

A Word From GPLN



Dear Reader,

With the effective closure of the Strait of Hormuz rising security risks and restricted navigation across the Middle East are disrupting project execution, forcing stakeholders to prioritise safety and flexibility over cost and schedule certainty. Projects across the world face delays, rerouting challenges and mounting contractual strain as conditions continue to worsen. Shipments are being delayed at origin, diverted to alternative discharge ports or held in transit. Congestion at key hubs is driving up storage demand and costs. Reduced vessel availability, constrained routes and shipment bunching are extending transit times and pushing up freight rates.

For the project logistics sector and in particular our GPLN members, the disruption is acute. The Strait is a key artery for project cargoes bound for Gulf industrial hubs including Dubai/Jebel Ali, Doha, Bahrain and the Saudi Arabian gateways of Dammam and Jubail. The severity of the impact will depend on how long this crisis lasts and how much further it escalates.

Due to the closure of the Strait of Hormuz redirecting energy and commodity flows. Demand for transit slots at the Panama Canal has surged in recent months as vessels divert away from the Middle East. This shift has pushed up average daily transits, with peak days now exceeding 40 vessels. This influx has had also an effect on pricing, as the average auction prices rose about three-fold in March and April 2026.

Our 21st Annual General Meeting is approaching fast and will take place from June 16–18, 2026 at the Hilton Hotel in Rotterdam, just ahead of Breakbulk Europe, that our delegates can combine both events. Despite the ongoing conflict in the Middle East a multitude of GPLN members from around 50 different countries will attend this conference to efficiently build and maintain professional relationships in the most lasting manner during in-person meetings with fellow GPLN members.

GPLN is exhibiting again with a large stand at Breakbulk Europe in Rotterdam from June

16–18, 2026, together with 10 GPLN members which will be another great opportunity for networking among fellow GPLN members and over 12'000 visitors. Following GPLN companies are sharing our GPLN booth #1A20 in Hall 1 and will be pleased to meet you:

Conti-Trans/Germany, Corwin Int'l Logistics (Shenzhen)/China, DAS Freight Solutions/Russia & Uzbekistan, Falcon International/Canada, Herfurth Logistics/Belgium, ITM Projects/Mexico, Navigators Shipping And Logistica/UAE, NMT Logistics/Turkey, OceanicLogistics/Cyprus and Zenith International Freight/UK.

Furthermore, 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. GPLN members who wish to share our booth should contact us for more details in due time, as we have just a few spots left for booth sharing.

Best regards,

Your GPLN Team

Go Gauge Projects moves heavy machinery and telescopic crane



GPLN member Go Gauge Projects (India) successfully managed the international mobilisation of a 50 MT Pressure Swing Adsorption moving from Canada to India. Our scope of work included:

- Arrangement of a 250-ton crane at factory
- Deployment of certified riggers and lifting supervisors
- Engineered lifting coordination under strict safety protocols
- Inland transport from Canada into the USA
- Export handling via New York Terminal
- Ocean freight to India with seamless final discharge coordination

Though a time-critical project, it required careful planning and clear execution from start to finish.

In another big move, Go Gauge Projects Pte Ltd successfully executed the breakbulk transportation of a Wumag WT 850 telescopic crane from Turkey to Nhava Sheva, India.

The overall scope included factory collection, secure warehouse storage in Turkey, customs clearance, cargo survey, and ocean freight from Tekirdag to Nhava Sheva.

The cargo, measuring 16 m & 4m height, and weighing 50 metric tons, required engineered lifting and sea fastening solutions. Our engineering team developed a lifting plan with Centre of Gravity (COG) calculations and a tailored sea fastening arrangement, enabling timely approvals and safe execution.

Challenges & Risk Mitigation

1. Suspension of Regular Vessel Calls
Risk: Delays due to disruption of services
Mitigation: Continuous monitoring and identification of alternative vessel options
 2. Limited Vessel Availability
Risk: Extended lead time
Mitigation: Strategic shift to container vessel with engineered loading approval
 3. Absence of Standard Lifting Points
Risk: Handling and safety concerns
Mitigation: Custom lifting design with validated COG & Pre-Lashing Plan prototype
 4. Rejection of Initial Lifting Plan
Risk: Approval delays
Mitigation: Technical optimization aligned with carrier requirements
- This project demonstrates Go Gauge Projects' strength in executing complex OOG shipments through engineering-led solutions and precise coordination.

March – April 2026

Netherlands	Rotterdam	Herfurth Logistics B.V.
Sri Lanka	Colombo	McOcean Logistics Ltd.
UK	London	NMT Freight UK Ltd.

Strong partnership between Fr. Meyer's Sohn & Tiel Logistics create exceptional projects



We are proud to highlight the successful cooperation between GPLN partners Fr. Meyer's Sohn from Switzerland and Tiel Logistics B.V. from Netherlands, a collaboration that originated through the GPLN network and is being fully coordinated and controlled by FMS throughout all project phases. This partnership once again demonstrates the value

of strong international connections, reliable communication, and trusted logistics expertise. Currently, we are jointly managing the transport of +50 tanks destined for a new chocolate factory in Finland. A project of this scale requires precise planning, close coordination, and seamless execution across all logistics disciplines.

By leveraging the project cargo and heavy transport expertise of both Fr. Meyer's Sohn and Tiel Logistics B.V., we are able to ensure a seamless, efficient, and dependable delivery for our customer.

A special thank you goes to everyone involved for their dedication, commitment, and professionalism. We look forward to continuing this successful cooperation and developing further challenging logistics solutions together in the future.

Zenith Ship Plant Machinery



GPLN member Zenith International Freight from UK have in the past two months dismantled and shipped more than 3800 MT of plant machinery from three sites in the UK to the USA, Jordan and Pakistan.

Thorough coordination and planning led to seamless handling of all three projects.

The cargo was consisting of a mix of Break-bulk cargo, OOG flat racks and 40'HC containers (shipper's own provided by Zenith International Freight). Specialized trucks, RORO- and container vessels have been utilized.



The largest cargo was up to 80MT per package. The nature of the cargo required extreme lashing plans and crane lift planning due to center of gravity being off.

PROTRANSEER Delivers Pickup Trucks and Workover Rigs



GPLN member Protranseer's team delivered two pickup trucks from Shanghai to Nigeria. The trucks were stuffed in a container. The challenging part of this shipment was to help our client to deal with the vehicle export license, who sourced new trucks from the market. In China, if one is not a manufacturer, he needs to convert new cars into used cars before he can export them. Finally, the

trucks were exported smoothly. Working scope included assisting to apply the vehicle export license, booking service and customs clearance service.

In another move their team delivered one set of workover rigs from Shanghai to Sohar, Oman. In total there were 71PKGS/GW.349400KG/967CBM. The weight and dimension of the main unit was 60 tons, LWH-19,5m*3,8m*3,6m. Working scope included port service, customs clearance, Break-bulk vessel chartering service, transport insurance etc. On the road. For you. With you.



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Green Coordinates Multi-Origin Breakbulk Transport



Green Worldwide Shipping® (Green), a member of the Global Project Logistics Network (GPLN), coordinated two breakbulk shipments of oil and gas drilling equipment from Texas to Ghana to support an active drilling program. The cargo included oversized rig components and supporting equipment that required heavy lift operations and breakbulk ocean transport due to the size and configuration of the units.

The shipments originated from two sites in Texas and moved to the same international destination

as part of a coordinated equipment movement supporting operations in Ghana.

Project Overview:

Mode of Transport: Breakbulk Ocean freight

Commodity: Oil and gas drilling equipment and rig components

Shipment 1 Weight: 96,000 lbs. | 43,545 kg

Shipment 2 Weight: 80,000 lbs. | 36,287 kg

Origins: Houston, Texas and Freeport, Texas, USA

Destination: Ghana

Port Handling and Export Movement

The first shipment moved from Houston and to-

taled approximately 96,000 pounds. Equipment included derrick structures, CAT engines, mud pits, a Kelly drive bushing assembly, and a rig substructure. The second shipment moved from Freeport and included a complete Wilson 42B-500 drilling rig weighing approximately 80,000 pounds.

The oversized components were transported from origin facilities using multi-axle lowboy trailers configured for heavy haul cargo prior to export staging. Due to the size and weight of the units, the cargo required breakbulk vessel loading using heavy lift equipment.

"In breakbulk movements involving drilling equipment, planning is driven by cargo configuration and lift requirements. Coordinating multiple origin points adds another layer of complexity, so sequencing and preparation become critical to ensure the cargo can move safely and efficiently for ocean transport." said Tim Benjamin, Branch Manager Houston, Green Worldwide Shipping.

Final Delivery

Each cargo unit was lifted using equipment suitable for oversized project cargo. Individual pieces were positioned and secured to maintain control of lifting points and cargo stability during loading. The cargo was sequenced and secured for ocean transport prior to departure.

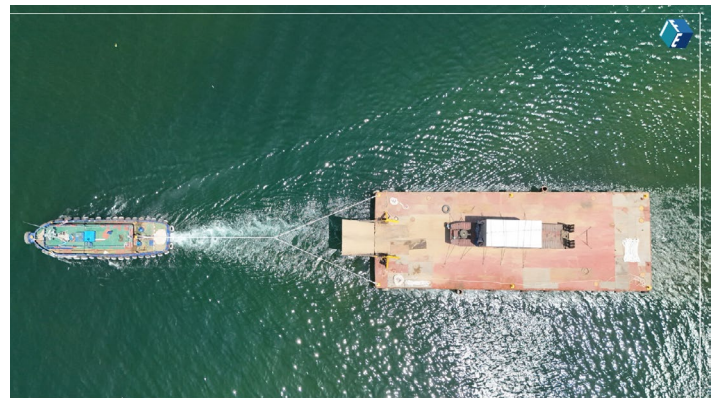
IFE Complete Barge Transportation

GPLN member IFE (Interfreight Engineering Co., Ltd.) from Korea, as an official partner of Kontena Nasional Berhad, has successfully completed a project cargo transportation in Malaysia through close collaboration with Kontena Nasional Berhad. This operation involved Out-of-Gauge (OOG) cargo where conventional inland transportation was not feasible.

To overcome this challenge, an engineered barge transportation solution was implemented. The cargo was devanned from a flat rack container, loaded onto a low-bed trailer, and transferred onto a barge via RORO. Safe delivery was achieved from Kota Kinabalu Port to the project site.

This operation demonstrates IFE's capability to design and execute tailored logistics solutions for complex cargo, while highlighting the strong partnership and synergy with Kontena Nasional Berhad in delivering reliable project logistics services across the region.

As an engineering-driven project logistics specialist, IFE delivers optimized solutions even under the most complex and demanding transport conditions.



Exciting Developments Ahead For Tiel Logistics B.V. !



In May 2026, the fleet will grow even further with two Broshuis 4-axle steering semi low loaders. At the same time, Tiel Logistics have finalized a major expansion of their operational grounds, growing from 21,389 m² to more than 70,000 m² of owned property, plus additional quay-side land.

These developments create new opportunities for logistics optimization, maritime activities, and future growth.

Tiel Logistics ambition is to develop a new water-bound industrial hall equipped with overhead cranes capable of lifting up to 200 tons, contributing to additional maritime employment and strengthening the region's industrial capabilities.

Over the coming 2–3 years, GPLN member Tiel Logistics from the Netherlands will continue investing heavily in the future of their fleet, infrastructure, and maritime operations. Their trailer fleet has recently been expanded with several new trailers. This will help them modernize our equipment and prepare for future international transport requirements.

Mainstream Global Move Nyah, The Rhino

On 22nd April 2026, GPLN member Mainstream Global from New Zealand arranged for Auckland Zoo Rhino 'Nyah' to be moved to her new home in Melbourne, Australia.

After more than a year's planning we are pleased to say that it all went as smooth as could be on the day. Nyah entered her crate that morning and departed Auckland Zoo on a Hiab truck with an escort from the NZ Police. Auckland Transport Authorities were also involved to ensure transport encountered green lights at every intersection during their trip to Auckland Airport. CCTV footage was monitored on route to clear the path.

It was a meticulous process to set up, as this kind of shipment requires extremely thorough planning. We facilitated in the process of medical testing / documentation from around the globe and worked in conjunction with NZ biosecurity (MPI) to meet Australia's biosecurity AQIS requirements. This had to be done correctly, as if any test proved a failure, to be faulty, or expired over the time taken to meet other requirements, the process had to be started all over again. Once all tests were completed and approved, Nyah was then quarantined for a month to



ensure that no contamination could occur between testing and her departure.

In addition to biosecurity, we also had to build a customized metal crate fit for an animal of this size. The crate not only had to meet precious Nyah's needs, but also the aircraft. We worked closely with Singapore Airlines to ensure that this crate would meet the standard to fly on their Boeing 747, of which they are the only airline in NZ with this type of cargo plane.

Once all requirements were met and the big day was upon us, the Singapore Airlines staff all came along to be a part of the special shipment as everyone was abuzz with excitement to see Nyah at the airport.

Nyah is now in her new home at the Melbourne Zoo where she is enjoying greater space and with the intention of increasing the Rhino population.

AZKA Shipping Execute Heavy-Lift And Project Cargo Operation



GPLN member AZKA Shipping & Logistics LLC, a logistics company registered in Iraq, successfully executed a highly complex heavy-lift and project cargo operation involving the relocation of the Yamama Power Plant from Al Kharj to Gabon via Yanbu Port. This achievement highlights the company's strong expertise in oversized cargo transportation and its capability to deliver end-to-end logistics solutions for large-scale industrial projects.

The project was completed within a period of four weeks, encompassing meticulous planning, engineering assessment, coordination, and execution across multiple phases, including inland transportation, port handling, and ocean freight movement.

The scope of work included the transportation of seven gas turbine (GT) units, each measuring 25 x 5 x 5 meters and weighing approximately 200 metric tons. In addition, the shipment comprised 52 containers of accessories and 49 pieces of breakbulk cargo, bringing the total freight volume to approximately 12,000 freight tons. Given the exceptional dimensions and weight of the cargo, comprehensive engineering stud-

ies and detailed route surveys were conducted prior to execution. These evaluations covered critical parameters such as road infrastructure suitability, bridge load capacities, turning radius constraints, and overall route feasibility from Al Kharj to Yanbu.

The inland transportation was executed using specialized multi-axle hydraulic trailers and low-bed transporters, supported by heavy-duty prime movers and escorted convoy arrangements. This ensured the safe and controlled movement of all oversized units under strict operational supervision.

The operation required close coordination with relevant authorities for obtaining necessary transport permits, as well as continuous engagement with port authorities at Yanbu to ensure smooth cargo handling and timely vessel loading for onward shipment to Gabon.

Overcoming the challenges of moving heavy and oversized cargo through one of the world's most sensitive maritime corridors near the Strait of Hormuz, AZKA's innovative logistics planning and execution via the western port route ensured seamless connectivity and successful delivery of the power plant to its final destination in Gabon.

Throughout the entire execution, stringent safety and risk management protocols were implemented, including cargo stability inspections, real-time route monitoring, and strict adherence to international safety standards. These measures ensured the damage-free movement of all equipment.

Despite the complexity associated with heavy-lift gas turbines and large volumes of breakbulk and containerized cargo, the project was successfully completed within the scheduled four-week timeframe, without any delays or cargo damage.

This successful operation reinforces AZKA Shipping & Logistics' capability in managing large-scale industrial logistics projects and further strengthens its position as a reliable partner for energy, infrastructure, and heavy industry sectors across the region, with its operational base in Iraq and execution capability extending across the wider Middle East region.

Precision in Motion—Navigators Executes Aircraft Engine Movement



In the world of aviation logistics, time is not just money, it is mission critical. When an Aircraft on Ground (AOG) situation arises, every minute counts, demanding swift action, technical expertise, and flawless coordination.

GPLN member Navigators' Special Projects Team from UAE recently demonstrated these capabilities with the successful management of precision logistics and delivery of a high-value aircraft engine, executed under tight timelines and sensitive handling requirements.

The scope encompassed precision logistics and delivery of a single aircraft engine measuring 6.0 m x 2.5 m x 2.8 m and weighing 9,470 kilograms. Classified under AOG, the shipment required priority processing and meticulous planning from the moment of arrival.

The operation began with specialized ground handling at the airport, involving the controlled transition of the engine from airside to landside. This phase demanded careful gear switching and coordinated handling to ensure the unit's stability and safety at every touchpoint.

Before dispatch, a detailed technical inspection was carried out by the engineering division of Navigators to identify any signs of leakage or transit-related impact, ensuring that the engine maintained its operational integrity for subsequent repair procedures.

Recognizing the sensitivity of the cargo, the team deployed a dedicated air suspension trailer paired with an air suspension prime mover, significantly reducing vibrations during transit. This ensured that the engine was transported under optimal conditions to the designated engineering facility.

Despite the complexities involved, the entire operation, from cargo readiness to final delivery, was completed within an impressive 5-hour timeframe, executed seamlessly during Sunday operations to meet the urgency of the requirement.

This movement stands as a testament to Navigators' expertise in managing time-critical, high-value, and precision-driven logistics, reinforcing its position as a trusted partner in the global project cargo and aviation support sector.

PPL honored with the Asia Pacific Enterprise Awards (APEA)

GPLN member Precious Prestige Trading and Logistics (PPL) from Vietnam showcases Heavy-Lift and Project Logistics expertise in major energy projects.

Vietnam's logistics sector is increasingly gaining recognition in global project logistics and heavy-lift transportation. Among the companies contributing to this momentum is Precious Prestige Trading and Logistics (PPL), which has been involved in major energy and infrastructure projects across the region.



PPL achieved a significant milestone when it was honored with the Asia Pacific Enterprise Awards (APEA) 2025 – Asia's Outstanding Enterprise Award, one of the region's most prestigious recognitions for companies demonstrating innovation, sustainable growth, and meaningful contributions to economic development. In the same year, PPL was also ranked among the Top 5 Most Reputable Heavy Lift and Project Logistics Companies in Vietnam 2025, highlighting the growing capability of Vietnamese enterprises in delivering complex logistics solutions.



JNC Handle Various Challenging Projects



GPLN member JNC Logistics Company Limited from China handled recently Maritime Transportation Services for Skimmer Skid Bulk Cargo and Large-Sized Equipment of Produced Water at the Rumaila MQ Crude Oil Treatment Facility Project in Iraq

Product Name: The produced water skimming module

Quantity: 15pieces / 3000CBM

Largest Single Item: 3400x530x590cm, max weight nearly 200 tons each

Route: Shanghai Longwu Terminal–Umm Qasr, Iraq

Key Challenges & Solutions:

First: Since each piece of this shipment weighs nearly 200 tons, we employed a double-deck heavy transport vessel with a load capacity of 200 tons. Multiple confirmations were made with the shipowner regarding the vessel's stability, deck load-bearing capacity, cargo placement, lifting equipment, and lifting plan to ensure that the cargo is evenly stressed during loading and

to prevent structural deformation. Moreover, our company's experienced project engineers provided on-site supervision throughout the operation.

Second: Due to the cargo's weight constraints, road transport from the factory to the vessel side was not feasible. We therefore implemented a "ship-to-ship direct loading" solution to accomplish delivery at the berth. Coordinating with the ocean vessel's berthing schedule, we synchronized the arrival of the river transport barge with high precision (controlling the error within 4 hours), while simultaneously completing the port authority's filing procedures for handling oversized cargo. This approach avoided demurrage charges and scheduling conflicts with the mother vessel.

Third: During the lifting process, the cargo's movement path was established and its displacement was continuously monitored to prevent tilting and ensure precise positioning.

To guarantee the cargo's security during the voyage, a multi-layered lashing technique was employed. Non-slip materials were placed at the base to distribute localized pressure, and high-strength alloy chains were used in conjunction with tension sensors to prevent any shifting of the cargo throughout the maritime transport. Notwithstanding the project's challenges with oversized and heavyweight cargo, JNC's project expertise and robust risk management resulted in the smooth completion of the entire process, which garnered high commendation from the client.

Furthermore, JNC handled also Transformers and Accessories

Quantity: 27 pieces / 378.21 tons / 658.78 CBM

Largest Single Item: 74,30 3,05m, nearly 100 tons each (3 units in total)

Route: Chengdu – Shanghai – Singapore

Key Challenges & Solutions

The transformers were exceptionally heavy and filled with oil, requiring tr Securing Specialized



Vessel for Heavy and Oil-Filled Cargo transfer to a barge at the destination port. Most conventional breakbulk carriers in the market were unable to accommodate such cargo. Leveraging our extensive network of shipping partners, we successfully identified a multipurpose (MPP) vessel operator that met all transport requirements, ensuring the safe and compliant shipment of the goods.

Managing Overland Transport with Complex Road Conditions

The land transport from Chengdu to Shanghai covered approximately 2,000 kilometers, with challenging road conditions—including mountainous sections—and oversized and irregularly shaped cargo. We conducted pre-transport road surveys, secured necessary permits, and arranged full-route escort vehicles. Although vessel berthing delays at the port

created significant cost pressure due to potential waiting time, we coordinated closely with the land transport provider to optimize transit scheduling, successfully minimizing additional expenses.

On-Site Repairs and Reinforcements for Damaged Packaging

Due to the extreme weight of the cargo and insufficient strength of the wooden cases, several crates suffered broken bottom beams during transit, resulting in oil leakage and malfunctioning pressure gauges. Our team immediately coordinated with the shipper and terminal agents to conduct on-site reinforcement, cleanup, and repairs. Engineers were dispatched to reinflate, test, and restore the equipment. All issues were resolved before the vessel's departure, ensuring the cargo met loading standards and was loaded safely and completely.

Seamless Discharge Planning at Destination Port

Throughout the process, we maintained close communication with our partners to arrange barge discharge operations at the destination port. Detailed plans were developed regarding lifting angles and stowage positions to ensure smooth transshipment of the cargo upon arrival.

Outcome Summary

Through professional logistics planning, efficient resource coordination, and adaptive on-site problem-solving, we successfully overcame a series of complex challenges—including vessel suitability, scheduling delays, and packaging defects—to ensure all 27 pieces of cargo were delivered safely and on time to Singapore. Our performance received high praise from the client.



Transmaritim Move Heater

As we see us as US-specialists, we won this project to Michigan. The heater had following dimension: 10,86 x 4,00 x 4,03 m Weight: 50.000 kgs
Scope of work was:

- Pick up by truck in South of Germany
- Road study and permissions up to port of Hamburg
- Charter to US East Coast
- Trucking to jobsite in Michigan



Hot Air Balloons Bagan, Myanmar



THE SKY IS THE LIMIT

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WE RISE TO THE OCCASION**

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