders and their clients who wish to connect two of the world's greatest trading blocs. An incredible US\$12 billion is being budgeted over the next five years in the country's road and rail infrastructure which can only boost traffic with China and result in routes that do not involve Russian territory," he says. Kazakhstan has been a sleeping giant in terms of

transport. Now the country is awakening and freight forwarders like Advance International can only profit from the new opportunities the country offers.

Mr Kamel adds: "The Great Silk Road has always stood for trade between east and west. Where once caravans moved slowly between China and the west, taking the finest goods in both directions, now Advance International can look forward to bringing the latest consumer goods, finished products and containers at the speed of the fastest rail wagon or road truck, along one of the world's great trading routes."

So how does this positive outlook translate to activity that can benefit both Advance International and its clients' bottom-lines?

"We are seeing splendid examples of targeted investment - US builder GE has supplied 150 rail locomotives to Kazakhstan, for example. We are responding to these positive signals by real investment in the country. Just over two years ago, we re-organized our office arrangements in Kazakhstan by establishing a new dedicated office in Almaty to provide stronger customer service support for our Advantage Express Railfreight Service, between Poti in Georgia and Almaty," Mr Kamel explained.

The Advantage Express Service offers shippers an efficient routing for any cargoes that they are moving to and from the Central Asian Republics. It has an advertised transit time of eight days between Poti and Almaty and has been extended from Almaty to the northwest Chinese city of Urumqi to provide a link from this inland region of China to the Black Sea port of Poti. On connections are available from Poti to all of Europe and the East Coast of America.



Upcoming GPLN Meetings & Events

12th TransportLogistic 2009

May 12th – 15th, 2009
New Munich Trade Fair Centre
Munich, Germany

6th GPLN Annual General Meeting

May 20th – 22nd, 2009
Hôtel Golden Tulip Carthage Tunis
Tunis, Tunisia

4th Annual Breakbulk Europe Conference & Exhibition

May 26th – 28th, 2009
Antwerp Expo
Antwerp, Belgium

20th Annual Breakbulk Transportation Conference & Exhibition

October 13th - 15th, 2009
Ernest N. Morial Convention Center
New Orleans, Louisiana

5th Trans Middle East 2009

November 24th – 25th, 2009
Gulf International Convention
And Exhibition Centre
Manama, Bahrain

1st Breakbulk Asia Transportation Conference & Exhibition

January 26th – 27th, 2010
Suntec Singapore
International Convention Centre
Singapore

14th TransRussia

April 2010
Expocentre
Moscow, Russia

*If you would like to add an event
please send details to: info@gpln.net



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Almajdouie PSC Heavylift move of Evaporators for Marafiq Project

Saudi Arabia GPLN member Almajdouie Heavy Lift Transport and Engineering secured a mega contract for transportation of super heavy and oversize evaporators module from Bilfal Heavy Industry (Ex-Works Yard) to Marafiq IWPP Project Site Jubail, Saudi Arabia.

The Marafiq Desalination plant will be one of the largest water desalination processing plants in the world. The execution of Project is ongoing where Almajdouie Heavy Lift (ALMADOUIE HEAVYLIFT) and Almajdouie PSC Heavylift (MPSC) are jointly utilizing their expertise in moving such heaviest units by Self Propelled Module Trailers (SPMT's) trailers.

"In total we handled 18 units and out of these 9 units were locally manufactured by Bilfal of Saudi Arabia and remaining unit were manufactured in Korea and UAE," said Izaz Ahmed Watangi, Vice President Logistics of Almajdouie, "It is worth to mention that we were also engaged in loadout of some units in the United Arab Emirates as well."



Huge evaporators are very important for the project. Each evaporator is of 1810 tons in weight, 65 meters length, 22 meters width & 13 meters height.

We used 84 axles of latest generation Self Propelled Modular Trailers (SPMT). The General Manager Mr. Mark Brereton Stuart set this in a 42 axle side by side configuration. This type of equipment was the only way to handle such large and heavy loads, along a combination of public and private roads.

Almajdouie PSC has a team of specially trained operators for SPMT operation, supported by a highly experienced operations team headed by Ely Coyoca, International Operations Manager, who is in the field for the last 25 years who have been involved in some of the largest moves in the region and the wider World. This team

worked seamlessly with the Almajdouie PSC team in Dammam to jointly provide all the services and expertise to carry out the transportations, particularly for the Bilfal units.

The major obstacle for the Bilfal units, was that the initial conclusion was that they could not be moved by road. Almajdouie PSC was called in by Bilfal to verify on the situation as the responsible wanted to make sure the massive loads reach in time safely. Almajdouie PSC carry eminent know-how in such movements and ultimately concluded saying that "it is a highly complex move but it is possible". Since the project were in the eastern region Almajdouie PSC engineering unit extended their support by conducting thorough studies and by preparing and analyzing stuff right from bidding stage till the final approval of relevant technical documents. In many areas route modifications were needed, including residential areas from the approach roads to the site. Required route modifications were:

- Hard trimming of more than 400 trees in a residential area that had to be maintained throughout the project duration
- Removal and replacement of 108 light posts, and there replacement within strict time windows dictated by the security police.
- Crossing of TS-1 major highway, twice. The second crossing was at a very rarely used crossing place. We had to survey and simulate this crossing meter by meter in order to verify that the SPMT's could pass safely across.
- Removal and replacement within the same day of three sets of signal lights for each move.
- Propping of three bridges for the duration of the project.



Each move involved several agencies. The Royal Commission had a vital role in firstly studying and working with us to find the solutions to move by road, this involved very special permissions to carry to the work in the above list, and in general to encroach in residential areas with a cargo of this size. It was essential to obtain written permission from Saudi Electric Company, Saudi Telecom Co. and Marafiq existing underground facilities. At the same time the support of local Police and security greatly lend a hand in regards of the safe crossing of the cargo through the very busy TS-1 highway, and in general providing safety and security where needed. We also used several subcontractors for work to prepare the route and handle the street fixtures stated above.

Operation team along with Mr. Ely and Mr. Asif Batt said on average each delivery would take two days to travel the 9 km to site, which is exactly as planned. However, after several moves arrival at the site was also completed in one day, which is a testament to the organization of all the relevant agencies, the quality of the equipment, and the skill of the operators.

MPSC is now at the forefront of the movement of super heavy loads throughout the region. We have been involved in moves of up to 5,000 tons and moved more than 30 items over 1,000 tons in the past two years, in countries all over the Middle East, but particularly KSA and UAE. We have also carried out the Tower lift of several vessels up to 1,100 tons during the same period. We are now one of the leaders in the Middle East in our industry, and we have expanded our equipment fleet and profile in the region, leading to the award of key projects that will allow the companies further growth in the coming years.

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Your Mine is shut down for parts? Call BDG International!

Chicago based GPLN member BDG International proved that project cargo isn't always about size! During a standard export shipment from Peru to Canada, space was tight from Lima to Los Angeles International Airport. Only 786 kgs, the pallet of mining supply parts was urgent to be received in Canada and install in a machine that was already shut down.

At first the shipper was looking at standard service from Lima to Edmonton International Airport. Each day the cargo was delayed and there did not seem to be any space on the Lan Chile flights northbound via Los Angeles International Airport.

BDG International received the call to get involved and after learning all the facts they re-routed the cargo to Miami in order to tranship the cargo on Air Canada. Lan Chile was booked to Los Angeles International Airport full for days at the express level due to Asparagus and other perishables moving priority over any general cargo.



"The cargo moved express to Miami as planned," said Lisa Waller, vice president of BDG International, "During this time the weather in Northeast and Central United States and Canada began to deteriorate. It looked as if we may have a shut down in Toronto Airport. In order to work around this we had a back up plan."

"Then next morning when the Lan Chile flight arrived the word was already out that the airport in Toronto was shutting down," recounted Waller, "Immediately we were on the phone with plan B. We were going to fly the cargo into Montana and truck to Calgary avoiding the storms."

"At this point the customer stated that the cargo was now more than

urgent but we had to charter a plane. The mines were losing over one million USD per day. As of 10:30 on that Friday we had the "go" to find and charter a plane from Miami to Yellowknife, Northwest Territories, Canada."



"Due to the distance and the urgency we were able to locate a DC-9 and had the freight on board by 18:00 same day," said Waller, "Meanwhile, we cleared the goods through U.S. Customs, awaited its arrival from Peru, recovered the cargo at 10:30 am, brought to our designated warehouse in Miami, prepared for export, turned the cargo around for export, and delivered the shipment to the charter airline by 18:00 in Fort Lauderdale, Florida (one hour north of Miami) where the charter was just available for loading."

The carrier departed timely and as it entered the next transfer point the weather became increasingly worse. BDG could not fly the cargo direct into Yellowknife due to the fact that this is not an international customs port. Thus, they had the cargo landed in Winnipeg for customs clearance where they had people on the ground waiting. The Canadian broker cleared the goods at 01:00 am, waited for de-icing and was back in the air ASAP. Cargo arrived into Yellowknife at 04:00 and was signed off at 06:00 on the Sunday morning.

This was a successful move for all. There was not a minute wasted.



5K Logistics Successfully Moves 17'5" High "Piggyback" by Rail

5K Logistics has successfully managed the transport of a new engineered combination of a process gas boiler and its companion steam drum as a completed "piggyback" unit. These new units were manufactured by Deltak Corporation in Minneapolis, Minnesota for their customer Selas Processing Fluid Corporation in Blue Bell, Pennsylvania.



The units were delivered via a combination rail/truck to the Linde Process Plants facilities at the CITGO refinery in Romeoville, Illinois, and the Marc West refinery in Corpus Christie, Texas. The piggyback designed units were delivered with an actual height of 17'7" and an actual weight of 141,300 lbs. For the Romeoville facility and a height of 14'2" and actual weight of 108,000 lbs. to the Corpus Christie facility.



5K Logistics devised and executed the transportation plan in cooperation with the Union Pacific and Burlington Northern railroads to move these two units together by rail from Deltak Inc. in Plymouth Minnesota. The rail shipments were routed on the Union Pacific Railroad and BN Railroad systems to a nearby rail spur and offloaded to

a Goldhoffer truck to complete the shipment to the jobsite.



Typically these units are shipped separately due to the excessive height restrictions. These shipments were the largest design component ever shipped piggyback style by Selas Fluid Processing which resulted in a major cost savings for transport and field installation related expenditures.

"Shipping these units as a piggyback unit saved the customer a considerable amount of money as well as increased the installation efficiency at the job site," says Paul McGrath, President 5K Logistics. 5-K Logistics, Selas Fluid Processing, Linde Process Plants, Deltak Corp., Union Pacific Railroad, Burlington Northern Railroad, CN Railroad and Imperial Crane Corp. worked together for the past 8 months in developing the transport plan for delivery to both of the sites. According to Mr. McGrath this truly was a total team transport effort and was executed with precision!

5K Logistics is an international project logistics provider and a GPLN member headquartered in Warminster, Pennsylvania (Philadelphia) Pennsylvania with other offices and warehouses in Bensalem, Pennsylvania and Chambersburg, Pennsylvania.



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J. Martens announces new Division Manager in Singapore

J. Martens (Asia-Pacific) Pte Ltd is pleased to announce the appointment of Paul Jones, Division Manager for Marine, Oil & Energy Division.

British by nationality, Paul has over 25 years of experience in the marine and freight forwarding industry. Paul had held varied roles and responsibilities which comprises operations, business development and project management, to name a few.

"Paul has extensive experience and knowledge in managing projects, heavy lifts and Out of Gauge cargo

movements," said Martin Runshaug, managing director of J. Martens Asia-Pacific, "His broad experience also includes offshore and onshore rig moves. Paul's work assignments have seen him traveling extensively all over Middle East, Europe and Far East."

J. Martens (Asia-Pacific) Pte. Ltd. offers innovative and customized logistics solutions and has extensive service capabilities ranging from freight forwarding integrated logistics services and supply chain management to Project Cargo handling and Project Management.

Inchcape Shipping Services Moves Large Yacht

Dubai based and GPLN member Inchcape Shipping Services (ISS) has a tricky transfer of a yacht (36.5 x 7.8 x 9.5 Meters, weight 150MT) from Jebel Ali, in the United Arab Emirates to Aqaba, Jordan.

"The yacht had to be lifted from the water," said Usman Ahmed, ISS Project Supervisor, "But the most difficult part was the COG / lifting points of the yacht were not available. It took long time to finalize the COG using two cranes with the help of divers. Finally, upon safe lifting we moved the yacht to the berth and moved the nominated vessel fwd and loaded the yacht safely."



TFC Beijing Signs Agreement with Holacim China

GPLN member The Freight Company Beijing (TFC Beijing) recently signed a service and quality management agreement with Holcim China for two cement plants with a total procurement volume of approximately USD 650 million.

One of the cement plants is for Fez, Morocco, and the other is for Garadgh, Azerbaijan. Both plants will be shipped from China starting in May of 2009 and the deliveries will last for approximately 14 months.

"One of the key factors for The Freight Company to be able to sign this agreement was the positive experience with Holcim China on a prior project of shipping a grinding mill to Tanga, Tanzania, which is about to be completed," said Denis Schmid, managing director of The Freight Company Beijing.

Both projects will be handled by Mr. Thomas Ofner, sales manager of TFC Beijing.



New Members Since the Last Newsletter

Country	City	Company
France	Paris	SIFA Projects
Lithuania	Klaipeda	UAB Belville Rodair International
Spain	Algeciras	ECS Project Cargo
Spain	Barcelona	Scan Trans Project
Spain	Bilbao	Shipping DK Bilbao
United Arab Emirates	Ajman	Great Ocean Shipping Service



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Unishipping Moves Hydraulic Turbine Rotor to Antwerp

Bulgarian GPLN member Unishipping International recently moved a hydraulic turbine rotor from Russe, the largest Bulgarian city on the Danube, across the European continent to the Antwerp, Belgium, area.



The cargo was a total of one piece weighing 74,163 kgs and having a volume of 74.55 m³. The maximum dimensions: 6.34 x 3.51 x 3.35 m

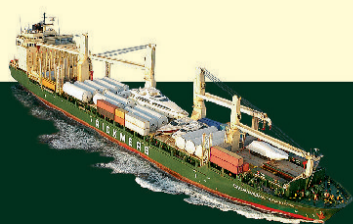


At the end of the day this was another job well done for George Belev and crew and they have the photos to prove it!



No problem, Houston

We aimed for the stars when we carried the Japanese Experiment Logistics Module – Pressurised Section (ELM-PS) from Yokohama to Port Canaveral. Shipping the most precious cargo ever carried by Rickmers-Linie was no experiment at all: Handling, securing and lashing of the unit was completely simulated on our 3D-cargo management system RICOSYS. So we had a perfect lift-off. More about our expertise and services at www.rickmers-linie.com



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