

## Dako beats the Caribbean rain



**D**ako Worldwide recently organized the transport of all materials for an important power distribution project in the Dominican Republic, known as Autopista Electrica.

The project is designed to connect the north and the center of the island with the major industrial area around the capital of Santo Domingo in the south.

Several smaller and two big substations as well as overland power lines with a capacity of 345/138 KV were built in the center of the island near the city of Santiago and the other one approximately 35km from the port of Rio Haina.

### COOPERATION

Dako Worldwide cooperated on this project with their sister company Daco Heavy Lift Transport S.A. Guatemala who in the first place were responsible for the transport and foundation delivery of one 600 MVA and two 450 MVA trans-



formers with unit weights of 260 and 180 tons respectively.

The roads to the construction sites

presented many problems. Normal access roads could not be used due to the cargo weight. Important civil works were executed under the management of Dako Worldwide. This also included the construction of about 2km of a new road and a passage through the Rio Haina.

Several bridges were either bypassed or reinforced and Daco Heavy Lift's own 15m overbridge with a capacity of 400 tons was used. In phase II of the project a second 600MVA transformer with a weight of 260 tons was transported mainly on the same route.

### RAINY SEASON

Due to the delivery date of this second transformer from the supplying factory in Brazil the transport in the Dominican Republic was done at the beginning of the rainy season. This meant that a slightly different route needed to be used to pass the river Rio Haina.

The last obstacle, a 12% grade, just before reaching the substation Julio Sauri was mastered and also the second transport reached safely the construction site.

Dako used for this transport a Goldhofer 20-axle/160 wheels hydraulic platform trailer with a nominal carrying capacity of 600 tons, two Mercedes prime movers, two heavy wheel loaders and a CAT D9 for the river passage and the steep hill of 12%.

The foundation delivery was done by the crew of Daco Heavy Lift with their 600 tons capacity jacking and sliding system. [www.gpln.net](http://www.gpln.net)

## ALMAJDOUIE MAKES GUINNESS ENTRY WITH RECORD MOVE

**I**t was the size of a football field, weighed as much as 5000 cars, and required a self-propelled modular trailer with 172 axle lines, 688 double width tires.

And now, the feat of moving this giant evaporator has been recognized as **The Heaviest Item Moved by Road Freight** by the Guinness World Records.

The move was carried out by GPLN member Almajdouie Logistics based in Dammam, Saudi Arabia.

In honor of the occasion, the Saudi-based company is hosting an awards gala on September 25, 2012 at the Sheraton Hotel Dammam in Saudi Arabia.

GPLN would like to congratulate Almajdouie on this achievement.



**MORE PICTURES AND DETAILS & ANOTHER GPLN RECORD HOLDER**

**SEE PAGE 7**

### INSIDE THIS ISSUE

Celtic keeps the stock rolling	3
Bati moves heavyweight crane	4
Complex project for M-Star	6
Green Worldwide moves cranes	6
Medden keeps the turbines moving	8
Om Projects sails ahead with new jobs	9
Intermax hauls harvesters	11



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## A Word from GPLN...

The (northern hemisphere) summer is usually the least busy part of the year for GPLN. Many GPLN members and their customers are on summer leave giving us some breathing space. Summer is also the time for hardly any travels for us. Nevertheless, we have kept busy all the while. Since the last annual meeting in Singapore we were working on our remaining events of this year.

Luzius Haffter, our commercial director, was recently in Durban manning our booth at the 10th Intermodal Africa in Durban. Also while in Durban, he and our technical expert Gert Vos conducted our very first Heavy Transportation and Lifting Seminar on the African continent. It was very well received and the attendees commented that their money was well spent.

At the time of writing this, we're off to our first foray into the wind power energy. Luzius Haffter and Felix Schrick are attending our booth at the Husum WindEnergy exhibition in northern Germany.

They are joined there by Holleman Special Transport & Project Cargo, our GPLN member based in Romania. They are taking this opportunity to advertise their company's special skills in transporting wind power equipment. Also joining our booth in Husum is Wallenius Wilhelmsen Logistics, one of GPLN's sponsors.

Shortly after the Husum WindEnergy event, we're already once again off for the Breakbulk Transportation Conference and Exhibition in



GPLN seminars, such as the one held recently in Durban, have become an important part of our work.

Houston.

In Houston our booth will be joined by a number of GPLN members, namely Asia Imperial Cargo Logistics, Bati Shipping and Trading S.A., BDG International, Inc., Cory Logistics Ltd. and Thunderbolt Global Logistics.

Finally, we will for the first time promote the GPLN brand in the Black Sea area. We have taken on a booth at the 1st Black Sea Ports & Shipping Exhibition in Odessa, Ukraine.

We'd also like to take this opportunity to alert you of next year's annual meeting. You can now reserve the dates from 16th to 18th April 2013. The location will be Abu Dhabi.

The meeting will begin with the technical seminar on Tue Apr. 16, a cocktail reception that evening, followed by two full working days. We are presently still working on the agenda. We should be able to announce further details soon but suggest that you block these dates in your agenda.

Last but not least as many of you know we have hosted a Heavy Transport and Lifting focused conference and exhibition under the brand name PowerLogistics Asia earlier this year in Singapore.

The second PowerLogistics Asia 2013 is now in the making. After testing the waters this year we are committed to make this the Heavy Transport and Lifting Event in Southeast

Asia. We are aiming next year to provide around 80 — 100 booths.

GPLN members once again will be offered favorable terms and conditions which will be announced soon.

The dates set for this Conference and Exhibition are the 30th and 31st of October 2013 and the venue will be once again the spectacular Marina Bay Sands Expo and Convention Center in Singapore. Further announcements will be made soon.

We hope that your company experiences a busy second half of the year and look forward to meet those who join our GPLN booths at the various exhibitions.

### Your GPLN team

[www.gpln.net](http://www.gpln.net)

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The Global Project Logistics Newsletter is the official news of the Global Project Logistics Network (GPLN), the world's largest independent project logistics network serving the project cargo, chartering and heavy lift industry.

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GPLN commercial director Luzius Haffter greets a delegation from the Transnet National Ports Authority Durban

## POWERLOGISTICS ASIA 2013 EXHIBITION AND CONFERENCE

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**POWERLIFT**

## Martin Bencher contracts for Chinese wind turbine maker



**M**artin Bencher is proud to have been chosen as a main transport contractor to a Danish prototype project for the Chinese wind turbine manufacturer Envision Energy.

The project has involved competences of Martin Bencher going from transport and packaging advisory and consultancy; loading supervision at factories in China for castings and tower parts to transport planning and port operations in Denmark.

The project was passing a challenging phase recently, where the complicated part of jacking the 220 tons nacelle at MAN in Frederikshavn, loading it on two SPMT (self-propelled modular trailer) and taking it to Frederikshavn oil pier for loading onboard *MV Jumbo Spirit*.

After the nacelle had been securely fastened in the hull the vessel passed north of Skagen and into Thyborøn, where it was docked at Limfjords quay.

There the nacelle was discharged from

the *Jumbo Spirit* and loaded to the SPMT once again, which in the meanwhile had been disassembled and trucked to Thyborøn.

The nacelle, which in the transport configuration weighs around 220,000 kg with dimensions of 13.1 meters long by 6 meters wide and 7.9 meters high has been built up in Denmark as a prototype proof-of-concept turbine by the Chinese wind turbine manufacturer Envision Energy, which has a Global Innovation Centre located in Silkeborg, Denmark.

The turbine is the world's first two-bladed 3.6MW turbine designed with two-part sectioned blades which operates through a special partial pitch blade feathering system.

The heavy load and project forwarder Martin Bencher (Scandinavia) A/S was handling the operation on behalf of Envision Energy (Denmark) ApS, the physical jacking and transport to and from pier is subcontracted. [www.gpln.net](http://www.gpln.net)

## Modern Freight ships cranes



**M**odern Freight Company, Dubai, will shortly complete a cross-trade operation involving movement of dismantled crane parts with gross weight of 69,927kg.

The movement is from Port Klang (Malaysia) to Hazar (Turkmenistan) via Jebel Ali (Dubai).

Due to non-availability of suitable direct flights, the shipment is initially being moved by sea from Port Klang (Malaysia) to Bandar Abbas (Iran) and will subsequently be trucked to Hazar, Turkmenistan. The shipment is expected to reach Hazar safely by early October. [www.gpln.net](http://www.gpln.net)

## Celtic keeps the stock rolling



**L**ast month the Wallenius Wilhelmsen vessel *M.V. Faust* delivered the final order of rail carriages for the national rail operator in Ireland – Irish Rail.

The carriages were manufactured in Korea by Hyundai-Rotem. The first batch of orders shipped with WW arrived in Dublin Port per the *MV Carmen* – her maiden voyage – having set sail from Masan Port.

In the following months, the *Carmen* was to return with more carriages and in addition *Tiger* and *Figaro* also conveyed the state of the art carriages following the upgrade of the national rail network in Ireland.

Celtic Shipping Agencies Ltd — as

agents for — Wallenius Wilhelmsen Logistics, and a sister company to Celtic Forwarding Ltd, oversaw the safe and timely discharge of all the carriages from vessel to quay, and finally onto rail where the handover from Hyundai-Rotem to the final customer Irish Rail was completed.

As the long standing partner in Ireland for WWL, Celtic Shipping Agencies helped ensure that Irish commuters will soon enjoy luxury travel by rail – at long last!

Finbarr Cleary, managing director of Celtic Shipping Agencies Ltd had a personal as well as professional interest in the project — he often travels to work by inter-city rail! [www.gpln.net](http://www.gpln.net)

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## Bati moves heavyweight crane



**I**stanbul-based GPLN member Bati Project & Heavy Lift Logistics Ltd. successfully loaded a heavy Manitowac 16000 crawler crane with all its rigging equipment to Brisbane, Australia.

The loading took place at TCDD port Derince, Izmit, Turkey recently. The crawler crane weighed in at 530 metric tons; however the original 2680 cubic meter crane was packed and combined by the Bati team into each other to equal 48 pieces and 1674.73 cubic meters.

The crawler cranes, together with all the rigging equipment, were transported from the factory in Gebze to the port on top of 35 standard low beds.

The journey from Gebze to Derince Port, a 45 kilometer stretch, took just under two days.

The loading operation was carefully planned out with crane owners and Bati. The crane parts were each placed under a vessel crane hook and lifted with great care into the vessels holds.

[www.gpln.net](http://www.gpln.net)



## HEAVY MATTERS

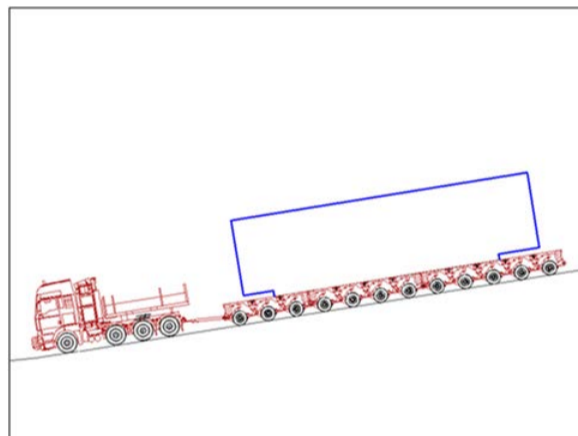
*By Gert Vos*

### 6. Heavy Cargo goes up and comes down

**W**hen a heavy cargo has to be transported up or downhill, then mostly one tractor head will not be able to pull the complete platform trailer and it's cargo up or downwards.

An extra tractor head for pushing or breaking is necessary in almost 100% of these heavy transports. I remember a transport of a piece of 100 tons in Spain (near Vigo).

We used two tractor heads on the front for pulling and one on the back for pushing. Half way this "train" was stopped by the slope of the steep hill. We hired an extra vehicle (with sufficient ballast). With four tractor heads we managed to bring the cargo to the top of the hill.



The lesson is that you should not underestimate curves and slopes in a transport route.

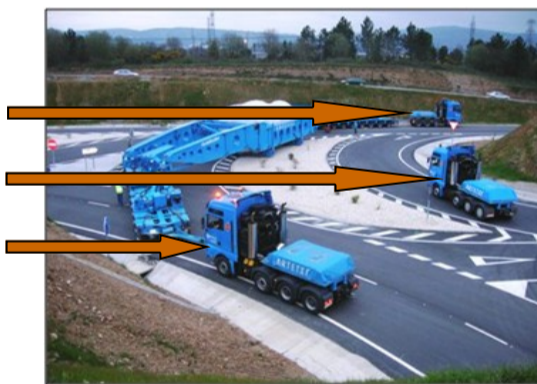
Some weeks ago I had to judge a transport problem with a 4-axle truck and 12 pendulum axle lines that had to overcome only a small hill (downwards) and a direct turn to the right in a curve without any problem (at first sight). But the curve to the right (a road with a slope to the left) was too much to handle.

What happened?

Because of the slope of the road the trailer was pushing the truck away when the truck made it's steering movement in the curve.

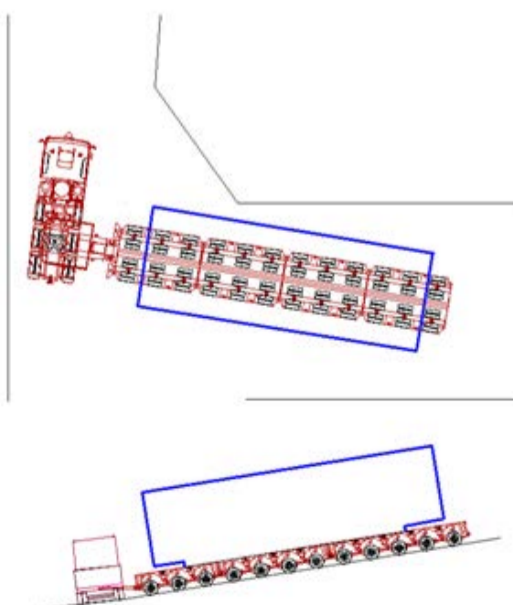
When the driver did release the brakes the truck could not hold the weight of the trailer.

One pulling and one pushing tractor head and an additional tractor head for difficult curves, slopes on the road etc.

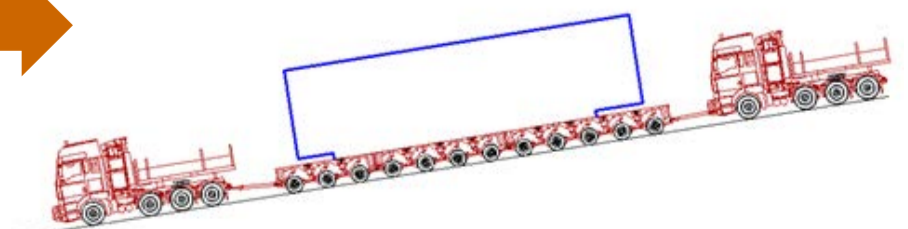


#### SOLUTION ?

Take an extra tractor head with ballast and steel beam (between truck and trailer). So you create extra breaking capacity. And when you have to take on a hill you have pushing capacity. Don't try to save money. When in doubt use an extra tractor head. The problems and costs that occur when you can't control the vehicle (and cargo!) will be much bigger than the costs of an additional tractor head.



Slope in road caused big problems. Truck was pushed away by the heavy weight of trailer and cargo !





CSS moves wash water tanks

CSS Projects, Oil and Energy division successfully carried out the movement of wash water tanks from Ras Al Khaimah to Jebel Ali. The volume of the cargo transported was 1200 CBM and the vehicle that was used for its transportation was an extended long 6 axle hydraulic trailer. Specialized staff from the division was on site to ensure the smooth execution of the project and the client was extremely pleased with the service delivered by the CSS Projects, Oil and energy division right from inception to execution of the project. [www.gpln.net](http://www.gpln.net)

### Upcoming GPLN Meetings & Events

#### 23rd Breakbulk Americas Transportation Conference & Exhibition

9th - 11th October 2012

George R. Brown Convention Center, Houston, TX, USA Booth No: 100

#### 1st Black Sea Ports & Shipping

24th - 25th October 2012

Bristol Hotel, Odessa, Ukraine Booth No: 10

#### 9th Trans Middle East

20th - 21st October 2012

Gulf International Convention And Exhibition Centre, Bahrain Booth No: 12

#### 19th OSEA 2012

27th - 30th November 2012

Marina Bay Sands Expo and Convention Center, Singapore Booth No: 1N5-03

For all information on upcoming events,  
please contact Luzius Haffter at:  
[l.haffter@gpln.net](mailto:l.haffter@gpln.net)

## Complex project for M-Star



**M**-Star Freight Service have completed a complex project to an inland destination in Russia.

The transport started in Rumania with the help of GPLN member Holleman and an excellent job was done, showing a perfect example of close GPLN cooperation.

The shipment went from Bucarest-Kstovo Ethylene Plant, located 800km east of Moscow.

The total shipment weighed 366 tons and measured 1765 cubic meters with the largest piece being 33 meters in length and weighing 98.5 tons.

Multimodal transport was organised from Bucarest in Rumania via Port of



Constanza with a sea-river type vessel up to port of Nizhny Novgorod in Russia reloading onto river barge up to jetty port Michalchikovo for site delivery to Kstovo. [www.gpln.net](http://www.gpln.net)

## Green Worldwide moves cranes



**G**reen Worldwide Shipping US, have successfully completed the transport of three disassembled container cranes from Europe to an intermodal terminal in Ohio. Due to the timing, the location of the job site, and logistical challenges, the cargo was routed via the Great Lakes to the Port of Cleveland. From there over-the-road transport to the delivery site.

Discharge and delivery were carefully planned for a specific delivery sequence aiding the site contractor in minimal handling and immediate erection of the cranes.

Sections over 26 meters in length and others close to 6 meters wide requiring several police escorts were all delivered on time and within budget by the Green project team in Atlanta. [www.gpln.net](http://www.gpln.net)

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## GPLN member claims the heaviest road move...



**A**lmajdouie Logistics company has been awarded the Guinness World Record for the “Heaviest item moved by Road Freight”. The award is based on the transportation of eight (8) evaporator unit each unit weighing over 4891 tons from the manufacturer in South Korea to the project site

in Saudi Arabia is a visually powerful story that will capture the viewers’ imagination and create a sense of awe.

The engineering miracle of Ras Az Zawr desalination plant Inspired by the desert, funded by the Saudi’s at \$1.5bn, built in Korea, shipped in one piece, turning saltwater into 228 million gallons of drinking water a day, enough to provide the drinking water needs of 3.5m people in Riyadh.



brave new future happening now; the wherewithal to quench the thirst of millions and turn deserts green.

It begins with an almost incomprehensible engineering challenge – the mastery of new technologies on an unprecedented scale – and ends with one of the most emotive sights on earth – crystal clear, drinking water gushing from a tap, into a glass and raised to be drunk.

[www.gpln.net](http://www.gpln.net)

◆ “The World’s Largest Evaporator moved by Almajdouie”, which is registered in the Guinness Book of World Records can also be viewed on YouTube.



### HEADLINES

The Ras Az Zawr desalination plant made headlines recently when one of its 8 condenser units became the biggest load ever transported by road. The record was broken as the unit (larger than a football field) was off-loaded from the ship that had transported it from the assembly plant in Korea at the tailor made port in Saudi Arabia and then driven 2 km along desert roads for installation at the plant.

When it becomes operational in early 2013, the plant will be biggest desalination plant in the world.

It’s the story of cutting edge engineering, technology and logistics coming together to deliver the single most precious commodity on earth – fresh water – on a game changing scale. It is a glimpse of a

in Saudi Arabia. The combined weight for all the units will exceed 41,000 metric tons.

As a sheer feat of engineering, the ambition and execution of the plant is breath taking. Observing the whole process from construction and assembly in Korea to its installation 4,700 miles away

## ...and the heaviest air lift!

GPLN member General Transport, located in Basel, Switzerland was contracted in 2009 to arrange the transport of a steam generator which was airlifted from Frankfurt Hahn airport in Germany to Yerevan, Armenia.

The steam generator was flown on board the world’s largest cargo aircraft, the Antonov An-225 Mriya. The weight of the steam generator flow was 187.6 tons which is a world record for the heaviest item airlifted.

This means that two GPLN members now are holding two heavy lift transportation word records.

General Transport AG has also developed and marketed a pioneering business model known as Five Star Logistics.

The Five Star Logistics business model offers customers three integrated solutions. The first aims at modular logistics services, the second allowing tailored logistics solutions for special customer requirements, and the third providing a platform for sustained contract logistics with dynamic networking and all relevant value-added services. General Transport’s customers have graded its logistics offers in terms of innovation and problem solution as “excellent”. [www.gpln.net](http://www.gpln.net)



## Hindustan Cargo keeps busy



In the last three months Hindustan Cargo Ltd, a GPLN member based in India, handled the shipment of almost 50 40-foot containers out of Nhava Sheva port and Chennai ports in India to various destinations in the world.

Hindustan Cargo Ltd came up with a new solution for ODC cargo movement to their customers, helping them break bulk small quantity cargo shipment, and converting them to flat rack cargo movement in flat containers

This helps to avoid delays as there is no need to wait for minimum inducement of break bulk cargo, and there is no requirement to hire a breakbulk vessel or part-charter a vessel.

If the dimensions and weight are

within size of flat racks, shipper can export small quantity of goods.

A single package under the size of 12 meters long, 4 meters wide and 5 meters high, weighing under 50 tons fits in a 40-foot flat rack container. Port to port movement is faster as compared to transshipment.

Prior to acceptance of the cargo, shipping lines have to obtain permission from either the port of loading, the port of discharge, pricing desk or transshipment ports.

Recently Hindustan Cargo handled project cargo movement for Equate Petrochemical Company Shuaiba, Kuwait on DDP basis and just completed project for Abu Dhabi for another project team.

[www.gpln.net](http://www.gpln.net)



## Medden keeps the turbines moving

Medden Shipping & Trading S.A continues to be involved in handling renewable energy and oil & gas equipment in all Turkish ports.

Recently, 30 blades belonging to General Electric were discharged in Bandırma Port by Medden stevedores and operations team. Nacelles, hubs, nose cons and another set of 30 turbines belonging to another GE project were already handled by its team in Bandırma back in July.

Medden has been acting as port agent to vessels carrying Enercon equipment for the past couple of years and lately performed agency activities for the mentioned company in Aliaga Port, Izmir as well as other ports.

In addition, Medden has also discharged 30.000 tons of rails in Iskenderun Port for railroad extension projects invested by the Turkish Government. Medden has weekly shipments from Mersin to North Iraq, Azerbaijan, Georgia, Turkmenistan and transports all kinds of oil & gas equipment to these areas. Vessels are discharged in Mersin, transit custom clearance is performed by our team and then cargo is moved with all kinds of different trailers from standard to flatbeds, lowbeds and hydraulic platforms.

Medden has just completed the transportation of a wire line truck and its accessories to Baku, Azerbaijan. The truck and accessories will again be used in an oil and gas production site. [www.gpln.net](http://www.gpln.net)

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## Om Projects sails ahead with new jobs



Om Projects, a specialized division of Om Freight Forwarders Private Limited (India), is proud to announce that it has been achieving remarkable milestones rapidly and conquering new heights with its door-to-door service to its esteemed clients involved in turnkey projects based in the Americas and Africa — with support of its GPLN associates all around the world.

Om Projects is actively involved in logistics of the upcoming world's highest railway bridge which is being built in India.

It has also provided logistics for onsite tower crane at the same site which is also one of the biggest of its kind.

Om Projects created history by handling jack up by the Flo-Flo method which again was a first of its kind in Mumbai Port's history.



Om Projects is handling end to end movement of ODC & project cargo involving Ro-Ro, Lo-Lo, Flo-Flo and international towing (wet tow).

It is specializing in projects related to marine & offshore construction industry. Om Freight is investing in its team to reach the professional heights.

Vishal Joshi, a senior manager in Om Projects team, has achieved this by completing the Professional Qualifying Examinations (PQE) Institute of Chartered Shipbrokers (ICS) in the UK.

Om Projects have handled its biggest and heaviest single piece measuring 50 meters 25 meters by 60 meters weighing 2928 metric tons. Om Projects is active in aircraft chartering & heavy lift vessels for various infrastructure projects in port, jetties, oil and gas, roads & bridges, pipe laying, telecom, railways, mines and various industrial projects.

Om Projects has been expanding its team and has shifted to its new office in corporate center Mulund in Mumbai, India. [www.gpln.net](http://www.gpln.net)



## 5K works on mine project

5K Logistics successfully managed two separate major shipments of slurry feed equipment for an ore mine project near Hibbing, Minnesota.

The first shipment required taking possession of 23 pieces of fabricated equipment in Houston, Texas. The major components were over 16 feet in width and height, making transport to Minnesota by truck quite difficult and expensive. Paul McGrath, President, 5K Logistics created a plan for port receipt, customs clearance, barge service from Houston to St. Paul Minneapolis, all rigging and final trucking to the jobsite.

The second shipment included 4 very large out-of-gauge pieces weighing 120 metric tons each. McGrath arranged to have this cargo offloaded in New Orleans and loaded into hopper barges for the trip to Minneapolis Minnesota.

In Minneapolis, the cargo was offloaded directly to transports that completed the shipment to the jobsite near Hibbing.

5K Logistics provided a successful solution without problems, on time and on budget. [www.gpln.net](http://www.gpln.net)

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Drogheda

Waterford

## New GPLN Members – September/October 2012

Country	City	Company
Austria	Linz	IBC Internationale Spedition GmbH
Bangladesh	Chittagong	NMC Bangladesh Ltd.
Bulgaria	Bourgas	Lion Shipping & Chartering Ltd.
Bulgaria	Varna	Lion Shipping & Chartering Ltd.
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**InterMax hauls harvesters**



**I**ntermax Logistics Solution Ltd. (InterMax) transported agricultural harvesters from Dalian to Heilongjiang.

As the Ministry of Agriculture was importing 300 sets of harvesters from the US, InterMax helped in customs clearance, wharf storage also road transportation from Dalian Port and delivered/discharged to different farms in Heilongjiang.

The project received close attention from the government as it relates to an overall agricultural program, and Intermax therefore was chosen to provide various services for the project.

#### REQUIREMENTS

Not only does InterMax have full presentation how to achieve the requirements from the import needs in documentation and customs procedures but is

also fully prepared with Green Passes approved by the road authorities from various intersections from city to city.

The operations involved a large scale of works as there were 300 sets of harvesters to be delivered over a distance of 1200 kilometers, the road condition and weather would be a problem for transportation.

But with professional specialists in InterMax, the transportation was ran

smoothly within a short period of time.

The height of the harvesters was 3.5 meters and the width was 3.6 meters. To avoid over-height problems in road tunnels, the harvesters were put on InterMax's low bed trailers. Also as they were over width, some special racks were made to deliver the cargo.

With InterMax's high efficiency, the whole process of transportation was done within four days. [www.gpln.net](http://www.gpln.net)



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**B**CC Logistics has been awarded a two-year contract for the door-to-door handling of over-dimensional gas tanks.

With weights reaching up to 125 tons per tank, BCC Logistics will be making the deliveries to several locations in the Middle East including Iraq, Qatar, Saudi Arabia, the UAE and Lebanon.

The first two tanks have been safely delivered to Baghdad, Iraq and Ras Laffan, Qatar with others to follow on monthly basis for the coming two years.

Once again, BCC's team proved their professionalism, dedication and safety orientation which ensures the timely and safe delivery every time. [www.gpln.net](http://www.gpln.net)

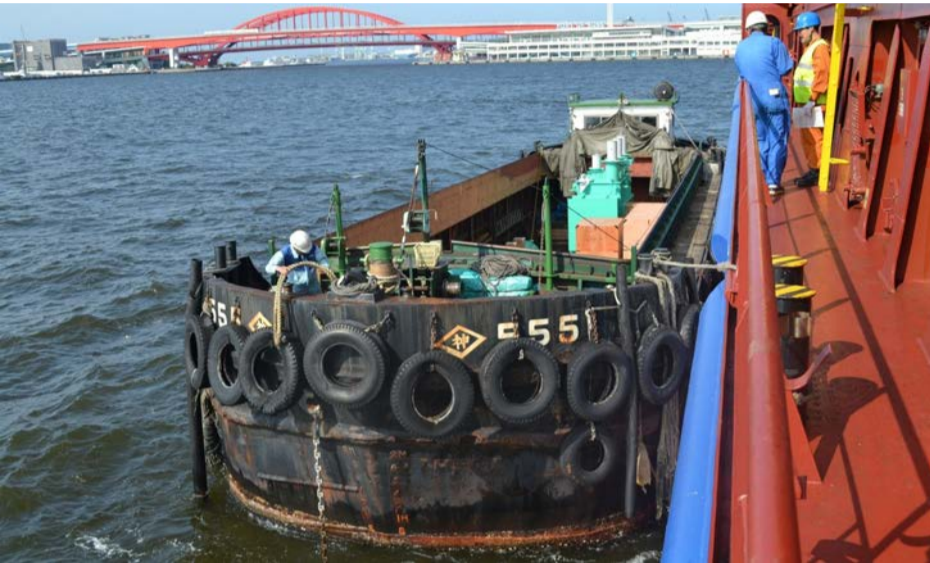


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## Tuscor Lloyds continues its oil industry focus



**T**uscor Lloyds has continued its participation in logistics projects for the oil, gas and energy industry in Mexico.

During the past months, GPLN member Tuscor Lloyds developed a shipping project for the generation division within the Natural Gas Company in Mexico, in

order to transport the parts needed to repair a transformer that has been damaged since late last year, in the combined heat and power plant located in the village of Tuxpan, Mexico

The equipment was manufactured by the Mitsubishi power generation division in Kobe, Japan; and consisted of a total of

63 packages of 45 tons and 125 cubic meters. The first phase was divided into two parts. First part with Generator Main Circuit Breaker (GMCB) system and its accessories was loaded into an oversized 40-foot flat rack shipment from the port of Kobe on board the MSC vessel named *Kalamata*. All loading operations into de-

pot as well as its subsequent transport and loading onto vessel, were properly supervised on site by the agents and surveyors nominated by Tuscor Lloyds.

The project was carried out without difficulties and fulfilling successfully both shipper's and consignee's expectations. [www.gpln.net](http://www.gpln.net)



## IBC meets a tough shipment timetable

**I**BC-Internationale Speditionen GmbH, located in Linz, Austria, is one of the new members in the GPLN project network family and provides a full range of services for oversized and heavy-weight cargo transportation.

Recently, the company coordinated the transport of two projects from a customer who is a specialist in the cement and processing industry, from Linz, Austria to Antwerp Port. The first shipment went to Durban, South Africa, (206.85 tons / 695 ft) and the second was to Buenos Aires, Argentina (381 tons / 1050 ft + 14 40-foot SOC containers).

The main challenge was the timetable of this shipment. The transport order of the Argentina project was given just one week

prior to the fixed loading date at clients' site.

Because of the oversized dimensions of the cargo we chartered a barge and had to find as well the loading capacities, such as two 220-ton mobile cranes and several low-bed trailers and the required truck permits.

To save the customers' money, IBC combined the two projects and filled up the space on the barge with some oversized cases from project.

The service included also the purchasing of the 14 Shippers Own Containers, the barging and rail/truck transport combination to Antwerp port and the export customs procedure.

IBC loaded the two LOT's without delay and delivered the cargo in time to FOB Antwerp Port to the

complete satisfaction of the customer. [www.gpln.net](http://www.gpln.net)



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