



SHARE WITH A COLLEAGUE

Week 34, 2018

EDITORIAL

It is Thursday the 23rd of August and time for Project Cargo Weekly. Above all it's almost the weekend for many.



A wise man once said if you are in debt you are not free. Debt can be many things, it can be money or it can be debt to others in non-monetary terms, like the feeling that someone did something for you and you never "paid them back" in kind. I think we have all had such experiences in life - we have helped people who may/may not deserve it and once you have finished helping you are then suddenly forgotten. That is indeed a sad experience and many people regrettably forget that they were once helped.

As the saying goes "the water tastes good but who dug the well?" Perhaps everyone can reflect once in a while if we really are as clever as we believe we are or did we get help along the way and did we appreciate it?

Getting back to the world of debts which are mainly financial take a look at [this link](#), a scary read predicting a debt doomsday, there is no doubt that debts on this level simply cannot be sustained.

Using and throwing out and always buying new simply cannot continue, not if we wish to protect the world and hand it over to the next generation. Food for thought indeed. Let us hope that our politicians before focusing on their own pensions and retirement do deal with the matters they were voted-in to deal with!

Businesswise this week takes us to a few interesting countries that are not always in the news. We first visit **Georgia** which besides being a state in the US by name also is a separate and proud country with a long history, excellent wines and scenery by the Black Sea. A project freight forwarder there tells us more about his country. Then we go to **Senegal** which is famous for, among others thing, the Paris to Dakar rally, but there is more to the country than just a rally. We finally end up in Central Europe where the country of **Slovakia** is in focus where we speak to a newly established local freight forwarder.

Take note of our shipping profile of the week too, we speak to a truly experienced expat who left Denmark many years ago and is now retired (well almost) in Taiwan - he certainly has a story to tell that you may find invigorating.

We finalise our newsletter with the usual wise-words etc. and we remind you again to approach the undersigned if you wish to place a banner ad with us reaching some 57,000 individuals around the world.



TRANS LOGISTIC LLC – GEORGIA

MR. JABA TARIMANASHVILI
DIRECTOR

When did you establish your company?

Trans Logistic LLC was established in August 2016, but the management and operations team has 15+ years of experience in the terminal, port, logistics, and trading sectors.



What are the main activities of Trans Logistic?

We mainly provide maritime and port services, along with cargo forwarding through Georgian ports of Batumi and Poti. We also engage in minor operations in Supsa and Kulevi oil terminals.

Our main scope of activities consists of ship agency services to all vessel types, transshipment services of crude oil and oil products in Georgian ports, railway transportation arrangement for oil products, containers and dry cargoes. We also provide stevedoring services in Batumi and Poti ports as well as cargo agency and customs clearance services and outsourcing services for trading administration and cargo forwarding.



Georgia is a country that has several ports accessing the Black Sea. Can you tell us a bit about the ports available? From the map I can see that Georgia borders several countries, can you tell us about the trade with your neighbouring countries?

Georgia's geographical location makes it an excellent country for trading and logistics. Georgian banks provide the most advanced technologically developed remote services and online banking that enable many foreign companies to open representations in Georgia, and conduct financial transactions.

Presently there are four ports and terminals available in Georgia:

1. Batumi oil terminal and Batumi seaport, providing services to all vessel and commodity types (crude oil, oil products, LPG) for the dry cargoes, containers, ro-ro, ferry and cruise segments. There are navy ships calling as well, for refueling or local service needs.
2. Poti port too, has oil terminal, which mainly handles oil product transshipments as well as dry cargoes and container terminal operations. Cruise and navy ships also call Poti port sporadically.



3. Supsa oil terminal is connected with the pipeline to Baku, Azerbaijan and transships crude oil to Aframax tankers. The crude oil terminal and loading facility is mainly arranged through SPM (single point mooring), with the ability to load one tanker at a time.

4. Kulevi oil terminal is designated to handle crude oil, oil products as well as petrochemicals. Lately transshipments of petrochemicals have been gathering momentum through Kulevi, which will have a promising future due to increased regional demand. Kulevi also has direct LPG transshipment facilities available.

There is a 5th deep water port under development - "Anaklia" which is promising due to the fact that it will be able to accept the

largest container and dry cargo vessels that may enter the Black Sea.

Due to the fact that both Batumi and Poti ports have long histories of development, presently both ports are in city centers and development of storage facilities are limited. With the present available dry bulk storage capacities of Batumi and Poti there may be limitations to the accumulated volumes for Panamax range vessels.



Accordingly, it will be good if Anaklia port can accommodate the accumulation and re-loading needs of new commodity segments which until now have not materialized due to the inability to accept 300 meter vessels and the loading of 60-80 thousand tons of accumulated dry cargoes. Moreover, the largest cruise vessels that Batumi port can accommodate is 190-200 meters in length. For the benefit of developing the cruise segment Anaklia port could also facilitate the acceptance of 300 meter cruise vessels that arrive to the Black Sea and can not call other Georgian ports due to the limitations of the berthing facilities.

Georgia borders Turkey, Azerbaijan, Armenia and Russia. Recently the Baku-Tbilisi-Kars railway connection has been launched which enables railway transportation from Central Asia through Azerbaijan and Georgia to Turkey. This is also part of the middle corridor that facilitates the BRI (Belt and Road Initiative) connecting China through Kazakhstan, trans-Caspian, through Azerbaijan, Georgia, and Turkey to Europe.

With an increase in global trade wars and sanctions Georgia is a paradise because of its Free Trade Agreements with CIS countries, DCFTA with Europe which is part of the association agreement with the EU and Georgia, GSP with the USA, an FTA with China, and the potential of a FTA with India.



China's development of the iron belt road also concerns Georgia I presume. I believe you have investigated this matter recently and even published an article about it, am I right? How active is China in Georgia currently and how is the overall relationship between Georgia and Russia on a business level. Is there a lot of trade going on?

The railway connection between Russia and Georgia is currently not operational, which limits cargo transportation to trucks only or rail connection through the Russia/Azerbaijan railway border pass Yalama/Samur.

Georgia's tourism industry is very good well when it is performing well because of Georgian hospitality, healthy food, picturesque landscapes and Georgia's proximity to mountains and sea resorts. Consequently, this summer a lot of Russian tourists were arriving to Georgia by cars and most of them were waiting about 10-15 hours due to heavy traffic at the border.

China's belt and road, economic belt of railway connection through Kazakhstan-Russia-Belorussia-Poland and Germany is gathering momentum but forwarders worry about overloaded borders and long idle times due to the change of rail gauges or heavy traffic. Therefore alternative routes will play an important role in Georgia's long term development.



Could you provide us with some examples of cargoes that you have transported to/from Georgia recently?

Crude oil and fuel oil goes in transit through Georgia, while Gasoil ULSD 10PPM and Gasoline RON92 is imported, as for Jet A1 it is partially imported to Georgia, but most of the jet fuel volumes goes through Georgia to Afghanistan. From time to time there are various projects we handle for Caspian sea countries, as well as supply logistics to NATO or US navy vessels, while they call Georgian ports. We occasionally provide offshore STS (ship-to-ship) oil transfer services required from small river-type tankers to handymax tankers.



How about customs in Georgia can they be difficult?

Georgian customs is performing well with a lot of technological innovation and constant development. There is successful implementation of blockchain technology in public registry services and we hope that soon most of government services will be digitized on modern data technology infrastructure which will further simplify interactions and make the business environment more efficient.

How to contact you?

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General emails:

agency@translogisticllc.com for Ship agency related issues

cargo@translogisticllc.com For Cargo and Forwarding issues



2HL GROUP – SENEGAL

**MR. TALEB HOBALLAH
OWNER – MANAGING DIRECTOR**

Can you Taleb please tell us about your company's history and also your own history and experience in the field of freight forwarding and logistics? Can you provide us with some pictures of project cargoes that you have handled in recent years?

First of all, I would like to thank the PCW team, especially Bo who is keeping our industry living by providing shipping and logistics industry facets up to date and alive. Our special thanks for giving us the opportunity to introduce our office.

I'm a 32-year-old Lebanese born in Africa who started initially with SOTRATEM, a company where we were focusing on chartering activities fixing vessels and fixing cargo through various shipbrokers inclusive of sts bunkering. At that time the market was not yet educated to understand vessel fixture time and lay-can issues. Most of the local big industry companies were not yet accepting that locally we were able to provide tramp solutions according to their needs.



Later on, I moved to Thocomar where I had the chance to embrace logistics as logistics manager and complete my know-how of land operations in addition to my background in sea/port operations.

For some personal reason, I took the decision to resign and joined Licvem Chartering as Managing Director of Licvem Shipping and Logistics Senegal. When I didn't share the same vision with the VP I was obliged to move on again and join Sodatra which became, after my arrival, Sodatra Shipping Logistics for a period of 1 year.

On the 14th of February 2017, my cousin and I decided to start 2HL Group and from 2018 the CIE is totally under my control. I have the latitude to continue taking the right decisions and expanding 2HL to the neighboring countries such as Mali & Guinea Conakry. In this way, I have been able to provide the flexibility and competitiveness requested by our industry where quick response action and performance is a must.



Our core business is project and aid & relief covering NGO, military and dangerous goods, principally for the mining industry. We have the proper expertise in stevedoring and huge transport volumes where some convoys can reach 217 trucks on one voyage in high-risk war-stricken areas.

We have an experienced staff of 28 employees, a fleet of trucks and forklifts and an office located 10 minutes from Dakar port with a surface area of 2,200 sqm. We also have a strong and reliable reputation with local & overseas partners, we offer ship agency, stevedoring, clearing, transport, and warehousing services.



Not only do we deliver rates to our customers, we love what we do, we act and deliver in a timely manner. We've stood with top 10 worldwide 4pls and handled several military cargo shipments via Dakar port inclusive of class 1 from Dakar port to Mali (Bamako, Timbuktu, Gao, Kidal).

In addition, we've handled

- A water treatment plant this year for Kabala Project in Bamako, Mali.
- The Louga Village Sakal Solar Power Plant of 20 MW this year in Dakar, Senegal
- Sri Lankan Army Contingent equipment from Cotonou Port, Benin through Niger to final destination Gao, Mali.
- Royal Jordanian Air Force Army Contingent equipment ex Dakar Port to Gao, Mali.
- Since 2016 consisting of more than 6000 TEUS, Breakbulk, RS, Vehicles, and APC units.



Dakar, I suppose is famous for many things, but for most that I know its the Paris-Dakar rally. Tell us about Dakar as a port and guide us about the ports available in Senegal. Can you do transshipment via Senegal into Mauretania & Mali for example? How is this done by road, river or rail?

Indeed we do have nice weather and the best is from November to February where sometimes we have 13° at night.

Culturally speaking Dakar is the country of TERANGA (Hospitality).

After the war in the Ivory Coast, most of the big five ship owners decided to focus on safe and stable countries, giving privilege to Dakar for the facilities offered to welcome investors.

Be it by air, sea or road we are connected to the world and we cover the rest of West Africa due to our geographical position.

According to KPMG, we are grade A and politically Dakar is a stable place to be and where most NGO's divisions, mining CIE's are established as their West African headquarters.



Dakar port is divided in two area's, the north and south parts. The port concessions are granted to several experienced operators for a period of 25 years such as:

- RoRo terminal - Dakar Terminals - exclusively for all RoRo vessels
- Container terminal - DPW - exclusively for all container vessels
- Tanker terminal - SEA INVEST
- Bulk terminal - TVS (NECOTRANS)



In addition to the above, we also have Minergy Port for the new port of Bargny where they will be in charge of handling several products focusing more on coal and zircon bagged cargo.

Alternative ports in Senegal are Lyndiane Kaolak, Foundiougne, Ziguinchor.

We do connect easily by air & road to Guinea Bissau for their import and export operations.

Malian importers prefer Senegal ports for all their imports by road. The Mali hinterland is accessible from the North and South areas with an average distance from Dakar to Bamako of 1000/1300km.

Mauritanian mining CIE's usually prefer Dakar airport and seaports for their imports where we do transshipment at Mauritania's first line border Rosso.



How about dealing with customs in your country is that difficult?

Senegal imports are under the control of Cotecna. The government of Senegal takes their own charges and inspection fees whereas in others west African countries the importer pays such fees. To comply with Senegal import regulations always cross-check with a local clearing agent prior to sending goods in order to avoid prejudicial delay and extra charges. Customs offers many regimes whereby goods can be cleared with or without exemption however the process should be clearly respected in accordance with the Senegal import regulations.

All cargo can be entered into a bonded warehouse and relocated within 3 days of sipping notice to any neighboring countries such

as Guinea Bissau, Gambia, Mali, Mauritania, Guinea and Ivory coast.



Are there any shipowners that you would recommend being particularly capable into Dakar as opposed to others?

Several shipowners call Dakar port and the local service provided depends exclusively on the capacity and abilities of the sip agent to berth the vessel upon arrival and deliver cargo as fast as it can be discharged.



What languages are mainly spoken in Senegal? Besides the obvious beaches in Senegal what other tourist or famous sightseeing spots could you recommend?

Senegal's local language is Wolof, but French is the officially used language, most of the new generation are now bilingual and English is used by everyone.

We have Goree island, Saloum island and Pink Lake as great tourist destinations.



How is the business relationship with your neighboring countries currently?

Good, especially with the new government of Gambia, where we will liaise easily through the Transgambienne bridge Banjul in the coming years.

We also have frequent business dealings with Mali because of the political situation. We are receiving several NGO & military shipments.



How to get in touch with you for further information and a quote?

We have our general email address: 2hl@2hlgroup.com and in case of any emergency 24/7/365 I am reachable at: Email: th@2hlgroup.com Mobile: 00221.77.369.58.99 Thank you.



2HL

YAHWAY LINE S.R.O – SLOVAKIA

**MR. JAROSLAV LENÁR
OWNER**

Your company is newly established, tell us why you started your own company? Do you need a specific licence to open a freight forwarding company in Slovakia? What is your background in freight forwarding and logistics?

This decision came naturally, I didn't look for it, it just came to me. I had the privilege of working with in various companies such as Flash Europe, Gefco, Tirez, Schenker and PKZ Slovakia where I received extensive and often hard training on specific, dedicated positions. Now I have more responsibility to influence where the company is going and how it is managed.

I would like to thank them, they were at the same time my bosses and mentors and they supported me and the team in our growth. I would like to thank Mr. Felix Miletich from Schenker and Mrs. Karolina Masarova from PKZ Slovakia.

Like every good entrepreneur, my previous and first company failed, so now I look forward to a new challenge with another mindset than before.

To open a freight forwarding company in Slovakia you need either a minimum two years of experience in transport and logistics or have a high school or college degree.



There is a lot of competition and many providers of freight forwarding services in Slovakia, what are your strengths?

In our understanding there is no word competition. I have often heard people say that Slovakia has a very narrow market, but I do not agree because there are more and more investments in Slovakia coming from Asia or Western European countries.

Maybe 10-15 years ago a lot of young people left Slovakia to study formally or to simple discover how people live and how countries not touched by comunism function. Nowadays they are coming back with experience, ideas, sources, etc.



So our strength is that we do not compare with nobody, we do not want to have all clients in Slovakia, nor do we have to be the best and first, we are simply here to provide services in an industry that like and have experience in. It is firstly all about relationships.

We will be happy when some client or partners think about our company and think to themselves "this is a excelent and trust-worthy company, doing what they say they will do."

I see my "transport career" in the context of the bigger picture, like a mission, not only as work. So this is our strength, we are on a mission with clear values.



Slovakia is located very centrally in Europe and I believe, as such, receives many investments from overseas as well. Is there any particular trade that you plan to provide services for or do you plan to be an overall, general freight forwarder?

Yes, I agree, Slovakia is located at the crossroads of transport in Europe. For example the location of Bratislava city is interesting because you find yourself 5 km from Austria, 15 km from Hungary, about 1 hour from Czech Republic and 2 1/2 hours from Poland.

As I have traveled a bit in Central Africa, South America and Israel I hope with opened eyes to learn from them and how things work there We want to spread to the African, American and Israeli markets. As Slovakia is a beautiful country with great potential and we would like to export our products to whole world.



Do you belong to any international networks?

We had opportunities to join transport networks but for the moment we do not plan to be a member of any organisation.

As we are new to the market we prefer to stay in autonomy without membership, we need time to get started take our first steps.



As a matter of interest what kind of language do you speak in Slovakia? is it the same as in Czech Republic? Do you have a lot of Chinese investment in Slovakia? What tourist sights or places of interest could you recommend in your country?

We speak Slovak in Slovakia, the language is very similar to Czech. We can speak in our own languages and understand each other. I would say that the Slovak language is like singing a song.

In particular, the automotive industry is developed in Slovakia. We have KIA, Volkswagen, Peugeot-Citroen and Jaguar is coming. These factories came here with their direct suppliers, so with new transport and logistics opportunities for us. To be honest, I do not know about chinese investments in Slovakia.

Slovakia is so beautiful, really worth a visit. It is hard to say which

places to highlight, but please remember an important piece of advise, Bratislava is not the whole of Slovakia, do not stay only here.

If you go to north we have wonderful mountains called the Tatras, a mountain range along the border with Poland. In the east we have lakes and forests, every part of our country is unique. I would say that Slovakia has a lot of potential for growth in the tourism and agriculture sectors.

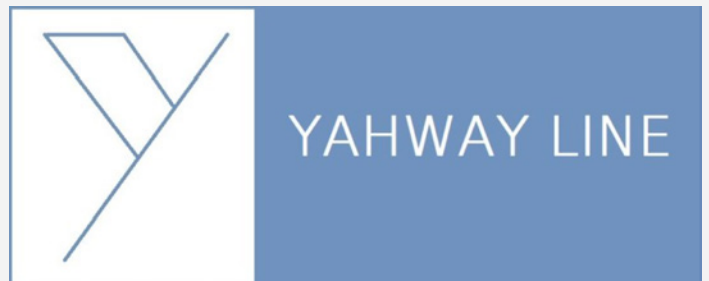


How to get in touch with you for more information and a quote?

We are here for you and with pleasure will answer your demands and questions here below:

Phone number: +421 915 361 171 and E-mail address: jaroslav.lenar@yahwayline.com

More informations you will find on our webpage: www.yahwayline.com



SHIPPING PROFILE

MR. BORGE FOGH – A DANISH NATIVE LIVING IN TAIWAN

Borge tell us about how you got into shipping in the first place?

I was born on a farm, a decommissioned water-mill along the Aarhus river in Eastern Jutland and farming was very much the extended family occupation, however growing up with transformation from live horse-power to mechanized horse-powers when I reached an age where you started to look at your career of choice, I joined the bee-line from the countryside to the cities, but with a firm belief that I did not want to be holed up in an office but wanted to also be out in the open, my choice was shipping but ashore so as to have a firm residence, but with joining The East Asiatic Company in 1968, that's 50 years ago this August, my residence became with regular moves from one country/region to another.



You ended up in Asia where you now are living in Taiwan. Could you outline for our readers your long and interesting career and tell us about the various jobs and positions that you have held?

After ending my period as apprentice as well as military service in early 1973 my first “overseas” posting was Saigon, Vietnam where our triple-decker liner service called twice a month under the ScanDutch banner. With the fall of South Vietnam in 1975 my next position was Abidjan, Ivory Coast for 2 years. Then Hong Kong for 3 years as Operations Manager for EAC Transport Agencies, in 1980 I then relocated to Taipei, Taiwan as EAC Shipping representative for a period of 3 years and at the end of which I married my now wife Suzy. We started our journey together with 2.5 years in Douala, Cameroun and a short stint of 6 months in Monrovia, Liberia before moving to Paris, France in early 1985, all working for the EAC West Africa Service.



A retired submarine we/I fixed from France to Malaysia

We continued to Singapore in the end of 1988 where I became GM of EAC Transport Agencies which spearheaded our return to shipping activities in Vietnam and Cambodia with feeder-services linking up those two countries with Thailand/Hong Kong/Taiwan and Singapore. EAC Transport Agencies was eventually sold to Maersk in 1993 with all my staff in Singapore, Vietnam and Cambodia as well. They still exist and have since expanded in the name of MCC Transport.

I left Maersk (and container shipping) in 1996 for the project cargo/heavy-lift sector with Clipper Group in Singapore including 2 years in Seoul, Korea.

In 2003 I joined Jumbo Maritime, the Dutch heavy-lift specialist, first as their representative in Shanghai for 6 years and then back to Singapore for 5 years as Regional Manager, South East Asia.

At the end of my time as an “employee” in the end of August 2014 I relocated to Kaohsiung, Taiwan – the birthplace of my wife Suzy, and retained my activity in the project shipping market with an Agency Agreement covering Taiwan for Jumbo Maritime. So I am still active albeit in a much reduced level in our company which is named Just-Way Trading – under the banner of Just-Way Chartering.



As a closing remark to this section I may mention that in the project cargo / heavylift market personal contacts – trust and respect are very important. You may be working on a particular project or shipment for maybe years before finally getting the signed contract done. In my case I dare say that I went out with a bang – the biggest single cargo loaded on one vessel-load in dollar-terms from Vungtau to US Gulf was my last fixture of my career as an employee with Jumbo.



The last fixture of my career. Reels from Vung Tau to USG. Quite complicated as we had to first upend the reels from “lying down” to upright – then into the cradle and after marrying the two then lift the combined units into the ship – each 920 tons – 4 reels and the ship was full – 2 reels in the hatch and 2 reels on the hatch – sailing in “open hatch” condition.

It is said that once you are in shipping you never really retire. Is that true? What fills your days in Taiwan?

Well as mentioned before, I still retain an agency agreement with Jumbo Maritime for Taiwan, but with freedom to work as a competitive broker with other Owners / Operators. Considering the current project cargo market not many cigars are awarded, but Suzy's business as distributor of container desiccants to Taiwan exporters gives me some action as well.

Where most hours are involved is on our little "hobby-farm" about 35 KM inland from Kaohsiung where we are growing lots of fruits, bananas - mangoes - guavas etc., as well as lots of vegetables - tomatoes - corn etc. on a 5000 sqm plot of land. Working in 35 - 38 c temperatures makes you work-up a good sweat easily haha.



My hobby farm in Taiwan

How to get in touch with you?

My email addresses are as follows:

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Finally any good word of advice to those of our readers who are of a younger generation?

I think the best way to express such is my motto since my youth: "If you only walk in others' footsteps - you will never get ahead!"

This covers it all - in life and career you must have courage to try new things, sometimes you're wrong, but as long as you learn from your mistakes, such experience will help you make the right decisions next time.

SHIPPING & PORT NEWS

ECUADOR PORT LANDSIDE INFRASTRUCTURE WILL BOOST ICTSI'S PORT OPERATIONS

Contecon Guayaquil, International Container Terminal Services Inc's (ICTSI) largest port project in Latin America, has pledged renewed support and commitment as the Ecuadorian government announced the construction of key landside infrastructure that will connect Guayaquil Port with the south-central areas of the country's coast and the country's highlands. [Read more...](#)

SHIPPING NEWS

HANSA HEAVY LIFT TRANSPORTS GIANT CAROUSEL TO THE EGINA OIL FIELD OFF THE NIGERIAN COAST

Hansa Heavy Lift has transported a giant carousel together with eight reels, weighing a total of 3,508.7 metric tonnes, from Newcastle, United Kingdom to Lagos, Nigeria destined for the Egina Oil Field.

The voyage took place on board the super heavy lift vessel HHL Lagos, which was mobilised in Rotterdam, the Netherlands, to prepare the vessel with additional deck strength for the extra-large carousel, which weighed over 2,200 metric tonnes including spooled product and had a diameter of over 25 metres. [Read more...](#)

MAERSK BOXSHIP TESTS RUSSIA'S NORTHERN SEA ROUTE

Top ocean carrier Maersk Line is planning to test the waters of the Northern Sea Route. This week, the newly built sub-Panamax Venta Maersk will head north from Vladivostok for a voyage to St. Petersburg, skipping the Strait of Malacca and the Suez Canal. [Read more...](#)

PLANTS & PROCESSING

MASTER FLUID SOLUTIONS TO BUILD ITS LARGEST METALWORKING FLUIDS BLENDING PLANT IN TAICANG, CHINA

Master Fluid Solutions has invested in a new metalworking fluids blending plant in Taicang, China, the company announced on Wednesday. The new facility is the Perrysburg, Ohio-based company's single-largest investment globally and will double its capacity in the country. [Read more...](#)

AUTOMOTIVE

PROTON, GEELY SIGN JOINT VENTURE AGREEMENT TO SET UP FACILITIES IN CHINA

Proton Holdings Bhd and Zhejiang Geely Holding Group today signed a Heads of Agreement to set up a joint venture that will pave the way for Proton to assemble and market their cars in China. Both companies will take up equal equity in the yet-to-be-named joint-venture (JV) company and target to incorporate the JV within the first half of 2019, subject to obtaining all regulatory approvals. [Read more...](#)

RENEWABLES

SENVION SIGNS CONDITIONAL CONTRACT IN USA FOR 275 MW

Senvion signed agreements for the supply and commissioning of 275 megawatts (MW) of wind turbines with the TG East Wind Project that is owned by Taaleri Energia Ltd. NorthRenew, a renewable energy development firm, will co-develop the project with Taaleri. Senvion will supply 58 Senvion 4.2M140 turbines with a hub height of 110 meters as well as ten Senvion 3.2M114 turbines at 93 meter hub height. [Read more...](#)

RENEWABLES

DAI HAI POWER DEVELOPING A 100 MW SOLAR PROJECT IN VIETNAM

Sungrow has signed an agreement with Dai Hai Power to supply central inverters for 100 MWp solar project located near the Northwest of Buon Me Thuot City, Vietnam. The solar project is settled on brownfield sites which offer excellent natural conditions for generating power from sun and expects to generate 150 GWh of clean energy annually after the completion. [Read more...](#)

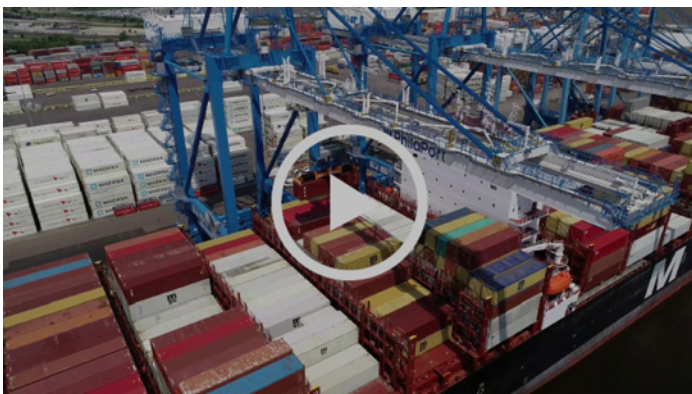
FEATURED VIDEO



Brand new Airbus 380 of Emirates Airlines-Departure

Editors note: My favourite video showing in great quality the preparation and departure of an Airbus A380 from Dubai.

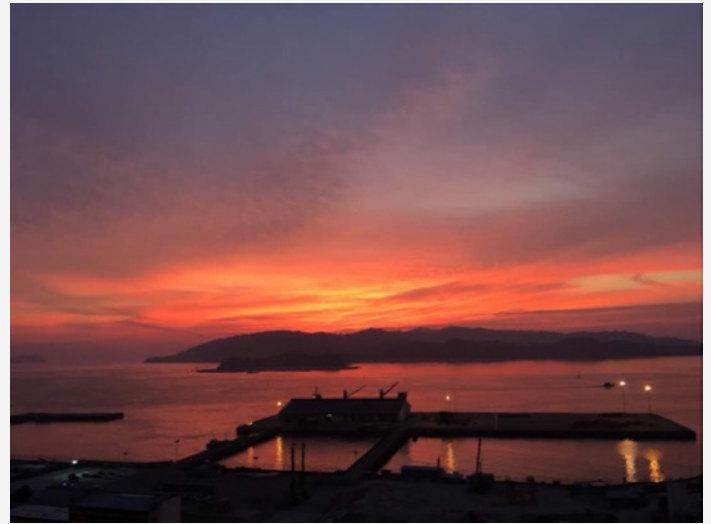
FEATURED VIDEO



PhilaPort Cranes work MSC Shreya

Editors note: Always impressive to see the arrival of a giant containership in port, this time in Philadelphia, US. Where they finally have new and larger STS cranes enabling them to receive mega vessels.

PHOTO OF THE WEEK



A very special sunset in Kota Kinabalu taken from The Peak, notice the bulker alongside.

QUOTE OF THE WEEK

"NEVER MISTAKE ACTIVITY FOR ACHIEVEMENT"

- John Woods -

PROVERB OF THE WEEK

"IF WEALTH IS LOST NOTHING IS LOST; IF HEALTH IS LOST SOMETHING IS LOST; IF CHARACTER IS LOST ALL IS LOST."

- Ancient Indonesian Proverb -

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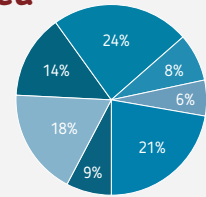
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