Vietranstimex Delivers Biggest Transformer Yet

The first main transformer of Song Hau 1 thermal power plant has been successfully transported and delivered at job site in Hau Giang Province, Vietnam by Vietranstimex. The transformer weighing 335 tons and measuring 12.34 x 4.5 x 5.6 meters has been handled by multimodal transport method from Ho Chi Minh port to job site via site jetty. During this period, Vietranstimex has also completed delivery of other two OD&OW packages including one auxiliary boiler (weight 90 tons; dimension 10.37 x 6.4 x 7.98 meters) and one steel stack (weight 44 tons; dimension 40 x 2.75 x 3.06 meters).

Europacific Drills Another One

Europacific Logistics of Slovenia once again proved that it is one of the most experienced specialists in performing oversize transport services between Slovenia and the European Union. In one of its recent transports, Europacific Logistics handled cargo with a length of 18.5 meters per vehicle. The cargo arrived from Israel to the port of Koper and continued its journey for another 1,300 kilometers heading to the Netherlands.

Removal of Crashed F-18

Turk Logistics of Bahrain was commissioned with the removal of an American F-18 jet plane that crash-landed at Bahrain International Airport. A 100-ton crane and 4-axle lowbed were used to lift and transport the aircraft to another location.
Dear Readers

Ten years after it first took a stake in the shipping company, and six years after it took over complete control, Japan-based Kawasaki Kisen Kaisha ("K" Line) has sold SAL Heavy Lift to the Bremen, Germany-based shipping group Harren & Partner. SAL has been part of the "K" Line Group since 2011. Its offshore subsidiary, SAL Offshore, develops and supplies installation services for the oil and gas and renewables sectors. The deal will see Bremen-based Harren & Partner take over SAL’s fleet of 15 heavy-lift vessels and worldwide network of offices and agencies in 25 countries. Harren & Partner already owns Combi Lift, which operates a fleet of heavy-lift ships as well as highly specialized semi-submersible dock ships.

“We are aiming for light-touch integration with Harren & Partner. SAL with its excellent reputation will continue to provide its well-known services. There won’t be any changes for SAL’s clients. Also, the fleet of 15 heavy-lift vessels will remain with SAL. We believe that this acquisition will ensure that both SAL and Harren & Partner are very well-positioned for the future. In becoming the new dominant player in the super heavy lift market, we believe this will add strength to SAL and bring with it some much needed pricing discipline," said Peter Harren, founder of Harren & Partner. Together, Harren & Partner and SAL have a fleet of 26 heavy-lift vessels. The combined fleet ranges from multipurpose vessels with up to 300-tonne lifting capacity and dock ships, to offshore construction vessels with DP2 and a combined crane capacity of up to 2,000 tonnes. SAL Heavy Lift will operate as a separate brand with its headquarters in Hamburg. It will also manage the CL 900 / Type 116 vessels as well as the Combi Dock I and III in the future, offering float-on, float-off and roll-on, roll-off capability to the premium project segment, SAL said. With a dozen 900-tonne-plus vessels, SAL said it will have the largest super heavy-lift fleet in the industry. In its last biennial breakbulk fleet analysis, consulting company Dynamar B.V. ranked SAL 7th and Combi Lift 10th among leading heavy load specialists, listing SAL with 169,000 and Combi Lift with 86,000 total deadweight capacities.

Next year’s GPLN Annual General Meeting has been announced and will be held in Bremen, Germany from May 26-28, 2018, just ahead of Breakbulk Europe Exhibition which will run from May 29-31, 2018, and give GPLN members and sponsors an excellent opportunity to combine both events.

In the meantime GPLN was exhibiting at Breakbulk South East Asia Transportation Conference and Exhibition in Kuala Lumpur from September 5-6, 2017, where we had company from following GPLN members at our booth: Logistics International / USA, PT Energy Logistics / Indonesia, Qingdao CJ Smart Cargo / China and The Freight Co., Ltd. Myanmar / Thailand/Vietnam.

Following this event we will travel to Houston in Texas to attend Breakbulk Americas Transportation Conference and Exhibition which will take place from October 17-19, 2017. Visitors can meet and network with following of our members who will join our GPLN booth: Falcon International / Canada, Fox Cargo / Brazil, Green Worldwide Shipping / USA, ITM Transportation / Mexico, Logistics Plus / Turkey and Rodair International/Canada. We are looking forward to meet those who join or visit us at our GPLN booth during this event.

Best regards,

Your GPLN team
Gloabal Shipping Services (GSS) Houston project team was recently tasked by a major oil & gas supplier to find best solutions and fastest transit times for a large airfreight consisting of 11 pieces at 36,500 kilograms of BOP parts and stands, urgently required in Cairo, Egypt.

GSS handles large volumes into Egypt for this client, so the company knows the carriers.

The problem was that all carriers were fully booked three weeks in advance, especially when transferring in Europe. So, using GSS personal contacts and relationships they were able to agree for space allocation on one flight with Cargolux and one connecting flight and on forwarding from Luxembourg in to Cairo. The other carriers all needed multiple flights to uplift out of Houston.

The problems nowadays is finding solutions to manage the business, with airlines cutting back on the number of flights and with the breakbulk market struggling along. This means challenging times for everyone.

The industry just has to work smarter to find better solutions for customers. Once there was an agreement on the airfreight schedule, the next obstacle to overcome was getting the cargo skidding and ready to fly in time to meet the flight, due to a holiday weekend.

The week was short, but that proved to be no real challenge, cargo was skidded in less than 24 hours.

A great job by GSS export packing crew. In this current market, it’s all about customer service and responsiveness and how one resolve the tasks set by a demanding clientele. In this instance the team responded and the client was very happy.

Inchcape Masters Tight Eid al-Fitr Deadline

Inchcape Shipping Services (ISS) of Dubai safely shipped different equipment weighing 162 tons from Hamriyah, Sharjah, UAE, to Shuaiba, Kuwait. The challenge was that the cargo had to be shipped immediately and reach destination within four days before the onset of the long Eid al-Fitr holidays. The shipment was successfully executed within the deadline by ISS.

Engine Units for Power Plant

Logistic One of Jakarta, Indonesia, handled six Wartsila engine units, measuring 13 x 4 x 4.5 meters and weighing 150 tons each, for a power plant in Sulawesi.

Logistic One is also involved in logistics projects in remote Irian Jaya.
falls City, Nebraska, may be in a prime location of America’s heartland for residents, but faces interesting logistics challenges when transporting a 140,000 kilogram generator set. Destined for the Falls City power plant, this shipment of a generator, 13 containers and various other breakbulk cargo delivered the city’s second generator set in an effort to expand its power generation capability.

Green Worldwide Shipping, an Atlanta-based freight forwarder and customs broker, arranged the ocean freight routing of the generator from Finland to Houston, TX. From there, the cargo was moved by an 8-axle rail car 1,540 kilometers to a rail yard approximately 1.6 kilometers from the Falls City power plant.

Next, the generator was transferred by gantry crane from the rail car to a 13-axle self-propelled modular transporter (SPMT) and finally moved to the site.

But the logistics challenges didn’t end there; the site itself posed a unique set of challenges. Because of the limited amount of space in and around the building, the SPMT was parked parallel to the building and the machinery was unloaded sideways and then slid 90 degrees into the building, where it was lowered onto the foundation and its final resting place.

The additional generator set will add up to 10 megawatt of power for the residents and businesses of Falls City. Green Worldwide is proud of its team and the chance to be part of a cargo project that develops local communities.

Additionally, Green Worldwide arranged the delivery of a complete press for an automotive body parts plant in the southeast United States. The disassembled press shipped in seven oversized wooden crates with weights up to 145 tons. All seven units were shipped by Ro-Ro carrier to the port of Savannah. The 145-ton crown was loaded onto a 20-axle dual lane, and the 91-ton bed onto a 19-axle trailer under the supervision of Green Worldwide Project Manager, Marcos Borges.

The state of Georgia recently de-rated several bridges, so extensive bridge engineering studies and route surveys had to be done prior to the move. Both the bed and crown required night moves and the 500-kilometer trips were completed in just two nights.
Megalift Malaysia Transports Oversized Heavy Power Plant Cargoes

Jimah East Power is an ongoing project of the IHI-Toshiba-Hyundai Consortium. Megalift Malaysia has been appointed as the official logistics provider to transport the cargoes from Port Klang (the designated port of discharge) to Jimah site.

All the cargoes were received via barges from vessel at the port of discharge before being sailed to Jimah site jetty. They were then rolled off the barges and transported to the ground site. The entire operation was immensely challenging due to several constraints encountered, particularly for the transport of the generator stator.

There was limitation of the vessel derrick crane outreach radius and the requirement of a suitable barge to receive the cargoes as well as a minimal offset within the tolerance of barge stability. A larger barge with a depth of more than 5 meters is ideal for Ro-Ro operation to remove the cargoes from the barge. However, the small barge that Megalift Malaysia was using and limited tide, the operation team had to monitor and act timely at every stage.

The uncertainties of vessel berthing and discharging the cargoes onto the barge, along with the bad weather that slowed the sailing to Jimah site jetty, caused the possibility of missing the tide for Ro-Ro operation. In a nutshell, Megalift Malaysia literally experienced the saying “time and tide wait for no man.”

Another Successful Charter

Liburnia Maritime Agency Ltd. of Croatia loaded four locomotives in Rijeka port, each weighing 115 tons which will soon start their voyage towards Haifa, Israel. For this purpose the company chartered BBC Atlantic. The locomotives were sent from a Croatian metal factory and Liburnia did use lifting gear of the supplier to load the cargo into the vessel.

ANTONOV AIRLINES
No Other Name Carries More Weight

Unrivalled capability and experience in flying project cargo worldwide.

Over 25 years of record-setting achievements including the unique AN-225, the AN-122 and seven AN-124s with up to 150kt payload.

HEAVY MATTERS

By Gert Vos

HEAVY CARGO GOES UP AND COMES DOWN

When a heavy cargo has to be transported up or downhill, then mostly one truck will not be able to pull the complete platform trailer and its cargo up or downwards. An extra truck for pushing or breaking is necessary in almost 100% of these heavy transports. I remember a transport of a piece of 100 tonnes in Spain (near Vigo). We used two trucks 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 trucks we managed to bring up the cargo to the top of the hill. After arrival one truck started burning and was a wreckage.

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 + 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 its steering movement in the curve. When the driver did release the breaks, the truck could not hold the weight of the trailer.

One pulling and one pushing truck and an additional truck for difficult curves, slopes in the route, etc.
Take an extra truck with ballast and steel beam (between truck and trailer). So you create extra breaking capacity. And when you have to take a hill?

You have pushing capacity. Don’t think you will save costs when you won’t use an extra truck. The problems that occur when you can’t control the vehicle (and cargo!) will be much bigger than the costs of an additional truck.

Gert Vos - HTTC
This article is written for guidance purposes only. No responsibility or arising consequences will be accepted by the writer or publisher for errors in this article.
MFC from Mumbai, India recently received a contract for the movement of a forging machine from Mumbai port to Aurangabad. The dimensions were 7 x 5 x 4 meters and the weight 270 tons.

Taking into consideration the dimensions and weight, it did not seem a highly challenging movement, until we appraised the customer as to exactly what was the real challenge.

Before accepting the execution of the movement, MFC highlighted that the basic assumption that the customer was working on had not taken into consideration the overall safety aspects of the movement.

Transporting the consignment on a 14-axle line may be correct from the weight calculation point of view, but it was pointed out that certain bridges that shall have to be crossed, especially the long bridges over the various creeks while exiting Mumbai, the 14-axle line shall be insufficient.

This could lead to major accidents that have happened in the past, like in Gujarat over Narmada river and near Bhopal, which led to the collapse of the bridge and death of a number of persons, a similar situation could occur with this movement. Taking into consideration the overall safety issues, it was decided to move the consignment on a 20-axle line instead of a 14-axle line.

However, by using a 20-axle line the operational difficulty level increased as the questions of turning radius at various point in Mumbai arose and a major issue was the turning radius available at the mountain range between Mumbai and the site.

To overcome the turning radius constraint, MFC in transit shifted the consignment on 14-axes wherever required. This became a challenge as MFC had to manage the traffic for this shifting and it led to greater interaction with government agencies and local police.

The customer was appraised of the issues involved, and once the customer understood the importance of the proposal, they accepted it and extended its cooperation to MFC.

MFC maintained its commitment of providing a safe transportation without compromising on quality. The objective of MFC has always been not to compromise on cost when safety is an issue and this point was appreciated by the customer.

Almajdouie Logistics Recognized as "2017 Domestic Logistics Service Provider"

Frost & Sullivan hosted the Excellence in Best Practices Awards Banquet Middle East at the Atlantis Palm, Dubai, to recognize companies throughout a range of regional and global markets for superior leadership, technological innovation, customer service, and strategic product development.

Leading companies in the MENA region from diverse industries competed to demonstrate their excellence in growth, innovation and leadership by a jury that included some of the most prominent names from the industry. Almajdouie Logistics received the "2017 KSA Domestic Logistics Service Provider of the Year" Award for the second consecutive year in the same category. On this occasion, Sami Al Zaben, Eastern Region GM, stated that, “Winning this type of award is a realization of Almajdouie Logistics’ continuous efforts to enhance the services we provide to our customers, and a testimonial of our vast expertise in providing innovative, integrated and niche services to diverse industries, from O&G to FMCG.”

Korea to Malaysia

Global Project Logistics (GPL) is leading a series of shipments for moving 37 mammoth-sized motor trolleys from Korea to Malaysia. The cargoes shipped underdeck travel via container ship from the port of Busan to Port Klang with the schedule of five trips, each trip accommodating seven trolleys. GPL already showed its competence by successfully completing the first trip, shipping seven 40’FR (OOG) plus one 40’HC (for spare parts) that left Korea and arrived in Malaysia within two weeks.
The crossing consists of a series of four lane low-level trestles and bridges, which are connected by two approximately one-mile-long two-lane tunnels beneath the Thimble Shoal and the Chesapeake navigation channels. The proposed project is the design and construction of a second two-lane parallel tunnel underneath the Thimble Shoal navigation channel next to the existing tunnel. The new tunnel with approximately 5,700 linear feet will be a Design-Build (DB) project aimed to improve the level of service and safety along the current crossing, allowing more lanes to remain open during routine maintenance and providing an alternate route in the event of an accident in the existing tunnel.

FOX Brasil, through its vast experience on project logistics, was awarded the contract to coordinate delivery of necessary equipment and machinery for the foundation works of the PTST project from Brazil to the job site. With the largest item weighing 73.5 ton and approximately 2,000 freight tons altogether, FOX provided the complete service package: stuffing, lashing and bracing several freight, customs clearance and complete survey service origin to the delivery site, from Brazil to USA.

This is an on-going project and FOX Project Logistics is very proud of being an instrumental part on this international infra-structure project.

FA-50s From South Korea to Iraq

It was almost two years ago since D.W. S&T Inc. of Korea has been awarded the Al Suwayrah Air Base rehabilitation project which was a part of delivery of jet aircrafts worth U.S.$1.1 billion. The aircrafts are an armed version of a 24 FA-50 super-sonic light attack fighter, to be shipped from South Korea to the Ministry of Defense (MOD) of Iraq. After years of waiting, the first shipment of this rehabilitation project sailed from Busan to Umm Qasr in early August 2017. Besides other services, packaging and container stuffing were provided by D.W.’s Logistics center which is located close to Busan New Port Terminal, Seoul. Altogether 130,000 to 150,000 freight tons of cargoes related to this project are expected to be shipped until the middle of 2019.

Hurricane Harvey Delays Urgent Shipment

Global Shipping Services (GSS) Houston project team recently chartered the industrial ranger with intermarine for the delivery of urgent subsea oilfield equipment delivery from Houston to Alexandria, Egypt. Cargo was so urgent the company tried to airfreight via AN124 / AN225, however due to the 6.5 meters width it would not fit into the aircraft.

The delivery from Oceaneering Houston was accomplished with two motorcycle police riders.

Only one or two units could move at a time due to permit / day light hour movement restrictions. Delivery from the supplier to the terminal took eight days.

The cargo was staged at the industrial terminal while awaiting the vessel. Everything was looking good, unfortunately hurricane Harvey arrived in Gulf and all shipping was suspended by the Houston port cap.

Paul McAuley was on site all day for the loading and stowage along with the company’s surveyor, both pleased to finally get this urgent shipment on the water.
Upcoming GPLN Meetings & Events

28th Breakbulk Americas Transportation Conference & Exhibition
17th — 19th October 2017
George R. Brown Convention Center
Booth No.: 1417
Houston, TX, USA

7th Breakbulk China Transportation Conference & Exhibition
28th — 29th March 2018
Shanghai World Expo Exhibition & Convention Center
Booth No.: 1104
Shanghai, China

15th GPLN Annual General Meeting 2017
26th — 28th May 2018
Dorint Park Hotel
Bremen, Germany

13th Breakbulk Europe Transportation Conference & Exhibition
29th — 31st May 2018
Messe Bremen
Booth No.: H5.102
Bremen, Germany

For all information on upcoming events, please contact GPLN’s Luzius Haffter at: luzius@gpln.net

Protranser in Action

Protranser International Logistics was in charge of arranging a barge to load a hose reel from BB vessel at Shanghai port and deliver it to Nantong. The cargo’s weight was 239 tons.

Since the height of the imported unit was nearly 20 meters, the requirement for the lashing skills on the barge was very demanding.

However with their rich experience and knowledge, Protranser experts handled the task during their work scope successfully.

Additionally, Protranser held its team building event in Taiwan, including staff from 10 different offices in China.

The motto of the event was "Protranser - on the Road - for you - with you."

Blackhawks Moved

Global Shipping Services (GSS) of Springfield, New Jersey, was entrusted with a new “turnkey” door-to-door project of four to five Blackhawk helicopters from the U.S. to Europe.

As you can tell, Blackhawks are high level and the photos themselves tell the story. The cargo was loaded on a Ro-Ro vessel for export from Jacksonville to Antwerp port. Shipment was concluded within 90 days. Dimension range was 15.2 x 3 x 3.7 meters with a weight of 4,536 kilograms each.
In Spite of “El Niño”, DAKO Delivers

DAKO Worldwide Transport has successfully concluded the first part shipment consisting of two heavy main components each weighing about 100 tons from Europe to free site/free foundation in the Colombian mountains. The overall scope included six heavy components plus 10,000 tons of other equipment.

Especially the handling and the local transportation in Colombia were very challenging for various reasons. Due to the “El Niño” phenomenon, which hit Colombia this summer with heaviest rain falls, many rivers were flooded and so DAKO and its partners were confronted with landslides, washed away by-passes, broken bridges and similar events. The final transport route taken from Cartagena to the Colombian mountains in the end had twice the distance as originally calculated. For that reason DAKO was obliged to calculate the static of 35 bridges on the way, execute a Ro-Ro operation with two barges on a confluent to the Orinoco river, and rehabilitate about 60 kilometers of dirt road to allow the heavy transport.

The erection was also within the scope of the DAKO organization and was successfully concluded, including final setting of the complete generator sets onto the foundation, then with 134 tons each.

Braid Facilitates Power Plant Expansion Work

Braid recently transported and set three 42-ton transformers and accessories for a power plant in New Jersey. The power equipment’s arrival to its final destination culminated a long journey from China where the transformers were shipped on a heavy lift type vessel. The 512-megawatt natural gas-fired power plant is currently supporting the gas-using businesses in the region and is being expanded through the installation of additional equipment to increase its power generating capacity.

Braid’s scope began at the port of Philadelphia. With the power pads being under construction at the time of vessel’s arrival, the move had to be postponed. Therefore, the transformers were received from vessel and staged at a temporary storage area where they were inspected; all major external components were found intact. The units were later delivered to the job site as needed on a just-in-time basis.

“We have overcome challenges related to a changing delivery schedule and congestion”, said Gus Chalos, President of Braid Projects. “Nevertheless, we delivered as requested and have allowed the site to carry out its expansion work without causing disruptions to the general operations of the plant.”
GPNL Newsletter spoke with Thomas Jørgensen, President and CEO of the experienced project logistics provider Green Worldwide Shipping, LLC, in the state of Georgia, USA.

Thomas began his career in shipping in 1989 with Maersk in Copenhagen and was first introduced to OOG and project cargo then although at a small scale. After a couple of years in Boston, he really started getting his feet wet in project logistics when he moved to Atlanta in 1994. Recalls Thomas: "We did a lot in machinery and equipment for the paper and pulp industry. Over the years the cargo got gradually larger and larger, and our expertise grew with it."

Thomas has noticed several changes over the years. Today he sees three prevailing trends: "It appears that 20 years ago project forwarders were more specialized. Those days everybody calls themselves project forwarders. And this while projects have gotten more complex: the lead times are shorter, penalties higher, and the cargo bigger. A 5-meter diameter vessel weighing 120 tons is nothing today. Finally, transportation is a matter of trust and remains a 'people's business.' Unfortunately with some tenders now being online auction platforms, it is becoming a real challenge. It is all in the details."

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AMERICAS: Green Worldwide Shipping

Green Worldwide Shipping is primarily working within power generation, paper and pulp as well as automotive, but they have experience in most verticals. The company is 100% non-asset based.

To minimize the exposure and risk, a feasibility study should be completed in advance on larger moves identifying all obstructions on proposed routes.

{Talent acquisition remains another big challenge. With very low unemployment rates and competition from higher profile industries it is not easy to find the right talent interested in a career in logistics and project cargo. Thomas: "We need people with a passion for freight. We are focused on making Green a great place to work, with great benefits, and room for personal and professional growth. We expect a lot of commitment and compensation accordingly. We are partnering with local colleges to recruit graduates that we can train and mold in the right talent."

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Another important consideration is the potentially very high utility costs from moving wires, cables and road signs in the U.S., which can easily exceed the transportation costs and which to many have been an unpleasant surprise.

Signia, founded in 2004 with its main office in Holon, Israel, is a dynamic forwarding and logistics agency operating the entire range of supply chain services with a professional and dedicated team and a global network of affiliations and commercial partners.

The business is to facilitate international trade requirements by providing expert knowledge and services in all aspects of forwarding, customs brokerage and supply chain management solutions.

Years of experience and professional resources allow us to offer a complete portfolio of services. Sigmai's strong and dedicated employe

MIDDLE EAST: Sigmai

Sigmai's one-stop shop service base provides each account with personal care and attention, handling every "It is now about exclusions, change-orders, and contentions for disadvantages. These days everybody calls themselves project forwarders. And this while projects have gotten more complex: the lead times are shorter, penalties higher, and the cargo bigger. A 5-meter diameter vessel weighing 120 tons is nothing today. Finally, transportation is a matter of trust and remains a 'people's business.' Unfortunately with some tenders now being online auction platforms, it is becoming a real challenge. It is all in the details."

Obtaining permits for moving oversized and over-weight loads over-the-road take time in the U.S. The same conditions apply to many have been an unpleasant surprise. Loads that can exceed the transportation costs and which in the project planning to avoid any unpleasant surprises. Loading can move elsewhere in the world may not be able to move in the U.S. due to infrastructure and legislative restraints.

Signia is trained to see the entire picture, to simplify the process and make sure nothing is overlooked that can jeopardize the business.

Experienced in addressing the unique requirements of any project large or small, Sigmai is:

♦ competitive on large scale project management & solutions
♦ innovative in specialized projects that require customized, more creative solutions.

Overseas, apart from its main office, Sigmai has local offices in Ashdod, Haifa, Tel Aviv airport, and at the Sheikh Hassan Bridge between Israel and Jordan. It maintains overseas offices in New York and San Juan, Puerto Rico. There are 25 local staff. The company serves numerous industries including military and security, perishable cargo, transshipment cargo from / to Jordan and to neighbor countries, hazardous goods — chemicals, gas and energy power plants. Sigmai has proven experience assessing and managing complex, sophisticated logistic projects from the initial stage of negotiations through the execution and final delivery at destination. We help the transacting parties:

♦ assess the project's logistic feasibility,
♦ identify possible risks and have ready alternatives to ensure a foolproof scenario.

To do so, we study the type of material, the weight and dimension of the compo...
continued: Sigmai

ments, the packaging possibilities, what special loading equipment the cargo requires, whether the chosen ports have the facilities to handle irregular cargo, what are the customs regulations, and finally the best and safest transportation options.

Our turnkey logistics solutions have been a significant asset to many of our customers when building long term commercial commitments with their business partners.

Sigmai is proud to be a member of GPLN, and feel that this gives us a professional and logistic edge to assist our customers with the best in the field professional collaboration from GPLN members worldwide.

Importantly, Sigmai makes shipment and transshipment solutions available to exporters to Jordan whose trade has been severely affected by the current political situation in the Middle East, and the sanctions against Syria.

The Israeli government has responded to this situation by offering Haifa as a fast and convenient transshipment port for any type of cargo en-route to inland destinations in Jordan. The modern port of Haifa is capable of handling large capacity cargo on any type container, break-bulk and Ro-Ro vessels.

Vessels calling on Haifa with cargo for Jordan have been prioritized and the cargo transferred mostly on the same day to the Sheikh Hussein Bridge (the border crossing between Israel and Jordan).

Sigmai has a proven track record for forwarding cargo to and through Jordan for many years, and is familiar with the customs and forwarding requirements between the two countries.

Sigmai has been forwarding breakbulk cargo such as agricultural products and commodities combining trucking and marine freight on Ro-Ro vessels at minimum transit time.

For example, from Constanta, Romania, through Lavrio, Greece, with a transit time of only eight days.

Other transshipment options are rai-

Sigmai offers GPLN colleagues to benefit from its sound forwarding experience and procedures already established with the local and Jordanian customs authorities and the personal and professional services of its offices operating at the port of Haifa and the Sheikh Hussein Bridge.

For more on Sigmai, visit www.sigmai.com

"Our team met in 1992 at the moment when Kazakhstan became an independent country. From the very beginning of our start we decided to get involved with project cargo handling due to emergence of number of oil and gas companies in western Kazakhstan that needed a high-class quality logistics services for their projects and sites."

Yana admits the project cargo industry changed a lot since, in many ways for the better:

"Undoubtedly the industry has changed. Nowadays it is much easier to find partners in project cargo business all over the globe thanks to new methods of communication. Also, during these years new ways of transportation were discovered and are successfully used."

Regarding daily challenges Yana says the main problem is that each single day has not enough hours. "Almost every day we receive inquiries from our partners from GPLN network. All these projects are huge and require time to process them carefully and we wish the working days were longer so we could work on more projects every day."

When dealing with Kazakhstan, companies first of all must take into account the local mentality and methods of doing business in this country. The second is that companies have to plan their heavy cargoes shipping to Kazakhstan in advance due to long and hard procedures of obtaining of all necessary permits for transportation on public roads of Kazakhstan.

The greatest challenge that the industry faces overall is the absence of a unified transportation and customs legislation in the world, says Yana: "This causes a lot of inconveniences and as a consequence it leads to an increase of transit time of goods."

Another major problem is insufficient quality of road infrastructure on the Eurasian continent. The third challenge is a lack of qualified transportation companies specialized in project cargo logistics that can give strong support in countries like Uzbekistan, Tajikistan and Kirgistan. In order to successfully solve existing problems in future, companies have to search partners in these countries very carefully.

TLS mainly serves the oil and gas industry, heavy duty machinery transportation and mining. The company was founded in 2013 and has 85 staff in eight offices all over Kazakhstan. TLS owns cranes and forklifts and strongly believes in the value of information sharing to avoid potential problems. This is to prevent difficulties, concludes Yana, that may occur during import or export operations.

For more on Terminal Logistics Services, visit www.terminal.kz

Wirtz Shipping Belgium has more than half a century of logistics experience. Founded in 1960 with its headquarters in Antwerp they are well prepared for the daily challenges. Major challenges are price requests, they are taking an increasing amount of time, says the company’s General Manager Didier Wirtz: "Almost 40% of the available working time is spent on quotes."

Also, the chain of suppliers till custom-
EUROPE: Wirtz Shipping, Belgium

impossible. In France deep loaders are increasingly difficult and in some areas there is an option via the waterways is Basel in Switzerland.

waiting time. Obtaining licenses when has done shipments as far as Lyon or past movers a challenge. Routes require more than two months different ways of working. Some French well organized, giving the heavy or wide north part of Belgium. They are not yet being separate for the South part and are regionalized since short. The services ports are cross border.

150 by 200 kilometers small, most trans-movers a challenge. The French and German services have asked what companies need to consider when moving heavy cargoes in Belgium, the answer is clear Belgium being merely 150 by 200 kilometers small, most transports are cross border.

The Belgian authorization authorities are regionalized since short. The services being separate for the South part and north part of Belgium. They are not yet well organized, giving the heavy or wide movers a challenge.

The French and German services have different ways of working. Some French routes require more than two months waiting time. Obtaining licenses when there is an option via the waterways is increasingly difficult and in some areas impossible. In France deep loaders are only allowed in daytime, in Belgium only at night.

Positive are the increasing possibilities via barge, depending on the size. Wirtz has done shipments as far as Lyon or past Basel in Switzerland.

If well prepared, in-gauge heavy cargo can be transported on low bed rail cars from Deutsche Bahn (DB / German Railways).

During the last five years the capacity of cranes on breakbulk quays has increased. With capacities up to 400 tons (besides the floating crane with a capacity of 800 tons) which makes it easier to handle heavy loads.

The major challenge ahead is the thin-

ERS is getting less professional, meaning more inaccurate information from customers and less return and / or efforts from the stevedores, truckers, etc. All this, says Didier, increases the cost of a file. Add to this that large companies request increasing time for compliance and subse-
quent training.

The traditional market of European goods being exported worldwide is evolving towards imports of machinery for the home market (locally the transport and route planning is under-

major challenge. Abnormal permits, transport and route planning is under-
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This impacts not only pricing, planning is impacted as well. With project cargo sufficient notice is required for all respective stakeholders to plan and ensure that all legislative and other require-
mments are met prior to undertaking the shipment in question.

It is therefore imperative to educate clients on the need to communicate any

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As the Featured Member from Africa this issue we portray Steinweg, located in Durban, South Africa.

The challenges faced on a daily basis, says the company’s Commercial Manager Aadil Hoosen, “range from third party service provider performance and its impact on our ability to delivering on the promises we have made to our customers, road closures and adjustment to port operational schedules to issues such as incorrect declarations that clients make on cargo dimensions.”

More specifically with respect to project cargo operations, Aadil explains, it is incorrect declaration of cargo dimensions or abnormal project cargo that’s a major challenge. Abnormal permits, transport and route planning is undertaken using dimensions and weight supplied by a client on cargo packing lists at the time of quoting. Aadil: “We find that at times there are changes that occur to either the dimensions and weight and these are not reported to us timeously.”

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and all changes timeously. Challenges will exist and continue to exist in many shapes and forms and it is the company’s thinking and philosophy that the team looks at ways "in which we can find solutions to these challenges. The thinking is that the majority of challenges we face are faced by our competition as well and companies that are able to rise above these challenges through innovation and persistence will be the most successful.”

With the challenges faced with govern-

ment departments and state owned enti-
ties, Steinweg strives to build sustainable and long-term relationships with these entities that allow it the opportunity to engage with them either independently or through collective industry bodies that represent the interests of the industry at large.

Other, on the spot challenges require quick thinking and effective decision making that ultimately leads to a successful logistics operation.

The port of Durban has many different terminals. Project cargo is predominantly routed to the Point terminal. Point has a large quayside laydown area for large vol-

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ume project type cargo and a terminal within which a high volume of trucks are able to easily move around within.

In addition to mobile and shore cranes, the port also has floating crane’s with a capacity of up to 210 tons.

EUROPE: Wirtz Shipping, Belgium + + + AFRICA: C. Steinweg, South Africa

continued: Wirtz Shipping

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Universal Transport Moves a Steel and Glass Construction and Berlin Subway Carriages

Universal Transport connects the two office buildings of the sports article manufacturer.

The project assigned by PUMA was carried out by “Heinrich Lamparter Stahlbau”, a specialist in industrial construction based in Herzogenaurach, Universal Transport was engaged. With a total length of 45 meters, the realization of the approximately 300-kilometer route required exact and precise planning.

In two-day transports each, Universal Transport moved the four bridge segments from Kassel to Herzogenaurach with so-called adapters and as being second to none. We understand that this is going to take hard work and dedication to achieve however we are committed and ready to do so. There is constant focus on customer service and we look to continuously improve in this regard.”

For more on C. Steinweg, visit www.steinweg.com

Universal Transport moves a high-way railway line brickel, also on a high-way railway line - and not as usual in a tunnel underground.

The general productivity levels of the port are quite good and are amongst the best in Africa. Durban is by far the most equipped and developed port in Southern Africa and as a result various project cargoes destined for other African countries are routed via Durban port.

This will imply that these cargoes will transit multiple countries prior to reaching their final destination.

It is therefore important to be aware of the route that the cargo will take upfront and that all costs with respect to abnormal permits and escorts are taken into consideration prior to undertaking the shipment. Both the requirements and costs in different Southern African countries vary considerably and as such pre-planning is of utmost importance.

Last but not least, with the falling commodity prices one of the single biggest challenges facing the industry at present is the impact that this has on mining operations all over the world. Certain commodities are trading at levels that are lower than it is economically viable to mine.

This is having a direct impact on the mining sector which is a huge contributor to global project cargo volumes, with many mines closing down or going into business rescue.

The indirect impact that these closures are having on other businesses that do business with the mining sector also impacts negatively on the general state of the economy and as such the current economic climate is by far the biggest challenge facing us today.

Incorporated in 1984, Steinweg has its headquarters in Kaufungen and Herzogenaurach. The company prides itself to have a young and dynamic management team with a great amount of synergy and a sense of common purpose.

Says Aadli: “We are each committed to growing the business and creating a brand within the markets that we operate as being second to none. We understand that this is going to take hard work and dedication to achieve however we are committed and ready to do so. There is constant focus on customer service and we look to continuously improve in this regard.”

For more on C. Steinweg, visit www.steinweg.com
SAL innovates solutions – this is not only the company’s slogan. It’s what SAL continuously strives for. And for one of our solutions we have been granted an International patent recently: the patent for Active Passive Heave Compensation (EP 2896589 A1).

The invention was triggered by requirements relating to installation of transition pieces that are bolted onto monopiles. The connection parts for this method, the bolt flanges, are very vulnerable and sensitive for any impacts. But a ship is a floating – and ever moving – unit. This makes it difficult to avoid uncontrolled movements of an object hanging in the cranes – and resulting impacts hereto. There are six degrees of freedom meaning there are six possible directions of movement: heaving, surging and swaying as well as rolling, pitching and yawing. Their scale depends on several different conditions, and many of these are given and not controllable, like i.e. waves, wind, currents. Yet, they have to be carefully recognized. Other conditions can be controlled: for example the vessel’s loading conditions and / or heading with effect mainly on vessel’s roll motions. Among all possible vessel movements, the heaving is the most tricky one because it cannot be counteracted effectively. There are existing technologies for either Active Heave Compensation (AHC) or Passive Heave Compensation (PHC). Cranes with AHC are very costly, have a high energy consumption, and they cannot be retrofitted, hence are not an option for SAL. PHC systems are frequently used and very cost-effective, but don’t perform well enough for this kind of operation.

With the APHC system SAL found a solution to combine the advantages of both systems with only few modifications to the crane and lifting equipment. After a brainstorming session of the Engineering and Offshore team our engineer Tilo Klappenbach suggested this solution. To validate it, he ran a couple of simulations of the suggested arrangement in a time domain simulation software (Orcaflex) – with very encouraging results. In further case studies based on a TP weighing 350 tons, Tilo’s invention showed movement reductions of up to 90% in North Sea conditions.

All in all, the new APHC system allows an active heave compensation for super heavy loads (1,000 tons and more are possible) with small existing AHC systems – and significantly increased energy efficiency. It reduces wear and tear for the crane structure and the main hoist. It allows an easy AHC upgrade for existing cranes and is a perfect combination of widely used technologies. SAL is currently in discussions with interested partners for a further development of this system.