

# GLOBAL PROJECT LOGISTICS NEWSLETTER

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



September / October, 2006

▶ No. 01

## GPLN Opportunity: Cross-Danube Gas Pipeline to Link Ruse and Giurgiu

Bulgaria will pump natural gas to Romania through a 13 km pipeline that will connect Ruse and Giurgiu on the opposing banks of the Danube.

The Romanian publication said the project was kept on the back-burner for the past couple of years due to lack of financing.

The project for the construction of the 1.5 bln cu m pipeline was discussed during the recent visit to Bulgaria of the Romanian economy minister Codrut Seres.

According to Evenimentul Zilei, the pipeline will pump Russian gas to household customers in Giurgiu and will offset the fuel shortage that the capital Bucharest faces during the winter.

Bulgargaz, the state-owned gas distributor, and Germany's Wintershall, which holds the gas distribution permit for the Giurgiu region, are already negotiating on a supply contract, said Kiril Gegov, chief executive director of the Bulgarian outfit.

Initially, the pipeline will supply 100 mln cu m of gas annually to household customers in Giurgiu. Bulgargaz does not rule out an increase in that volume if industrial consumers joins the gas network.

The power regulators of the two countries have already discussed the transmission charges.

## GPLN SINGAPORE MEMBER COMPLETES "HYPER TRANSFER"

"J. Martens Undertakes Prestigious Heavy Lift for World's Largest FPSO Conversion Project"

The first FPSO in the Gulf of Mexico awarded Sembawang Shipyard, a wholly-owned subsidiary of SembCorp Marine, an SGD 88 million (USD 56 million) contract to convert the Ultra Large Crude Carrier, BW Enterprise into an FPSO. The floating production facility will be installed on the Pemex-operated Kukulooob-Zaap field in Mexico's Bay of Campeche, located 105 km northwest of Ciudad del Carmen.

"This module was fabricated in the Arab Gulf and 13,000 dwt J-1600 class m/v Jumbo Javelin (2x 800MT capacity) was chartered for loadout and transportation," said Martin Runshaug, managing director of J. Martens in Singapore. "In Singapore Asian Hercules II (3200MT capacity) was used for single-lift onto FPSO for direct installation."

Bergesen Worldwide Offshore, a unit of the Bergesen Worldwide Group, will own and operate the FPSO Berge Carmen under a 15-year term agreement with Pemex.

Sembawang's contracted workscope includes conversion of the 360,000 dwt tanker into an FPSO capable of handling 600,000 b/d inclusive of 200,000 b/d processing capacity with gas export capability. The shipyard will carry out detailed engineering, procurement of bulk materials, vessel repair and conversion, installation of topsides modules and the internal turret as well as precommissioning work. The vessel's accommodation module will also be upgraded and refurbished to house up to 110 people.

Martin Runshaug is proud of the job his team did for the project.

"This job was the biggest of its kind ever," said Runshaug. "It really puts J. Martens on the map. We can all look back on our work with pride as far as this transfer went."



▶ EPSO Topside Process Module; 35 x 28 x 10 mtr, 850 MT



▶ Process module for the World's largest FPSO Conversion Project "BW Enterprise" with a production capacity of 600,000 BPD.



▶ ULCC BW Before Conversion

The vessel is scheduled to be delivered to Bergesen in 4Q 2006, followed by installation and first production by April 2007. The FPSO will serve as a production hub and export terminal in the area.

J. Martens is the GPLN member for Singapore and are very well versed in oil and gas industry logistics work.

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Asian Hercules II provided heavy lift assistance during the construction of the world's largest offshore windfarm off Danish Coast

See above story

## SUPER CRANE, THE ASIAN HERCULES II

Seagoing Floating  
Sheerlegs, 3200 Tonnes  
Lift Capacity

Call Sign	PCIW
Classification	ABS A1(E) AMS
Port of Registry	Rotterdam
Length	91.35 m
Beam	43.35 m
Depth	8.50 m
Draught min.	2.75 m
Draught max.	7.25 m
Sailing Height min.	56.00 m
Gross Tonnage	10,560 R.T.
Nett Tonnage	3,168 R.T.
Accommodation	24 persons (can be increased)
Propulsion	4 x 813 kW Azimuth
Deck Load	15 t/m <sup>2</sup>
Mooring Winches	8 point mooring; (30 t. Cap.1000 m of 44 mm diam. wire rope)





## A Message from the Chair...

First of all happy birthday to the Global Project Logistics Network!

We started the Global Project Logistics Network in the last week of August of 2006 with an idea to build the world's best network for project forwarders and professionals and we are well on the way, having reached several major milestones. We are on every continent in the world. We are in most major markets in the world. We have hosted three international meetings in disparate regional locations around the world (Dublin, Dubai, Bangkok). The GPLN brand is becoming more and more recognizable everyday with construction companies, with project owners, with engineering companies and with oil and gas industry professionals. And this is only the beginning...!

I would like to take a moment to discuss how this newsletter fits in.

We in GPLN are a global community. We do not see one another on a regular basis as we are in a multitude of countries on every continent around the world. Often we only communicate via e-mail, over the phone, or over VOIP systems and many of us only get to see our partners face-to-face at the global meetings. As such we have to do everything that we can to keep everyone in the GPLN community up to date as to what we are doing in order to remain current on our partners' skills, capabilities and accomplishments. It is all part of working together.

We will depend upon you in the GPLN community to send us your news, successes, changes in management, etc., on a regular basis. Only then will our GPLN community be aware of what you are doing. The more that we know about one another, the more we can grow our businesses. The more we know about what is going on in your industry locally the better we can work together for longer range projects.

We at GPLN have a strong feeling that this newsletter will have a major impact on our group of member companies. This will strengthen your ties, grow your mutual business and grow the GPLN brand. I plan for this newsletter to belong to the members so I ask your help to participate.

I know that you will, so I thank you in advance. You will be the beneficiary of our success!

Best regards,

Gary Dale Cearley  
GPLN Executive Director

## GPLN Opportunity: New Seaports Planned in Vietnam

Ho Chi Minh City, Vietnam - The Vietnam Seaports Association has announced a plan to develop terminal facilities in several southern localities to meet increased demand for seaborne transportation once the nation joins the WTO.

Goods are unloaded at the Vietnam-Singapore Joint Venture VICT Port in HCM City. More port facilities are planned for southern provinces to meet the demand for sea transport.

The plan calls for port facilities along the Saigon River to be moved out of the city centre within the next fifteen years, and for new port systems to be built.

The Saigon Central Container Port Company has invested in the USD 249 million Saigon Premier Container Terminal with a capacity to handle up to 30 mil tons of cargo a year, making it the largest port in the south.

The facility is to be constructed on a 40 ha site in the Hiep Phuoc Industrial Zone, located 10 km from downtown HCM City.

Phan Hong Quan, general director of the Tan Thuan Industrial Promotion Company, one of the investors of the project, said the port would become an international gateway for Vietnam when it joins the WTO.

Ba Ria -Vung Tau Province is now waiting for government approval for two new seaport investment projects: the Cai Mep Container Port and Thi Vai General Port, with combined investment of over USD 350 million. The province also announced plans to upgrade its existing Ben Nghe, Rach Ong, and Phu Dinh ports.

The value of goods passing through HCM City ports last year reached USD 29 billion, representing 40% of the country's total imports and exports, reported the seaports association.

Under a national five-year seaport development plan, the annual growth rate of cargo handling is targeted at 15% by 2010, with volume projected at 70-80 million tons.

Vietnam is experiencing a port building boom



The southern economic area is expected to handle 20-30mil tons within five years, according to the plan.

"The southern province of Soc Trang is calling for investment in the construction of a seaport in Long Phu and Vinh Chau districts", said Tran Thanh Nghiep, director of the province's Department for Planning and Investment. "The seaport was conceived as a way of managing cargo being transported across the Cuu Long (Mekong) River Delta region. The facility would be able to receive ships with a capacity of up to 50,000 DWT, and was designed to handle up to 20mil tons of cargo each year", he said.

Goods being imported and exported through the Cuu Long River Delta would no longer be transited through Ho Chi Minh City, which could reduce transportation costs by USD 6 to USD 8 per ton. The savings would enhance the competitiveness of farm products exported by companies in the region, said Nghiep, adding the project was in line with the province's long-term development plans.

Soc Trang Province is also seeking investment in numerous other key projects, including housing construction for low-income workers, aquaculture and seafood processing projects, and infrastructure in the Tran De industrial zone.

According to provincial trade officials the province requires more than USD 1.7 billion of investment capital over the next five years to complete its economic restructuring program, noted provincial trade officials.

The Department for Planning and Investment is now preparing incentive packages for investors in the An Nghiep industrial zone and working with HCM City and neighboring provinces to conduct trade promotions.

## Global Project Logistics Newsletter

is the official newsletter for the members of the Global Project Logistics Network (GPLN). Its purpose is to inform GPLN members on a monthly basis of all goings on of the GPLN organization, GPLN members, GPLN vendors, clients of GPLN members, and report on GPLN projects.

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## Bin Ladin Goes it Alone on Saudi Mega Rail Job

from Construction Week

The Saudi Bin Ladin Group will go it alone on the North-South Railway project in Saudi Arabia, even though 16 other companies have formed carefully planned joint ventures with specialised contractors.

The project, which is tipped to be the Middle East's largest ever rail project, costing US \$2 billion (SR75 billion), is to be split into four main contracts comprising earthworks and bridges, ballast and track installation.

Contractors collected the tender documents last week, and they must be returned to the Public Investment Fund of Saudi Arabia by 24 September. The contracts are scheduled to be awarded by the end of this year.

Speaking to Construction Week, Ahmed Anees, project coordinator, Saudi Bin Ladin Group, said: "No one has approached us looking to form a joint venture so we're going to go for it alone. We're capable enough to handle all the work on our own. We do have some subcontractors who we may work with if we win the job, but at the moment nothing is decided."

A year ago, the consultant on the project had expressed fears over selecting a single contractor to design, build, finance and operate the track and trains, as the risk involved seemed unfeasible.

"We didn't approach the Bin Ladin Group because we had already tied up with Saudi Oger," said Harjinder Singh, executive director, Ircon International — one of the pre qualified companies and a partner of Saudi Oger vying for the job.

"We have been in talks with the Bin Ladin Group over other jobs but nothing really worked out. We are open to working with it, of course, but we've never approached the company."

The works cover: construction of the roadbed (83 million m<sup>3</sup> of earthworks); 254 concrete bridges; culverts (1059 sites); production of concrete sleepers (4.6 million units); procurement of rails (4,800km); flash-butt welding of rails (194,000 welds); production of crushed rock ballast (6.1 million m<sup>3</sup>); and installation of the mainline track structure (2,400km). The project is expected to be completed by 2011.

### Applicants/Lead Partners

1. Gamuda Berhad (Malaysia)
2. Russian Railways
3. Orascom (Egypt)
4. CITIC Group (not identified)
5. Saudi Oger (SA)
6. Daehim Industrial Company (Korea)
7. Barclay Mowlem Ltd (Australia)
8. Philip Holzman (Germany)
9. Shihb Al Jazira Co Ltd (SA)
10. China Railway Construction Co.
11. Saudi Bin Ladin Group (SA)
12. OHL (Spain)
13. Third Engineering Group of China Railway
14. China Railway 18th Bureau Group Co
15. Sojitz Corporation (not identified)
16. Al Hokair (SA)
17. China Railway 1st Group
18. Saudi Emirates Malaysia Korea Consortium



## LOCAL SUPPORT GLOBAL REACH!

GPLN is a network established to bring together people and independent project logistics companies involved with logistics (transporting, moving, lifting, etc.) of entire industrial plants and factories or otherwise heavy and/or oversized cargo for the purpose of professional cooperation and business development.

The network comprises of specialized companies from the transportation and logistics industry and supporting industries offering services that will benefit the end user from such industries as:

## A City that Rotates? Only in Dubai!

by Tim Wood (Construction Week)

The Rotating City (left) and Rotating Tower (right). Ali Moosa, owner of High Rise Real Estate, has enlisted the expertise of Canada-based Hamilton Project Management Group to bring his spinning concepts alive in the UAE.

A little over two years ago, Faisal Ali Moosa had what he himself described as a "crazy idea". He wanted to create something that was "absolutely unique", "that people would go 'wow' for", and "that would become talk of the region".

The owner of High Rise Real Estate travelled to Brazil, Canada and Germany — countries where his idea already existed in one shape or another — and his concept to create a city where every building would rotate was born.

"I looked into rotating buildings, floating villas that would rotate and fly to a height of 6m, water themed parks, a shopping mall that would have rotating shops, cinemas that would rotate, restaurants and coffee bars," he recalls.

Two years on and the idea looks like becoming a reality after it was announced last week that a rotating city would be up and running, somewhere in the UAE, within five years.

However, it is a move that Ali Moosa accepts is bound to attract sceptics.

"With any unique, large, crazy development, there will be critics," he admits. "But with this project there are very few critics of the technological aspects. Many also thought that we may have problems with investors and residents, people who would pay and live in such places — but the fact that The Rotating Towers in Jumeirah Village South sold out in 24 hours, with the rotating parts selling first, shows there is a need [for this project]."

But it appears that it is not just the moneymen and house hunters who are wanting a slice of the action; countries are also fighting to house the groundbreaking project.

"Although we have already secured a very large piece of land in which to place this rotating city, there have been so many proposals from various emirates within the UAE to take on our concept in their emirate, that we are having to think twice about the location.

"But as it is the first rotating city in the whole world, it really is not surprising that so many emirates are willing to come in as joint venture partners."

Before the Rotating Tower was designed, the knowledge of



Rotating City in Dubai Soon!

Canadian-based engineer, Hamilton Project Management Group was sought, especially from general manager, Horst Meyer, who was instrumental in its overall design.

"I was glad to assist Faisal Ali Moosa in executing his ideas, as rotating buildings is our business," Meyer says. "If a client comes to us with ideas, however strange, we have the engineers who can bring them to life."

However, others are not so sure. "The problem with rotating buildings is that on each floor you can only have one flat. If you have two flats on one floor you have no option to rotate your flat unless your neighbour is rotating with you," says Moh'd Kamal Hamed, managing director, m.e Engineering Consultants.

"At the moment, it is not practical to rotate a whole building with hundreds of tonnes of weight as there are no materials strong enough to carry the weight of the tower."

Muhammad Touqan, managing director, Midmac Contracting and Real Estate, adds: "The problem [with the rotating tower idea] is deciding who wants which flat and who wants which view i.e. who wants the beach, the back street etc."

It does work, as Brazil can testify — there are a number of buildings that are 25 storeys high and every floor rotates independently. "In Brazil, the building rotates on rollers," says Dr Hamid Yazdani, executive consultant, High Rise Real Estate.

"On the outer perimeter of each foundation there are rollers that fit on top of each of the rollers that lie underneath and it is these that hold the structure together. The wheels actually stick on top of each other leaving the core of the building fixed, it is only the outer ring that rotates."

With the Rotating City not due to be finished until 2011 the argument as to whether it will ever become a reality is likely to run and run.

But with Meyer on board — the man believed to be the main pioneering engineer of rotating buildings — you wouldn't bet on Ali Moosa's vision being accomplished exactly as he forecast.

## Project Port Profile



Port of Hamburg with LNG Carrier

GPLN Takes a Look at Hamburg Port

**H a m b u r g .** Germany Most of the world knows Hamburg as Germany's container gateway and Europe's second largest container port but Germany's premier port is also a major projects port.

The Port of Hamburg has special terminals, professional experience, a long-history and modern equipment to handle breakbulk and project cargo. This includes virtually all heavy, out-of-gauge and oversized loads. Hamburg's six multi-purpose terminals provide some 30 berths where general cargo can be handled, and the port also has a range of heavy lift facilities including mobile and floating cranes for use in all parts of the port.



Hamburg Port At Sunset

The Port of Hamburg offers every cargo related service and diverse expertise including comprehensive warehousing, packing services, all kind of transportation from and to the seaport hinterland, logistics and distribution services.

Hamburg Port Terminal Altenwerder



Four offshore cranes shipped from Nenzing, Austria, to Xingang, China, via Hamburg



## GPLN Petro Industry Notes: Shell Brasil Awards ENSR \$4 Million Environmental Licensing Services Contract

Multi-Year Contract Awarded to Support Offshore Drilling Activities

Shell Brasil awarded ENSR a three-year, \$4 million contract for licensing offshore drilling activities in Brasil. ENSR, a leading international environmental firm with offices in Rio de Janeiro and Sao Paulo, Venezuela and Bolivia, has provided site assessment, remediation, risk assessment and permitting services to Shell Brasil since 1998.

Shell has existing and planned offshore drilling activities in the region including multiple offshore blocks, and Bijupira and Salema production fields. Shell, one of the largest players in the Brazilian offshore Oil Exploration and Production market, is currently the sole offshore oil producer in Brasil apart from Petrobras.

According to Juliana Moura, ENSR Brasil permitting manager, "Shell's award was based on ENSR's broad in-house environmental licensing experience, technical service quality, rapid response and business relationship. Our extensive experience with environmental licensing projects across Latin America extends over 100 projects."

To assist Shell with environmental licensing and permitting,

ENSR will develop required Environmental Control Reports, EIAs for areas in the Campos and Santos Basins, implement environmental waste management, monitoring, worker training, and social communication programs. ENSR will develop environmental management programs and procedures, as well as a sophisticated GIS system to manage the extensive environmental data generated during the permitting and licensing process.

According to Ana Marroquim of Shell Brasil E&P, "This contract was important to us as we see in it the possibility of building a long-term professional relationship with an extremely reliable company such as ENSR. We intend to have local professionals, experienced in Brazilian laws and ways of working, trained in Shell standards and procedures, improving not only our licensing processes, but also environmental management of our projects."

Eduardo Lopes, general director, ENSR Brasil, added, "Our business relationship with Shell is strong because of our commitment and the comprehensive in-house expertise our scientists and engineers bring to Shell projects. We are proud of this important award and ENSR's environmental leadership in Brazil."

## Project Related Conferences, Exhibitions and Events!

### Breakbulk Transportation Conference & Exhibition

October 19<sup>th</sup> - 21<sup>st</sup>

New Orleans Marriott

New Orleans, Louisiana, United States

Tel.: 1 760 294 5563

Fax: 1 760 294 5567

E-Mail: [csmith@joc.com](mailto:csmith@joc.com)

Website: <http://www.joc.com/conferences/breakbulk/>

### 4th Philippine Ports and Shipping 2007

February 7<sup>th</sup> - 8<sup>th</sup>, 2007

The Peninsula Manila

Manila, Philippines

Tel.: +60 3 8023 5352

Fax: +60 3 8023 3963

E-Mail: [enquiries@transportevents.com](mailto:enquiries@transportevents.com)

Website: <http://www.transportevents.com>

### Global Project Logistics Network Annual International Meeting

Date & Place: TBA (See Website for Updates)

Late March - Early April 2007

Tel.: 84 8 827 5670

Fax: 84 8 827 5671

E-Mail: [info@gpln.net](mailto:info@gpln.net)

Website: <http://www.gpln.net>

### 5th Intermodal Africa 2007

March 29<sup>th</sup> - 30<sup>th</sup>, 2007

International Convention Centre

Durban, South Africa

Tel.: +60 3 8023 5352

Fax: +60 3 8023 3963

E-Mail: [enquiries@transportevents.com](mailto:enquiries@transportevents.com)

Website: <http://www.transportevents.com>



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## GPLN Rail Haulage Trivia...

The US Standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches.

That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and the US railroads were built by English expatriates.

Why did the English people build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did they use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Okay!

Why did the wagons use that odd wheel spacing? Well, if they tried to use any other spacing the wagons would break on some of the old, long distance roads, because that's the spacing of the old wheel ruts. So who built these old rutted roads?

The first long distance roads in Europe were built by Imperial Rome for the benefit of their legions. The roads have been used ever since.

And the ruts?

The initial ruts, which everyone else had to match for fear of destroying their wagons, were first made by Roman war chariots. Since the chariots were made by, or for, Imperial Rome they were all alike in the matter of wheel spacing.

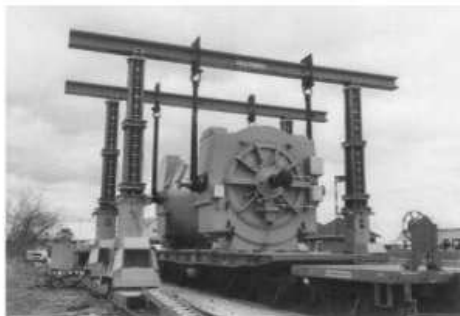
Thus we have the answer to the original questions.

The United States standard railroad gauge of 4 feet, 8.5 inches derives from the original specification for an Imperial Roman army war chariot. Specs and Bureaucracies live forever. So the next time you are handed a specification and wonder what horse's ass came up with it, you may be exactly right - because the Imperial Roman chariots were made to be just wide enough to accommodate the back-ends of two war horses.

When we see a Space Shuttle sitting on the launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are the solid rocket boosters, or SRBs. The SRBs are made by Thiokol at a factory in Utah. The engineers who designed the SRBs might have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line to the factory runs through a tunnel in the mountains. The



The kind of oversized cargo we don't like!



The kind of oversized cargo we like!

SRBs had to fit through that tunnel. The tunnel is slightly wider than a railroad track, and the railroad track is about as wide as two horses' behinds. So a major design feature of what is arguably the world's most advanced transportation system was determined by the width of a horse's ass.



Where did I get my gauge?

## Halliburton wins drilling and services contract offshore Indonesia

Halliburton, a provider of products and services to the petroleum and energy industries, declared on 28 August that its Drilling, Evaluation and Digital Solutions Division has received a contract worth more than USD 60 million from TOTAL E&P INDONESIA.

The contract covers provision of Geo-Pilot rotary steerable systems, and directional and logging-while-drilling services for the Peciko, Bekapai, Sisi and Nubi gas fields offshore Balikpapan, East Kalimantan, Indonesia.

Halliburton also said that it is providing cementing and drilling waste management services through its Fluid Systems Division under separate contracts.



## GPLN Opportunity: China firm seeks to produce 8 000T copper in Zambia

Chinese-owned Sino-Metals Leach Zambia Ltd. has started producing copper from tailings from one of the country's oldest dumps and plans annual output of 8 000 tonnes of copper cathode, a company official said on Monday.

Sino-Metals Company Secretary Sun Chuanqi said trial copper production at the new \$15-million plant in Chambishi, 400 km north of the capital Lusaka, began in July.

Sun said copper oxide ore and tailings were from Chambishi Mine, which is owned by NFC Africa Mining Plc, a subsidiary of China Non-Ferrous Metals (Group) Co. Ltd.

NFC Africa bought the tailings from the state Consolidated Copper Mines (ZCCM) Investment Holdings, which ran the country's copper mines until they were privatised in 2000.

"We have started producing copper from tailings left by ZCCM and we are also getting copper oxide ore from NFC Africa. Our plans are to produce 8,000 tonnes of copper cathode per year," Sun told Reuters, saying the tailings would last up to 10 years.

"If we want to increase production, we will have to buy new equipment and the project is looking very good and promising at the moment," he said, adding higher copper prices would also encourage production.

Sun said full production would be reached in 2007 and that 140 tonnes of copper cathode had already been produced by the company, which employs 220 Zambians and 30 Chinese expatriates.

The Sino-Metals project comes amid growing concern over Chinese investments in Zambia, prompted by media reports that Beijing fears opposition candidate Michael Sata -- who has been critical of Chinese business methods in the country -- may win September 28 presidential elections.

China has denied that its investments in Zambia are on hold.

Data from the Chinese embassy indicates that Chinese firms have invested more than \$300-million in Zambia, including in its Chambishi copper mine, controlled by China Nonferrous Metal Mining (Group) Co. Ltd.

Sino-Metals Leach Zambia is a joint venture of China Nonferrous Metals Mining (Group) Co. Ltd., Sino-Africa Mining Investments Ltd., NFC Africa Mining Plc, and China Hainan Construction Company Ltd. (hinh bun do to dinh kem)

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## GPLN Member Spotlight

In this edition we would like to spotlight our member in France, Transport Paris International (TPI). TPI is a project logistics company that does only that: project logistics. TPI designs, implements, and supervises transport projects backed by the unrivaled expertise and top-notch talents of its people. For projects in and out of France please contact GPLN member TPI as per the below:

### Transport Paris International (TPI)

1 Boulevard des Bouvets  
92022 Nanterre CEDEX, France  
Tel.: +33 1 4729 2038  
Fax: +33 1 4729 9434  
Contact: Mr. Alexandre Ferrus  
E-Mail: [aferrus@tpi-paris.com](mailto:aferrus@tpi-paris.com)  
Website: <http://www.tpi-paris.com>



Transport from France and USA to VADO site DONAWITZ (Austria)

1 cold box  
30.20 m x 5.12 m x 3.62 m  
88 t

1 warm skid  
12.80 m x 3.70 m x 3.95 m  
26 t

2 absorbers  
6.90 m x 3.30 m x 3.35 m  
15 000 t unit

### TPI Austria



### TPI Vietnam

Factory departure FOB Europe and Asia to DDU, with foundations setting of the six transformers



3 sub-stations of transformation and high tension supplying 10500 m including

Three 135 tons transformers

Six 110 tons transformers



Factory Departure France CIF at SAN NICOLAS private part in Argentina

Cold box  
28,85 x 4,49 x 4,04 m / 58,1 tons

two absorbers  
6,45 x 4,85 x 5,40 m / 28 tons each

one compressor  
6 x 3,90 x 5,10 m / 65 tons

### TPI Argentina



### TPI Romania

Nitrogen and Hydrogen production unit. Transport and erection from EXW USA, France, Belgium, Germany, site in Romania.

3500 cbm / 400 tons

Including transport and vertical erection for  
1 cold box no 1:  
24.01 x 3.71 x 4.30 m 51 000 kgs  
1 cold box no2:  
24.01 x 3.71 x 4.30 m 45 000

Nitrogen and Hydrogen production unit. Transport and erection from EXW USA, France, Belgium, Germany, site in Romania.



## Plans for Port of Melbourne freight hub put forth

PLANS for the development of a metropolitan freight terminal on the site currently occupied by the Melbourne Wholesale Markets on Footscray Road have been unveiled.

The announcement was made by the Government of Victoria state as part of the release of the Melbourne Port@L Consultation Draft and the draft Port Development Plan, which sets out a 30-year vision to accommodate future trade growth as Victoria's population increases.

Transport Minister Peter Batchelor said the Melbourne Wholesale Markets was due to relocate in 2010 and the government had previously earmarked the land for freight purposes.

"The Port of Melbourne is Australia's largest and most efficient container port, with the nation's largest stevedoring facilities, excellent highway connections and extensive rail terminal facilities.

"To ensure the port can maintain its number one status, it is crucial we make the best use of the port's existing stevedoring, rail terminal and other infrastructure.

Mr Batchelor said the terminal would be connected by rail to outer suburban intermodal hubs and would form the basis of a world class intermodal freight hub at the Port of Melbourne.

The Department of Infrastructure has commenced negotiations with the Department of Primary Industries and the Melbourne Market Authority for the purchase of the land.

Mr Batchelor said Victoria's freight demands would more than double in the next 30 years and the number of containers passing through the Port of Melbourne would increase fivefold from 1.4 million TEU to seven million TEU per year by 2035.

The Port of Melbourne Corporation's draft Port Development Plan sets out plans for the port to invest more than A\$2 billion (US\$1.53 billion) over the next 30 years to finance, among other items, port expansion to handle trade growth and the proposed use of land within the port precinct.



Aerial View of the Port of Melbourne

Port of Melbourne Corporation's CEO, Stephen Bradford, said: "The draft Port Development Plan outlines proposals to deliver a major capital investment programme, boost the port's ability to attract private investment and ensure the port develops in a commercially, environmentally and socially responsible way."

The port handles A\$75 billion in trade each year and contributes over A\$1 billion to the four municipalities surrounding the port.





## Heavy Lift Carrier to Add India Capacity



Rickmers Doha Serves the Middle East and India

Rickmers-Linie upgraded services makes GPLN member Khalidia International Shipping happy

Abu Dhabi, United Arab Emirates The German-based breakbulk, heavy lift and project cargo specialist Rickmers-Linie, has chartered two vessels from Samudera Indonesia, Jakarta, securing, it says, "additional modern capacity to complement its existing fleet deployed on its Middle East and India service".

"The service will be very useful," said Melvyn Vaz of Khalidia International Shipping in Abu Dhabi, "Project cargoes have increased tremendously between the Middle East and the Indian Subcontinent, Indonesia, Malaysia and Singapore.

The two multipurpose vessels chartered by Rickmers are the 8,900 dwt Sinar Kudus and 9,100 dwt Adriano, built in Japan in 1994 and 1999 respectively. Both ships have box-shaped holds and tweendecks. Sinar Kudus can lift 60 ton loads with its own gear 60 tons, Ardianto 50 tons.

In a statement Rickmers says: "Under the terms of the two-year agreement with Samudera, the Indonesian line will deliver each vessel to Rickmers in North Europe after the end of its westbound Samudera voyage from Asia. Rickmers will then load the vessels for eastbound voyages to the Middle East and India, redelivering them to Samudera after discharging at ports in the Mumbai/Chennai range. They will then re-load for Samudera in South-East Asia for Europe, thus completing the cycle."

"We generally have cargo from Mumbai and Chennai," said Melvyn Vaz, "But for project cargo the Kandla and Kolkata are also important."

The Rickmers statement also adds: "Rickmers has commented before on the lack of modern multipurpose/heavy lift tonnage available on the charter market and has initiated its own new building program. It sees this deal with Samudera as being a rare opportunity to bring relatively new tonnage to the Middle East-India trade, and believes it underlines its own long-term commitment to this booming region."

## GPLN Member Chapman Freeborn Helps Locate Missing Merchant Ship Off Sumatra

Chapman Freeborn Airchartering, a GPLN member, renowned for finding innovative solutions to interesting problems and a recent charter illustrates this perfectly.

Recently the Chapman Freeborn Singapore office took a call from a maritime client asking if they could source a search and rescue aircraft immediately to assist in locating a missing merchant ship. The vessel had apparently gone missing from radar off the North West coast of Sumatra, Indonesia and all communication to the ship was lost causing the ship's operator great concern.

CF Singapore's Anton Lomakin worked with Hong Kong colleague Michael Roth and arranged a Hercules from Safair. Owing to the fading daylight in the search area, the client postponed the flight until the following morning.

At 0500 am Singapore time on 14th July, the Hercules departed



Not Just Heavy Lift Cargo Solution



Chapman Freeborn Chartered AN12

from Seletar, Singapore with two of the client's representatives on board including one from the shipping company.

The necessary low-level reconnaissance flight meant that it was not possible for the aircraft to stay in contact with air traffic control at Banda Aceh via VHF so all communication between the aircraft and Safair operations was undertaken by satellite phone directly and backed up with the satellite-driven onboard messaging service which the aircraft is uniquely equipped with. CF's Anton Lomakin was then able to keep the shipping company directly informed of the progress of the mission.

After around 10 hours of flying, the aircraft returned to Medan to refuel and again, as hopes were getting very slim, they decided to have a final push until dusk. Just as all were about to give up hope for another night, at 18:40LT on 14th July, the crew of the Hercules spotted the ship in the vast ocean.

All involved, but most especially the client, were delighted to locate it and relieved to learn that all thirty crew members were safe and well and that the apparent disappearance was actually attributable to a major power failure on board which had blighted all of the ship's systems.

This is not the first time that Chapman Freeborn has provided assistance to the maritime world. They have transported major components such as replacement engines and rudders to other stricken vessels, we transport new yachts by air and earlier this year, we air dropped food supplies to a solo rower in the Pacific Ocean.

## GPLN Position Search Service

POSITIONS SOUGHT	POSITIONS AVAILABLE
+30 year heavy lift specialist, UK citizen, SE Asia based looking for commensurable position. CODE: S-645	Asian logistics company seeks young professional with project and forwarding experience, preferably European. Remuneration to match experience. CODE: P-187

Well experienced Australian oil and gas logistics manager seeking like position in SE Asia or Australia. Over 30 years in the job.  
CODE: S-6761



## GPLN Photo Gallery:

# Mount Olympus Gold Plant

GPLN member Westlink Logistics completed the relocation of the Mt. Olympus Gold Plant from FOT Mt. Olympus Parburdoo in West Australia to FOT Site Cibaliung West Java Indonesia.

Project Commenced March 2006 to September 2006

Size: 4,500 r/t break bulk second hand steel components

Challenges posed with this project included:

- Compilation of packing list comprising 176 parcels
- Customs clearance at Ciwandan completed within 48 hours of discharge Ciwandan.
- Deliver to site Indonesia before the commencement of the wet season September 2006
- Delivery of Out-of-Gauge items to site by Combination LCT / cometto trailers



Ball Mill to laydown Ciwandan, West Java, Indonesia

Princess Mary discharges Ciwandan, West Java



39 ton Hammer Mill being loaded at Port Hedland Laydown

Electrical Control Building being loaded at Port Hedland Laydown



## Your link to complete Project Logistics

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