

A Word From GPLN



Dear Reader,

The 2025 project cargo market was experiencing a strong growth, valued at over \$460 billion for heavy-lift, driven by global infrastructure booms, renewable energy projects, and industrial expansion, particularly in Asia-Pacific. Demand for specialized vessels was also high and was leading to elevated rates.

The 2026 project cargo market was previously projected for steady growth, driven by energy transition, infrastructure projects, and industrial reshoring. However, the recent military actions against Iran and the subsequent retaliatory actions have caused a major, immediate crisis in the global project cargo and logistics market, particularly in the Middle East. With the closure of the Strait of Hormuz and heightened risks in the Red Sea, the market is experiencing significant disruption. Carriers are diverting ships around the Cape of Good Hope, adding weeks to transit times, which creates severe bottlenecks for time-sensitive, oversized, and heavy-lift

project cargo. In particular, the GCC construction sector is facing a severe supply chain squeeze, with potential delays for major infrastructure projects due to disrupted, expensive, or stalled arrivals of materials and equipment.

As you know, our upcoming Annual General Meeting at the Hilton Hotel in Rotterdam is approaching fast and will take place from June 16–18, 2026, just ahead of Breakbulk Europe, that our delegates can combine both events. Please keep in mind to register your attendance before March 20, 2026 that you are also part of the one-on-one meeting scheduler, in order to make appointments with fellow GPLN members well in advance of our conference. More details and delegate registration for GPLN members are available on our dedicated website: <https://gpln.net/agm-2026/>

The recent Breakbulk Middle East exhibition in Dubai was a great success for GPLN and GPLN members sharing our booth, due to a record attendance of over 13,00 visitors. This result re-

inforces Breakbulk Middle East as the leading gathering for the project cargo and logistics industry in the region and due to this fact GPLN has already secured a prime location for the 2027 event.

Furthermore, GPLN member companies from 10 different countries will share our large stand at Breakbulk Europe in Rotterdam from June 16–18, 2026, which will be another great opportunity for networking among fellow GPLN members and over 12'000 visitors.

GPLN secured also a stand at the Breakbulk Asia event in Singapore which is scheduled from November 18–19, 2026 at the Marina Bay Sands Hotel. We have now just a few spots available for GPLN members who wish to share our booth, therefore please contact us for more details and prices right away.

Best regards,

Your GPLN Team

TPI France and MFC Extreme UAE THLG Cooperation



Due to the size of the unit, the vessels cranes could not unload the unit, so MFC arranged 2 x 500 T cranes for a tandem lift. At the same time 2 x sets of hydraulic trailers with 10 axles per set were in position to receive direct from discharge. Transportation from the port was oversized, road permits were secured, and the cargo was permitted to travel only at night from 12 a.m. to 5 a.m. MFC successfully received the shipment under hook during the early morning hours and secured the permit from the port to keep the shipment in the port yard until evening for the road transportation.

At midnight, the cargo was permitted to leave the port with the escort of JAFZA authority for final delivery to the client's site where it was promptly offloaded following close coordination to ensure no delays.

The operation required precise coordination between the rigging teams, vessel, haulier, authorities, and consignee to ensure the high-pressure vessel was handled safely from discharge to final placement. The project was completed on schedule, adhering to all technical safety protocols for oversized cargo.

G PLN member TPI from France selected fellow GPLN member MFC Extreme from UAE to support them in the shipment from Italy to the UAE site.

The partnerships successfully managed the logistics and delivery of a large industrial pressure vessel.

The unit weighed 141 tons and measured 18.93 meters in length, 4.65 meters in width, and 4.77 meters in height.

TPI arranged the part charter breakbulk vessel from Porto Maghera, Italy to Jebel Ali, UAE and MFC managed the Customs Clearance, Port Handling, and Transportation to site.

IFE Complete 3,000 CBM Project Cargo Transport



G PLN member IFE (Interfreight Engineering) from Korea has successfully handled and delivered about 3,000 CBM of project cargo from China to Korea. This

shipment required crane lifting at the loading port and SPMT + PPU transport for safe ground movement.

All operations were planned in advance based on cargo weight, size, and site conditions to ensure stable and controlled handling. After the vessel arrived in Korea, IFE carried out the discharging, on-site positioning, and final delivery without any issues. Each step was closely monitored to maintain safety and avoid delays.

With our engineering-based approach and operational experience, IFE continues to provide reliable solutions for heavy and oversized cargo.



January – February 2026

Finland	Vantaa	NTG Air & Ocean OY
Syria	Damascus	Seven Seas Logistics Services Co.
UAE	Jebel Ali	Al-Futtaim Logistics Co. LLC
Uganda	Kampala	Afrasia International Shipping & Logistics Limited

Fleet Line Shipping win two major awards



UAE-based GPLN member Fleet Line Shipping (FLS) has won two major awards during the recently concluded Breakbulk Middle East exhibition. They have received Hapag-Lloyd's Largest Customer Award nine times in a row, and CMA CGM's Top Customer Award three times in a row.

GPLN congratulates Fleet Line Shipping on this achievement!

MESCO delivers Glass Breakbulk Shipment



GPLN member MESCO from Egypt successfully executed a breakbulk project involving the movement of 3,000 MT of glass packed in wooden frames. The scope included chartering a 3000-MT vessel, providing marine agency services, loading and lashing glass as well as inland transport of Glass in bulk over 450 km using special trailers.

Cargo was carefully transferred from trucks to the vessel using shore cranes, followed by professional lashing and securing inside the hold to ensure safe sea transport.

This project highlights MESCO's ability to manage complex, sensitive breakbulk shipments through fully coordinated end-to-end logistics solutions.

CETA and WWL GROUP take an important step together



Both GPLN members CETA Logistics and Projects from Turkey, and World-wide Logistics Group from China, have been awarded a new Drilling Rig Project from China to Diyarbakir province in Turkey.

The project contained of total 8 sets of Drilling Rigs, Drilling Pipes and their camp houses and equipments, all together around 130,000 CBM exworks from the factory in China and DDP to the Diyarbakir Province of Turkey.

Underscoring the importance of this partnership, CETA's CEO Capt. Cem Ercan emphasized the significance of this transportation in light of the developing drilling operations and current resource exploration efforts in Turkey's oil sector. He also spoke about the importance of networking and mutual trust among GPLN members in this project, which they will undertake together with World Wide Logistics Group.

He further added that they will be able to provide fast and reliable service to GPLN members in transit oil- and gas equipment shipments to Turkey and neighboring countries.



NAVIGATORS move project cargo to Africa



GPLN member Navigators' Projects Team from UAE recently executed yet another successful heavy cargo movement, reinforcing its expertise in handling complex logistics assignments. An articulated dump truck, weighing approximately 30 tons, was safely moved from Jebel Ali to Africa as part of this operation.

The cargo was meticulously secured and prepared to withstand the rigours of its sea voyage, adhering to stringent safety and quality

standards. Despite the vessel schedule being preponed by two days, the team demonstrated exceptional coordination and agility by arranging timely cargo mobilization to meet the revised vessel cut-off.

This successful execution was made possible through proactive planning, seamless teamwork, and strong support from the client. The operation once again highlights Navigators' capability to deliver reliable and time-critical project cargo solutions, even under challenging timelines.

Prism move heavy an oversized coke chambers



Designing Motion for Extreme Loads: Engineering, Risk Mitigation, and Multimodal Execution: At Prism Logistics (GPLN member from India), we have moved heavy cargo across difficult terrain many times. But there are moments when a project makes you pause before you even begin. This was one of them.

In front of us stood two coke chambers, each over 36 meters long and each weighing over 400 metric tonnes. They were silent, immense, and uncompromising. From the very first look, we knew this would not be just another heavy-lift operation. It would be a journey that demanded absolute precision, patience, and trust in our engineering-led approach.

The chambers were bound for the Barauni Refinery, operated by Indian Oil Corporation Limited. Their safe delivery was critical to an expansion that supports cleaner fuel production and India's growing energy needs. That responsibility shaped every decision we made.

For us, the journey began long before the first movement. Our teams walked routes across states, studied bridges, gradients, and clearances, and analysed rivers for depth and flow. Using detailed surveys, simulations, and on-ground assessments, we prepared for challenges that had not yet appeared. We knew that once the cargo started moving, there would be no room for uncertainty.

When execution began, progress was slow by design. The chambers moved inch by inch on self-propelled modular transporters, every axle load and tilt monitored in real time. Tight turns, steep gradients, and narrow corridors required complete focus. Each successful stretch reinforced our belief in preparation over speed.

Reaching the port was a milestone, but not a conclusion. The sea introduced a different kind of complexity. Loading the chambers onto a heavy-lift vessel required absolute synchronization. The most demanding phase came offshore, where a mid-sea transshipment had to be executed within a narrow weather and tidal window. There were

no second chances. Calm seas, precise ballast control, and flawless coordination across teams allowed us to complete the operation safely.

The river journey up the Ganges tested patience and discipline. Shallow stretches and narrow channels forced us to work in harmony with the river rather than against it. Timing movements with tidal windows and maintaining safe clearances became daily challenges. Every decision prioritized stability and safety.

The final road stretch into Bihar pushed us in unexpected ways. Overhead clearances left mere centimetres to spare. Rural infrastructure demanded constant adjustments. When soil settlement near a culvert threatened progress, we did not stop. We adapted. Our teams redesigned a bypass on site and moved forward without compromising safety or schedule. When the chambers finally reached the refinery, there was no dramatic moment. Just quiet satisfaction. The cargo had arrived intact, on time, and exactly as planned.

For us at Prism Logistics, this project was never just about moving massive steel structures across India. It was about proving that with foresight, engineering discipline, and teamwork, even the most complex logistical challenges can be overcome. As India continues to build its energy future, we are proud to be part of the journeys that make that future possible.



Polaris Projects completes complex International Shipments



Polaris Projects, the specialized project logistics division of Polaris Shipping Agencies LLC, and a GPLN member from UAE, has once again demonstrated its expertise in handling complex and high-value project cargo by successfully completing multiple international shipments for its esteemed clients.

As part of an ongoing contract with regular project clients, Polaris Projects recently executed the delivery of Bitumen Storage Tanks from the UAE to Port of Mombasa, Kenya. In parallel, the team also managed a separate shipment involving Hydraulic Drilling Rigs and accessories transported from Hong Kong to the UAE for re-export to the same destination following necessary technical upgrades.

End-to-End Project Execution & Strategic Import Solution

Under the scope of the contract, Polaris Projects acted as Importer on Record (IOR) for the shipment entering the UAE. Operating from its office in the Jebel Ali Free Zone, Polaris facilitated the temporary importation of the drilling rigs without payment of customs duties and taxes. This strategic arrangement allowed the client to conduct required upgrades and technical enhancements

within the UAE before re-exporting the equipment to the destination.

This solution significantly optimized overall project costs and timelines. The UAE's strong industrial infrastructure, readily available spare parts, and access to required accessories enabled efficient upgrades within a tight delivery schedule. By leveraging these advantages, Polaris ensured a cost-effective and time-sensitive execution tailored to client requirements.

Safe Handling of Heavy-Lift Bitumen Tanks

The Bitumen Storage Tanks, each measuring 13.80 x 3.70 x 3.70 meters and weighing approximately 25 metric tons, required meticulous planning and specialized handling. The cargo was safely positioned, lashed, and secured onto Mafi trailers (Carriers Mafi's) under close supervision and coordination with all relevant stakeholders, including port authorities, carriers, and handling teams.

Every stage of the operation – from loading and securing to sea transportation and final discharge – was carefully managed to mitigate risk and ensure cargo integrity. Upon arrival at Port Mombasa, the tanks were safely discharged and moved to the project site without delay or damage.

Meeting Complex Logistics Challenges

Despite the logistical complexities involved – including heavy-lift handling, cross-border customs coordination, temporary import procedures, upgrades, and re-export formalities – Polaris Projects successfully completed both shipments on schedule. The seamless coordination between international partners, port operators, customs authorities, and technical teams ensured operational excellence throughout the process.

The successful execution of these shipments reflects Polaris Projects' commitment :

- Precision planning and technical expertise
- Cost-effective logistics solutions
- Compliance with customs and regulatory frameworks
- On-time project delivery
- Zero damage handling standards
- Appreciation & Commitment

Polaris Projects extends its sincere appreciation to its partners, clients, and stakeholders for their continued trust and collaboration. Their support plays a crucial role in delivering complex project logistics solutions with reliability and professionalism.

We remain committed to providing innovative, efficient, and dependable project cargo services across global trade routes.



Total Movements transport Water Flash Drum



At GPLN member Total Movements from India every project tells a story! This one was about moving a 311 MT Water Flash Drum, spread over 3,200+ FRT, to one of the largest petroleum refineries in India – a task that demanded more than just logistics. It required resilience, precision, and the collective spirit of everyone involved.

From the supplier's factory to the refinery foundation, this drum travelled by road, by barge, and through challenging terrain. Our scope covered:

- Road movement to the nearest jetty
- Rolling the drum safely onto a barge
- Coastal transport to the closest port near the refinery
- Final inland delivery and placement on its foundation

This wasn't a routine move. It tested our planning, adaptability, and calmness under pressure:

- Heavy monsoon rains and foul weather pushed us to strengthen safety protocols
- Tidal limitations at both ports demanded precise timing
- MWS approvals needed thorough preparation and coordination
- Road infrastructure challenges and ODC restrictions required route intelligence and careful execution

And through it all, our teams ensured that every moment of the journey stayed safe and on schedule.

Against the odds, the flash drum reached its destination smoothly, safely, and righten time. A heartfelt thank you to our client for believing in us, and sincere appreciation to every stakeholder, partner, and team member who made this movement a success.

PNI Logistics moves Cable Reel Drum Units



GPLN member PNI Logistics LLC from UAE successfully managed the transportation of three (3) cable reel drum units, each weighing 220 MT, from Newcastle upon Tyne Port, UK, to Jubail Commercial Port, Saudi Arabia.

The shipment included 3 heavy reel drums along with 22 packages of accessories, including lifting gear, with individual dimensions of 10.66" 5.90" 10.90 m. A dedicated heavy-lift vessel was chartered for the movement on a Free In / Liner Out (FILO) basis, utilizing vessel gear and crew.

Go Gauge Projects handle Heavy Lift Chartering in Asia Pacific

GPLN member Go Gauge Projects from India successfully executed a recent voyage charter of a Heavy Lift vessel from Shanghai, China, to Mumbai, India, involving a 200 MT single-piece heavy industrial machinery, along with additional packages, delivered under a door-to-door turnkey solution.

The scope of work included cargo survey, ground lifting operations, heavy haul transportation, and ocean freight using a Heavy Lift vessel. The execution was supported by detailed engineering studies, route and lifting analysis, and strict compliance with international safety and operational standards.

Moving Heavy, Moving Smart!



Green Worldwide Shipping execute time-critical transload operation



Green Worldwide Shipping (Green) from USA, a member of the Global Project Logistics Network (GPLN), executed a time-critical transload operation in Savannah to support inland delivery of specialized production equipment tied to a fixed manufacturing schedule. The cargo moved on a flat-rack container and required immediate handling upon vessel arrival to maintain the planned delivery window.

The commodity shipped was a DEX Compact (PFA unit) coiler weighing approximately 4,100 kg, with internal dimensions of 396" 227" 281 cm and external dimensions of 409" 240" 306 cm. Due to the size, weight, and configuration of the equipment, controlled handling and sequencing were required throughout inland movement.

Mode of Transport: Ocean flat-rack, drayage, transload to flatbed

Commodity: Specialized production equipment (DEX Compact PFA unit coiler)

Weight: Approx. 4,100 kg

Dimensions (internal): 396" 227" 281 cm

Dimensions (external): 409" 240" 306 cm

Origin: Göteborg, Sweden

Port of Discharge: Savannah, Georgia, USA

Transload Location: Green Savannah warehouse

Destination: Mobile, Alabama Manufacturing Facility

The shipment was routed through the Port of Savannah to support rapid inland delivery. Established working relationships with port operations enabled timely vessel discharge and immediate container release. The flat-rack container was pulled from the terminal and transported directly to Green's Savannah warehouse, located approximately 14 miles from the port.

"In time-critical scenarios, transload decisions are driven by timing more often than cost. Performing a transload immediately after port arrival allows inland movement to continue without waiting for long-haul equipment availability or extended drayage windows, which can save not

only money but time as well"

said Brian Jones, Savannah Warehouse Operations Manager of Green Worldwide Shipping Transload Execution.

The transload from flat rack to flatbed was performed at Green's Savannah warehouse under direct supervision using in-house labor and equipment. Completing the transfer within the facility allowed load control to be maintained through the physical handoff and eliminated reliance on third-party handling. The transload was completed on the same day as vessel discharge, allowing the shipment to be released immediately for outbound movement.

Following transload, the equipment moved outbound without delay and was delivered to the plant site the next day. The approach supported the manufacturer's production schedule and resulted in a 16-day reduction in total transit time driven by inland execution.



Star Shipping handle challenging deliveries to Reko Diq Site



The worldwide acknowledgment and the renowned reliability have become a key aspect of Star Shipping Pakistan for being the primary part of the Reko Diq Project logistics throughout Baluchistan region, wherein the expert team of Star Shipping Pakistan is frequently handling out-gauge cargo and inland-freight of Reko Diq Copper Gold Mining project.

Mostly recently, GPLN member Star Shipping Pakistan OOG's transport team had received hook-

hook direct delivery of multiple Dump Bodies of Komatsu heavy-duty mining trucks on conventional low-bed trailers at Karachi Port and delivered these Out-gauge mining trucks dump boxes to their destination at Reko Diq Mining Site, Nokundi, Baluchistan in utmost sound manner besides the extreme challenges enroute. In one of the unfortunate occasions, during transit enroute to Reko Diq Mining Site one of the low-bed trailers carrying the oversize dump body was struck by the infamous terrorist group in Baluchistan.

The treacherous terrain of RCD highway in Baluchistan presented numerous challenges such as, steep turnings, single track road, and desert terrain during the delivery of the OOG cargo to its destination, however Star Shipping Pakistan expert team surpassed these challenges with patience, sheer will and commitment to timely delivery.

The delivery of such an oversize cargo through the most challenging terrain of the world wherein the other contemporaries failed to deliver, is a huge milestone for Star Shipping Pakistan and a moment of delight & self prestige which is a bliss for our overall team of professionals, technical staff & other supportive personals.

We are committed to unending growth and development by training our human resource and through induction of advanced technology & equipment in our corporate arsenal for further such achievements in future.

Since its inception in 2004, GPLN Member "Star Shipping Pakistan" has been delivering top-notch one stop solutions to its clients' project logistics & shipping needs.

Holleman contributes to the Mintia gas power plant project



The Mintia natural gas power plant remains one of the most important energy projects currently under development in Romania. The project targets an installed capacity of 1,700 MW, and in 2026 the Romanian Government reconfirmed its strategic relevance, including the commissioning timeline, with gas turbine testing scheduled and electricity production estimated to begin in September 2026.

The technical scale of the investment is supported by an equally demanding logistics operation. Siemens Energy is supplying the core HL-class gas turbine technology for the combined-cycle configuration, with a stated maximum efficiency of more than 64 percent.

Within this framework, Holleman's contribution can be described concretely through the inland specialized transport segment between the port and the project site. According to the operational data provided for the project, Holleman transported 60 modules from Agigea to Mintia, with

the modules arriving in successive maritime batches. These 60 transports were carried out using modular trailers with 18 to 21 axles, which reflects a high level of technical complexity and operational planning.

The module dimensions further confirm the scale of the operation. Lengths ranged from approximately 26.9 m to 31.3 m, widths from 4.77 m to 5.18 m, and gross weights from approximately 122 t to 145 t. This type of transport requires more than pulling capacity, it requires strict coordination between port operations, route planning, transport windows, and site execution, so that deliveries remain aligned with the project's installation schedule.

Holleman's role in this project is consistent with the company's profile as a specialist in heavy and oversized transport, with experience in energy projects and in multimodal combinations involving road, river, sea, and rail. In addition, UNTRR explicitly cites Mintia as an example of a strategic energy project generating high

oversized transport volumes and includes Holleman among the companies involved in operational discussions with the authorities on removing transport bottlenecks.

For Mintia, logistics is not a secondary function, it is an execution condition.

Holleman's contribution is visible in this critical layer, turning a complex volume of oversized modules into a controlled, safe delivery flow that fits the pace of a strategic energy project.

Hot Air Balloons Bagan, Myanmar



THE SKY IS THE LIMIT

**WHEN IT MATTERS –
WE RISE TO THE OCCASION**

THE ⁺**FREIGHT**
CO., LTD.

AIR FREIGHT | SEA FREIGHT | TRUCKING | CUSTOMS BROKER |
WAREHOUSING | DISTRIBUTION | PROJECT LOGISTICS SERVICES
AND EQUIPMENT RENTAL FOR OIL | GAS | POWER | MINING |