

EDITORIAL

Thursday has arrived and there are definitely two good things to say about that. One is that you have a chance to read our newsletter and another is that the day after is Friday. We will be covering regions from the Caspian Sea to Greece and Australia in this week's issue. I hope you will find the interviews interesting and useful in your business.



Shipping to Asia in particular seems to be on a roll, we just heard Maersk Line unveiling their latest quarterly results and according to many observers container shipping hasn't been this good since 2010. Of course it all depends from which bottom level you base your calculations, but let us hope that shipowners now start to pay off their debts to the banks and perhaps for once the banks could start paying off their debts to the taxpayers for bailing them out previously. I suppose that remains to be seen.

We also still need to see the results after the recent large scale mergers and acquisitions. One thing that we can count on is that the mergers will lead to job losses, they almost always do. It seems to be the rule now that whenever a new CEO takes over the first thing to do is let go of hundreds if not thousands of people. How about developing instead of cutting and how about keeping a cap on one's own parachute and bonus? As Gordon Gekko put it in the 1984 movie Wall Street "Greed is good, greed works". But in my opinion the shipowners could take a look at level of sacrifice many seafarers make in being away from their families for as long as 9 months at a time. Being green is not the only parameter to follow, how about also taking social responsibility to the next level?

With these few words I wish you very happy reading this week and a pleasant weekend to come.

In this issue:

- Interview with Mr. Martin Voetmann of Dubai Ports World, Aktau, Kazakhstan on the Caspian Sea
- Interview with Mr. Steve Baker of Silverback Container Management
- Interview with Mr. Kostas Kritikos of DELPA in Greece
- Sector, Shipping, Trade, Product, Event and Legal News
- Video, Photo and Quote of the week

Yours sincerely,

Bo H. Drewsen

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www.projectcargo-weekly.com

DP WORLD / PORT OF AKTAU, KAZAKHSTAN CASPIAN SEA

MR. MARTIN VOETMANN
CORE MANAGEMENT TEAM, COMMERCIAL

First of all Mr. Voetmann, it is not every day we have an interview with someone located in a port in the Caspian Sea. Therefore would you kindly tell our readers a bit about your background, experience in shipping and how you ended up in Kazakhstan and Aktau?

I started my career in shipping with "Seatainers" a 3PL Freight Forwarder (now bought by DSV) in Denmark. Later I moved to the Liner business group working for MSC in Denmark. During my 10 years of tenure with MSC, I also headed their operations in Almaty, Kazakhstan.

Before moving to Port of Aktau I worked with "Kazkommertsbank" (Kazkom), Kazakhstan's largest bank, managing their logistics portfolio. After a time with "Kazkom" I joined Far Eastern Shipping Company (FESCO) to head their office in Kazakhstan, and played a critical role in expanding their footprint in Kazakhstan.

Currently I am associated with DP World, a leading enabler of global trade and heading commercial as a part of the Core Management Team in Port of Aktau.

DP World imparts necessary technical and management assistance to Port of Aktau, thus offering best practices, world class services and enhanced efficiency.



How does one transport containers to & from the Caspian Sea as the sea is "landlocked". Kindly explain to our readers about the ways and means one can reach Aktau.

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Primarily there are three main “corridors” through which cargo can be transported. The largest “trade lane” for Port of Aktau is to and from Iran, where the ports of loading are Bandar Abbas, Anzali, Amirabad, Noushahr and some other smaller ports on the Iranian side of the Caspian.



In addition to local import/export, transit cargo from UAE, East Africa, India, Pakistan and South East Asia can be moved to Bandar Abbas, then via road or rail to any of the Caspian ports in Iran and thereafter, by vessel to Aktau. This cargo route may sound complex, but when compared to the cargo crossing China and Russia, it is still cost efficient and consumes less time. On this corridor we can also deliver Out of Gauge and oversized cargo that otherwise can be difficult to transport to Kazakhstan via Russia or China.

In addition to the general cargo vessels, Port of Aktau also handles regular roll on / roll off and lift on / lift off ferry vessels / cargo, between Baku and Aktau that can be chartered from any direction, and can be used for smaller cargo also.



There is a connection from Port of Aktau via Baku to Poti, Georgia that is also being used in a similar way as Bandar Abbas Port to Central Asia.



The third option is directly to Port of Aktau via the Volga-Don river system. From the Mediterranean Sea via Black Sea into Azov Sea and then via the Volga. There are some draft limitations making it a requirement to use smaller river-sea vessels, however, they are readily available hence pose no issues.



Compared to Volga Don the other route via Poti – Baku – Aktau and via Bandar Abbas – Aktau, is seasonal as it freezes and is not navigational from approximately mid-October to March.

What is your yearly TEU throughput in Aktau and where does the traffic generally originate. In other words what countries are the biggest trading partners with Aktau?

The biggest trading partner is by far Iran where we have as many as 3 vessels per day discharging / loading non-containerized cargo. Second is the oil segment where Port of Aktau is a strategic port for Kazakhstan to deliver crude oil globally.

By ferry we see large volumes coming from Turkey and Ukraine and for “oversized cargo” or “heavy lift” cargo it can come from any part of the world.

Additionally, we are also working on increasing vessel services, ferry services and break bulk cargo to be handled by the port.

Caspian Sea

The Caspian Sea is the largest enclosed inland body of water on Earth by area, variously classed as the world's largest lake or a full-fledged sea. It is in an endorheic basin located between Europe and Asia. It is bounded by Kazakhstan to the northeast, Russia to the northwest, Azerbaijan to the west, Iran to the south, and Turkmenistan to the southeast. [More at Wikipedia](#)



Type: Endorheic, Saline, Permanent, Natural

Primary inflows: Volga River, Ural River, Kura River, Terek River

Primary outflows: Evaporation, Garabogazköl

Basin countries: Azerbaijan, Iran, Kazakhstan, Russia, Turkmenistan

Islands: 26+

Settlements: Baku (Azerbaijan), Anzali (Iran), Aktau (Kazakhstan), Makhachkala (Russia), Türkmenbaşy (Turkmenistan) (see article)

Could you tell us a bit about the port of Aktau in general?

The port consists of 6 dedicated Oil Berths, 3 General Cargo Berths, 1 Grain terminal and 1 ferry terminal. There are 6 oil loading piers with a storage capacity of 12 million tons. The three general cargo or dry bulk terminals has a storage capacity of 2.5 million tons with a warehousing capacity of 80,000 m2 open space. And 2000 m2 roofed warehouse.

The terminal has 11 silos for temporary storage of grain totaling 22.5 thousand tons and the production capacity for handling up to 350 tons of grain per hour. The port is ice free and we have year round navigation, equipped with active ventilation, high-precision electronic scales and automated management of the entire process cycle, giving the port an ability to provide high quality services.

The port has railway ferries and RoRo ships which transport oil products, consumer goods, grain and fertilizers, covering 253 marine miles for 18-20 hours. Apart from this, the Port also has 3 auxiliary fleets of service ships.



We have identified developing container routes as one of the segments that will allow the port to grow over the coming years. With the support and assistance of DP World, we have been able to bring value to Port of Aktau in implementing international best practices for Port Management in Safety, Commercial, Engineering, Human Resources and Operations. We also have a focus on local staff development through various trainings conducted to enhance leadership, personal and management skills in handling day to day functions. DP World is also assisting Port of Aktau in improving the standard processes and procedures by conducting business reviews in several functions such as asset management and risk and inventory management to name a few.



What kind of crane capacity do you have available in the port? Are there floating cranes available too?

We have 6 quay cranes with a capacity varying between 10 – 40 tons each, in addition we have mobile cranes up to 80 tons capacity, fork lift trucks with a load carrying ability of 1.5 – 2.8 tons, bucket lift trucks having load carrying ability of up to 3 tons.

Apart from this, we also have 5 marine tractors of 32 tons load carrying ability and 8 semi-trailers. We have a loader – digger with an operational weight of 9 tons.

We are working on a project with our partner to increase the port's lifting capacity to around 700-750 tons by placing a large mobile crane permanently in the port. This will allow us to attract a larger segment of heavy lift cargo handling capacity in Port of Aktau.

The port is strategically located and well connected to trade lanes going into Central Asia, so we aim to serve not only Kazakhstan but also Uzbekistan, Kyrgyzstan and even parts of Russia with increased lifting capacity.



Do you have connections to other ports in the Caspian Sea from Aktau?

There are 5 countries bordering the Caspian Sea, namely Kazakhstan, Turkmenistan, Russia, Azerbaijan and Iran, and we have connections to all the ports in the Caspian. Regular connections are available with Iranian ports on the Caspian and by ferry to Baku for vessels with lighter loads. For Russia and Turkmenistan the preferred mode of cargo transportation is by rail or road as Kazakhstan shares borders with these neighboring countries. Furthermore, through the Volga-Don river system we have access to the Mediterranean Sea directly.



As you know China's president has launched the idea of reviving the old Silk Road, is the port of Aktau included in this route?

Yes, in fact, DP World is assisting and proud to be working with the Government of Kazakhstan to build one of the largest transport and logistics hubs in the region. Port of Aktau is definitely included and

plays a vital role in One Belt One Road or Silk Road.

The railways involved for the route coming across the Caspian have formed an association called Trans Caspian International Transport Route (TITR), of which Port Aktau is also a member. The aim of the TITR is to develop the transport corridor across the Caspian (i.e. Aktau-Baku) to generate cargo flows and thereby freight revenues for the national railways. The railways have already agreed to offer extensive discounts for cargo moving via this corridor and no doubt we will see increasing volumes.

Specifically from the Silk Road or One Belt One Road, it is expected that the container volume crossing the Caspian via Aktau will reach as much as 300,000 TEU by 2020, which we are ready to handle with our superior and world class infrastructure.



Tell us about your development plans in the port of Aktau.

We have several projects running at the moment, one is for the OOG and heavy cargo where we will increase the lifting capacity in the port, another is developing the container shipping in the Caspian in general where we are currently discussing with two major shipping lines to start a liner service between Aktau and Baku which complements the initiatives of the TITR and creates synergies between Port, Railway and shipping line, connecting Port Aktau to the global markets.

I am sure with the expertise of a renowned global leader DP World and the assistance which they offer in developing Port of Aktau through their best industry practices and standards for Port management, Port of Aktau is poised to become a prominent terminal on the Caspian Sea offering world class infrastructure and services.

Tell us whom to contact in case any of our readers would like to know more or would like a quotation for a project.

Martin Voetmann

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SILVERBACK CONTAINER MANAGEMENT

**MR. STEVE BAKER
OWNER**

The Silverback Group is made up of Silverback Cargo Care and Silverback Container Management.

Silverback One-way Repositioning brochure

Tell us first about your logo, it is unusual and very special for a company involved in logistics.

We chose the name Silverback and our logo because the animal is both strong and protective of those that it cares for. As you can see our logo is a Silverback gorilla with a baby gorilla on its back, we see it as carrying the most special cargo of all. A trek into Parc des Volcans in Rwanda to see a troop of gorillas was a fantastic experience, one I will never forget and hope to do it again.



SILVERBACK CONTAINER MANAGEMENT

Tell us about the main business Silverback Container Management is engaged in?

Silverback Container Management provides a matching service of container owners and users to reposition or supply containers in surplus and deficit locations around the globe. We have been providing this service for 22 years now, saving our customers millions of dollars in empty repositioning costs and container hire.

Our custom built matching and tracking system allows many shipping, leasing and logistics companies as well as traders and removalists to have their equipment repositioned and also to access hundreds of thousands of one way containers that were previously out of reach.

Our experienced staff are hands on and very active communicating with all parties using our system and alerting them to opportunities daily. Whilst there is a high level of technology involved, relationships are extremely important to us and we spend a lot of effort in getting to know our customer's wants and needs to be able to offer more meaningful opportunities.



How did you come to work in logistics?

I have always been involved in the logistics industry. My first part time job at the age of 14 was as a runner delivering milk from the side of a truck to customer's letterboxes and doors before school in New Zealand. After other delivery jobs at the age of 19 I emigrated to Australia and drove a scrap metal truck. That part of my career was very short lived as I had never driven such a large truck and coming from a town with only 50,000 people in it, driving a truck around Melbourne with a population of 3 million was fairly daunting.

Eventually I made my way to a coastal shipping company in the logistics and equipment department. Whilst there I learnt about the costs of repositioning empty containers and thought I could do something about it. From there I started Silverback Cargo Care which supplies lashing gear as well as nearly 2000 consumables

to the shipping and logistics industry in Australia and New Zealand. Not long after Silverback Container Management also opened its doors. From very humble beginnings we have repositioned nearly 200,000 containers.



Who are your partners?

Companies both large and small use our service. Maersk, Hamburg Sud, CMA CGM, Triton, Seaco and nearly 200 other shipping, leasing and logistics companies as well dozens of traders. We are based in Australia so a lot of our work is in the Oceania region but in the past few years we have expanded our reach to many parts of the globe. Our operation is not just deep water container repositioning and supply, we also do a lot of coastal and inland repositioning and supply. Virtually any company that has a repositioning problem or uses containers anywhere in the world can benefit from using our service.

Learn more: [Silverback One-way Repositioning brochure](#)

Interviewee:

Mr. Steve Baker
Owner

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DELPA SHIPPING & TRANSPORT CO. LTD GREECE

MR. KOSTAS KRITIKOS
COO

First of all Kostas tell us about the name Delpa does it have a special meaning? When was the company established and who owns it?

First of all I would like to thank you for this opportunity to present our company to the readers of the nice electronic bulletin "Project Cargo Weekly".

I will try, in a few words, to let you know the most important points of our long history which is almost one hundred years long now.

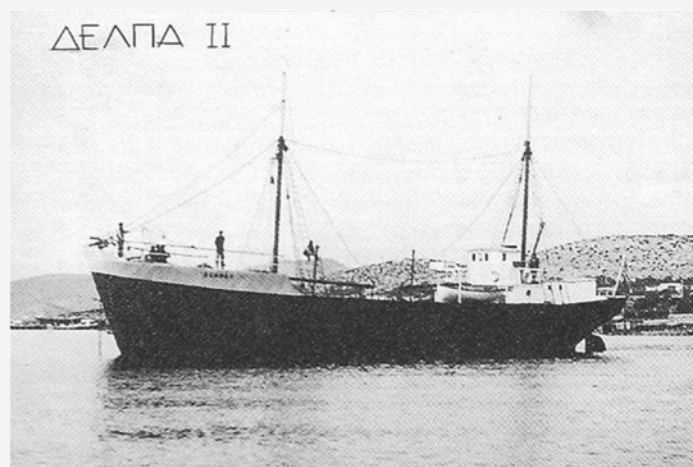
The meaning of DEL. P.A. comes from the words "DELtio" (bulletin) of "Panos Athanasiades".

DELPA was established in November of 1920, by the late Panos Athanassiades, a pioneer in the development of sea and land transport. He was also the founder and publisher of the first shipping and economical bulletin in Greece which later developed into one of the most important financial newspapers in Greece: "Naftemporiki" (www.naftemporiki.gr).



It was in 1936 when DELPA started to deal directly with shipping business. In this year DELPA purchased the first motor ships in Greece which were named: "DELPA I", "DELPA II" and "DELPA III".

In the beginning of 1950s the late Marios Sofianos, nephew of the founder, joined the DELPA group.



During the same period and until the end of the 60's DELPA's activities included:

- Started to act as agents of various shipping lines
- Carried cargoes from the Far East, U.S.A. and Europe
- Acted as the general representatives / agents in Greece of the maritime business of the Onassis shipping group, for which, DELPA is still acting as general agents
- Involved in freight forwarding and haulages and became one of the founding members of greek forwarders' association (now called IFFAG&L)
- Expanded it's area of business into ownership and management of vessels
- After several years at the founder's side, Marios Sofianos took over the helm of the group. In that period from 1970 to 1980 DELPA established several affiliated companies dealing with ship's management, real estate development, international transports and freight forwarding
- At that time, George Sofianos and Despina (Deppy) Sofianou son

and daughter of the late Marios Sofianos started to become more active in the business of DELPA and finally at the end of 80's undertook the management of the group

George and Deppy Sofianos are still the owners of DELPA.



What are the main activities of your company today?

Starting from the sector which has the most interest for your readers, I can give you the following points:

Project cargo handling from A to Z (it doesn't matter if we only need to get involved into "A", "Z", "A to G", or just "Z"):

- Project cargo transport study
- Heavy lifting
- Heavy & OOG haulage
- Ship-broking MPP / Heavy lift / RoRo / General cargo / and several specialized ships
- Ship agency
- Loading / Discharging coordination and attendance
- Supercargo and Marine surveyor services
- Sea-fastening services
- OOG / Heavy cargo handling by special means of container and RoRo liner ships



Seafreight Services:

- LCL and FCL shipments from / to Greece / Worldwide
- Our specialty is freight to/from the Americas
- Delpa is acting as booking, receiving and delivery agents in Greece for one of the biggest NVOCC globally - Vanguard Logistics
- Running a weekly LCL service from to the U.S., Canada and Latin America countries
- An LCL service from / to Middle East, India, Far East and Oceania



Other Services:

- Airfreight from / to Worldwide
- Ship Agency services in all greek ports
- Dry cargo chartering worldwide
- Parceling of general cargo from Adriatic Sea to several greek ports
- Road-freight services
- 3PL services



Are you focusing mainly on business in Greece or do you also handle international assignments such as cross trade, for example between countries not physically involving Greece?

It is for sure our main goal to remain well-established within the local market, but I cannot say it is our primary one.

I believe it is not that wise in terms of long-term sustainability and development of a company doing business in a small market like Greece (especially during such a difficult economical period) to be based on a limited "trading area".



It is far more promising and reduces risk when seeking opportunities to spread out to wider area, e.g. abroad. This can be achieved in several manners, one of which is cross trading.

In terms of turn-key solutions and / or simple freight forwarding needs, I am proud to say that Delpa has been involved in cross trading shipments since the 1950s. Initially carrying several products from Greece and other countries to West Africa for account of a big Trading group, by several means.

We are still involved in such business, acting as agents of several trading, industrial, construction engineering companies and (of course) on behalf of our good agents worldwide.



In terms of projects and freight forwarding, we are handling such assignments from / to:

- The Black Sea to West Africa
- North America to Middle East and PG
- European countries, apart from Greece, to several destinations worldwide
- North / Latin America and the Far East to the Balkans
- And much more, according to each of our project needs

In our business, there are no geographical limits. I could say that our outward-looking policy creates the most appropriate and safe ground to base the development of our company, always with “boldness and prudence”; words, which the late Mr. Marios Sofianos used to say and which continue to inspire me.



Greece has a rich history, beautiful islands and more recently a tight economic situation. How is the situation today in Greece for shipping in your line of business and for regular people?

The word “Greece” or “Hellas” (which is the real name of our country) is physically connected to the world’s history. The Greek heritage imparted human beings with important contributions in philosophy, science, arts and civilization in general.

The geographical position, the morphology of the territory of Greece as well as the climate played an important role in the birth and development of the conditions, through which, this heritage was created.

As for the tight economic situation, if you just look back in history there were periods of great prosperity and poverty for most countries all over the world. This is not our best season. Not only for Greeks, but also for Europe and the Global economy as well.



Basically the last 30 years was a period of economic inwardness, without a policy of development. Several other factors affected the economy of our country but, if we look internally we can easily understand the reasons and the political mistakes that have resulted in this situation. Several steps have been made in recent years and we can say that the situation has started to become more stable now.

Shipping business, as long as they are connected to the domestic market, are following the factors of a national economy. However, Greece and Greek’s involvement in the shipping industry goes far beyond the internal and always remains on top.

It is unfortunate that unemployment (which is currently at its highest level) since the beginning of this financial crisis in late 2008 led many young people and families to seek jobs and career opportunities abroad. However, it has been recorded that in the last period this phenomenon has reduced significantly.

The main reasons are:

- The situation abroad is not the best
- The situation in Greece is still difficult, but is becoming more stable day by day



The private sector is turning to outward-looking policies, research of foreign markets and seeking opportunities to promote manufactured and intangible products, directly or indirectly.

As long as the government policies can support such efforts and simultaneously establish a fair and attractive environment for investments, situations can change. And the situation has started to change.



And to stay a bit in the “politics”, how to handle shipments to/from Cyprus? Which ports are preferred and are you able to handle shipments to/from Cyprus?

It is mainly Attica ports, Piraeus and Lavrio, which have almost daily correspondence with Limassol port with containerized and RoRo shipments.

Thessaloniki has a very good containerized service to/from Limassol port as well.

Apart from the liners there are also some tramp liner services with general cargo vessels which connect several Greek ports with Limassol and Larnaca port as well.

Several means are available, giving us the advantage of being able to arrange “tailor made” solutions of transport to/from Cyprus.



With the location of Greece would it also be feasible to handle project cargoes into Albania via Greece? Has it been done before?

Greece, being in this strategic geographical location, is the physical gateway of Europe for all cargoes coming from the Middle and Far East, India and North-Eastern Africa.

In addition to the above, as for the Eastern European countries

and the North-West Asia, the rest of Africa and America can be included.

It is for sure in our scope of business to serve cargo going to or coming from Albania and all the Balkans, mainly via Thessaloniki and Piraeus port but there are also some great transshipment possibilities.

Project cargoes which can either arrive by liner utilized means of container and RoRo systems and / or project cargo ships in Greek ports, can easily be transshipped onto several other means and forwarded to final destinations.



Piraeus port has established a daily rail service to the Balkans with block trains departing directly from Piraeus Container Terminal.

Piraeus port, having the biggest RoRo terminal in the Mediterranean Sea can accept (apart from rolling cargoes) static OOG cargoes onto roll-trailers (mafis).

Piraeus port is a hub port for some of the biggest container lines, as well as Thessaloniki port, both accept OOG and heavy cargoes onto containers or container ships as break bulk.

Thessaloniki port, which is the closest port to the south Balkan countries, has rail connection as well.



For instance, if we have cargoes coming from the Far East (OOG and heavy lifts) with destination the Black Sea, the Azov Sea and the river ports in the area, we can effectively arrange transshipment onto river-going ships within the port terminals.

We have done shipments like this, apart from transshipments

to/from Albania and other Balkan countries such as FYROM and Bulgaria.

Recently, we have started discussions with the commercial and strategic marketing management departments of Piraeus port on these opportunities. Piraeus port management, shows great interest to support these services and invest further in infrastructure.



Are you currently member of any international networks or shipping organisations?

We are members of:

BIMCO

CLC Projects

FNC Group

IFFAG&L which is official member of FIATA

Tell us about yourself Kostas. What made you choose a career in shipping?

I can say it was my destiny...

Being a member of a mariners' family, coming from the sea side of Crete and Peloponnese and living all my life in Piraeus area, I have always been attracted to the sea.

In my teenage years, just to get some experience of life, during summer break I decided to join the crew of 3 ferry boats serving the greek islands and worked as an assistant steward.

After that, I studied data communication and telecommunications. Despite working for a big telecommunication group, when the chance presented itself I turned the helm 180 degrees and started my "passage" into the shipping sector. This "passage" started from scratch almost 20 years ago and has become more and more interesting by the day. This is the main reason I am happy with my choice, and especially to have joined the DELPA "crew".



I'm sure some of our readers would like to know which islands in Greece are not spoilt by tourism? Can you recommend a few to visit?

There are many options. Hereunder you can find some more "isolated" greek islands:

- Sikinos island, in Cyclades
- Donossa and Koufonisia islands, in Cyclades close to Naxos island
- Kythira island, south of Peloponnese
- Paxoi island, in the Ionian sea close to Corfu island
- Thassos and Samothraki island, in northern Aegan sea
- Leros island in Dodecanese and Lipsi island south of Samos and to the north of Leros
- Karpathos and Kastelorizo island in Dodecanese

And finally

Ithaca!

The homeland of Odysseus. Full of smells coming from herbs and trees...

When someones visits Ithaca once, he will desire to return back, like Odysseus..

It was not by luck that the famous greek poet Constantine P. Cavafy was inspired from Odysseus' journey and wrote one of his great poems called "Ithaca" which can be found here:



<https://www.youtube.com/watch?v=1n3n20x4Yfk>

Thank you, your readers, and wishing you all to find your "Ithaca", or your "journey" to your "Ithaca"...

Interviewee:

Kostas Kritikos

Chief Operating Officer

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DELPA Shipping & Transport Co. Ltd

<http://www.delpa.gr>



PORTS & HARBOURS

SRI LANKA SIGNS DEAL ON HAMBANTOTA PORT WITH CHINA

Sri Lanka has signed a \$1.1bn (£837m) deal with China for the control and development of the southern deep-sea port of Hambantota. [Read more...](#)

VISION-BOX TO DELIVER CONTACTLESS PASSENGER CLEARANCE PROCESSES AT AUSTRALIAN AIRPORTS

Vision-Box has signed a contract with the Australian Government to implement the world's first automated 'contactless' traveller clearance processes at the country's airports. [Read more...](#)

CONSTRUCTION

MALDIVES – OFFICIAL GROUNDBREAKING CEREMONY MARKS START OF CONSTRUCTION ON MALDIVES' NEW MULTI-ISLAND RESORT CONCEPT

The ceremony marks the start of construction on the US\$311.5 million Phase One of the Emboodhoo Lagoon project development -- comprising a three-island-resorts concept, with a core island Township bringing a veritable wealth of world-class F&B, retail, entertainment, recreation and leisure-lifestyle experiences to the Maldives for the very first time. [Read more...](#)

PLANTS & PROCESSING

MAIRE TECNIMONT FORMS JV TO BUILD NEW UREA PLANT IN RUSSIA

PJSC KuibyshevAzot, one of the leading companies of the Russian chemical industry, and Maire Tecnimont S.p.A. (Milan, Italy; www.mairetecnimont.it) jointly announced the incorporation of a joint-venture (JV) to develop, build, finance, maintain and operate a green-field urea plant, to be implemented in Tolyatti, in the Samara region of the Russian Federation. [Read more...](#)

ANDRITZ SUPPLIES COMPLETE NEEDLEPUNCH LINE TO AUTONEUM

Andritz has received an order from vehicle acoustic and thermal management specialist Autoneum to supply an Andritz neXline needlepunch eXcelle line to its plant in San Luis Potosi, Mexico, reports Andritz. [Read more...](#)

SHIPPING NEWS

HANSA HEAVY LIFT DELIVERS 13 MODULES FROM CHINA TO AUSTRALIA FOR PORT PIRIE REDEVELOPMENT PROJECT

The cargo was loaded on four separate voyages at the Yanda Module Yard in Jiangsu, China, with the largest piece weighing 690 metric tonnes, and measuring 28 metres in length, 17 metres in width, and 26.7 metres in height. [Read more...](#)

DAMEN STOCK TUGS SHIPPED TO ROTTERDAM

Consisting of two Stan Tugs 2608, three ASD Tugs 2411, four ASD Tugs 2810, two ASD Tugs 3212 and a Multi Cat 1908, the shipment is a strategic positioning of built-for-stock vessels in Europe, the shipbuilder said. In line with market needs, Damen has strengthened its ability to provide swift deliveries for clients and operators in Europe, Western Africa and Central America. [Read more...](#)

SM LINE JOINS INTTRA NETWORK

INTTRA, the ocean container shipping industry electronic transaction platform and information provider, and container shipping provider SM Line announced an agreement that will expand INTTRA's reach in Korea and globally, while offering SM Line an advanced network to create value for its customers. [Read more...](#)

SAFETY IN THE INTERMODAL SUPPLY CHAIN: PROMOTING THE CTU CODE

London International Shipping Week takes place between 11th and 15th September, during which an event at the IMO will focus on the correct packing of Cargo Transport Units (CTUs) and the safety issues that result from poor packing and securing practices. 'Safety in the Intermodal Supply Chain' will promote the awareness, understanding and implementation of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)[1]. The event will take place on Tuesday 12 September at 17:30 in the IMO Building, London and will be followed by a networking reception. [Read more...](#)

TRADE NEWS

TURKEY SECOND TO CHINA FOR FOREIGN CONTRACT WINS

Turkish contractors have secured some US\$220 billion in contracts beyond national borders in the past 10 years, according to the country's Economy Ministry. [Read more...](#)

HELSINKI TO BOOST ECONOMIC RELATIONS WITH SINGAPORE VIA NEW COLLABORATIONS IN R&D, INNOVATION, EDUCATION AND HEALTHCARE

A high profile delegation of iconic technopreneurs, government leaders and International experts in education, transport and innovation including Dr Kirsti Lonka (University of Helsinki), Ms Anne Berner, Finland's Minister of Transport and Communications, and Mr Peter Vesterbacka (Angry Birds co-founder) will be share knowledge and insights with Singapore. [Read more...](#)

FEATURED PRODUCT

FLAT RAIL – A SPECIAL PRODUCT FOR LIFTING OOG CARGO SEAMLESSLY ONTO CONTAINER SHIPS

Flat Rail is a proven, tested, certified system welcomed by leading container carriers that has been in use for the last 6 years, mainly shipping yachts out of France. The challenge came from an ever increasing number of yachts between 12-15M length which could not be loaded on 40ft flat racks owing to the corner castings being blocked by the cargo, resulting in needing to ship as break bulk.

A simple solution to convert these shipments to OOG was invented by connecting 2 bars with twistlocks to the top castings on the flat rack and then loading as normal by connecting wires from the container gantry for lifting.

For container carriers, it means the cargo is no longer treated as breakbulk, after all it's a straightforward lift on and lift off using the gantry crane. That translates to quicker loading, reduced HSE impact and fewer slots occupied, which can translate in to more efficient pricing and options for freight forwarders. [Read more...](#)

[Click here to see it in action](#)

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FEATURED EVENT: HEAVY CASPIAN 2017

The 6th International Conference Heavy Caspian 2017 (October 19 in Tashkent, Uzbekistan) is devoted to transportation, lifting and assembly of heavy and oversize cargoes in Central Asia & Caucasus.

Active development of the Caspian Sea offshore and mineral resources of Central Asia has resulted in a boom in the oil & gas industry and associated facilities in the regional countries. This calls for implementation of complex



projects related to delivery and construction of offshore drilling platforms, artificial islands, oil refineries, pipelines, etc. More than 600 strategic projects were implemented for the last 9 years only in Uzbekistan, including building and reconstruction of oil-gas and energy industry related facilities. As a prospect, Uzbekistan plans to implement another 900 new projects in the industry through 2019, where they are going to use in total 41 billion dollars.

At the same time, Central Asian logistics is distinguished by a number of geographical and administrative features. The conference will feature discussions over all aspects of OOG and Heavy-lift logistics in the region.

The conference of 2016 gathered more than 70 delegates from Kazakhstan, Russia, Uzbekistan, Turkey, Denmark, Georgia, Germany, UK, Italy and the Luxemburg.

If you are experienced in delivering cargoes to Kazakhstan, Turkmenistan, Uzbekistan, Azerbaijan or Tajikistan – you have an opportunity to take the floor at the event! You can also recommend interesting speakers and topics that are worth highlighting.

Learn more: <https://heavy.world/conference-heavy-caspian>

LEGAL NEWS FROM PCW PARTNER THOMAS COOPER LAW

SHIPS OF THE FUTURE – FULL STEAM AHEAD INTO ‘DRIVERLESS’ SEAS?

We have all by now heard at least something regarding the ongoing march towards putting driverless cars on the roads. Less visible in the mainstream transport and technology press, though, is the significant work currently being put into the development of autonomous ships. [Read more...](#)

VIDEO OF THE WEEK



PHOTO OF THE WEEK



Sun setting close to the Malacca Strait south of the Nicobar Islands

QUOTE OF THE WEEK

"IF YOU SET OUT TO BE LIKED, YOU WOULD BE PREPARED TO COMPROMISE ON ANYTHING AT ANY TIME, AND YOU WOULD ACHIEVE NOTHING."

- Margaret Thatcher -



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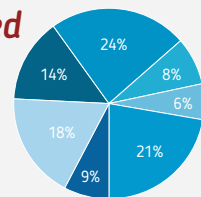
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