

EDITORIAL

Thursday is here again and I am still scratching my head to understand just where did the past 7 days go? It feels like it was only yesterday, perhaps it is age creeping up. I am told that with age time also passes more quickly and I believe I am starting to feel that.



Last week I was very pleased to have a visitor come all the way from Miami to visit me in Stockholm (see one of the featured photos below). We discovered that we hadn't seen each other in exactly 25 years. Last time we met was in an office at China International Exhibition Centre in Beijing in 1993.

It kind of felt like it was just yesterday that we last saw each other but I suppose that is the way it works if you get along well with someone. Friendship seems to warp one's sense of the passage of time.

I shall be joining my old classmate's party on the 20th of October in Denmark. We were in the same class from the 2nd through the 7th grade and I believe I was the only one who ended up living an extended period overseas (other than one who lived in Greenland). It is fun to meet up and we have now had our class party every year for about 40 years. Last year we decided that every 2nd year we will meet in Malta where my condo is the meeting point.

It is interesting to see how people change over time and since I am in heavy-lift shipping I can confirm that my classmates and I all seem to qualify as heavy-lifts.

My point is that generally we go through life with a lot of acquaintances but actually few good friends. Sometimes family is not necessarily the same as friends and sometimes you find that faces can change rapidly when it comes to money & greed. People who often claim and look to be friendly often disappoint when asked to stand-up for what is right.

My grandfather used to say "The man is good but the money is better" and sadly there is a lot of truth in that saying. Phil Lynott of Thin Lizzy (my favourite rock group when I was younger) sang a lyric that went "nobody gives a damn when you're down on your luck". So the lesson is to develop the real friends you have and spend less time on the fake ones.

Enough of the philosophy 101 and back to the business world. In today's issue we visit the very landlocked country of Uzbekistan then pay a visit to Hungary which is also landlocked and with a strong leader who is disliked by the politically correct media and EU bigwigs. In both countries we speak with local freight forwarders who are active and capable in their field. Being landlocked

means that you are forced to be innovative in many ways.

We then speak to an operator of a digital platform where freight can be bought and sold (so to speak). With internet creeping in everywhere why not also in freight procurement? Read the interview to learn more about one of the players out there.

With all the serious talk in this editorial it's time for a light moment, this time also referring to digitization of the home. [Click this hilarious link](#) to see the video made by a Norwegian supermarket chain.

We have excellent shipping news, industrial contracts news and the usual featured video and photos and I wish you will enjoy it.

Until next week, I remain,
Yours sincerely, Bo H. Drewsen

bo.drewsen@projectcargo-weekly.com
www.projectcargo-weekly.com



SHARE WITH A COLLEAGUE



TRANSASIA LOGISTICS GROUP UZBEKISTAN

MR. KAMIL ERNAZAROV DEPUTY CEO

Kamil, please tell us about Transasia Logistics Group. Where are your headquarters and when did you first establish the company?

Transasia Logistics Group is an international freight forwarding company established in Tashkent city, Uzbekistan, in 2008. Our main business is organizing international cargo transportation. However, lately we have developed and added 4PL contract logistics to our pool of services.



During its ten years of operation, Transasia Logistics has grown and opened offices in the following countries: Russia (Moscow, St. Petersburg), Kazakhstan (Almaty, Astana), Kyrgyzstan (Bishkek), China (Wenzhou), Tajikistan (Dushanbe), Latvia (Riga) and Czech Republic (Prague). Furthermore, we have a permanent representative in China (Wenzhou) and a close partner company in South Korea (Seoul).

The company was created to provide up-to-date services in line with the growing foreign trade not only among Russia, Kazakhstan, Uzbekistan, Kyrgyzstan, South-East Asia and Europe, but also with other foreign countries. The Company was founded in Central Asia (CA) and considering our experience gained over more than ten years in this region, we would say that we are the professionals with whom you need to work.



What is your own background and experience in shipping & logistics?

After graduating I.T. and Juridical Universities, I started my logistics carrier in an Uzbek railway container company as an I.T. specialist, the company being a subsidiary of Uzbek Railways. After three years, I was invited to join one of the largest South Korean logistics companies – Seo Joong Logistics, where I worked as a multi-modal freight forwarding specialist for four years.

In 2010, I joined the family of Transasia Logistics Group and for almost eight years have worked with pleasure with my team. When I joined Transasia Logistics, there were only six members of staff and just one local Uzbek office in Tashkent. Now we have over ninety staff and ten offices worldwide. I feel myself to be part of the big Transasia family.

I live in Uzbekistan with my wife and three daughters, but most of the time I'm traveling and searching for new possibilities and partners for further development.



Uzbekistan is not very well known around the world and the country is landlocked. Thus, rail plays a major role as does trucking. Can you provide us with some examples of projects/cargoes that you have handled either internally in your country or to/from Uzbekistan?

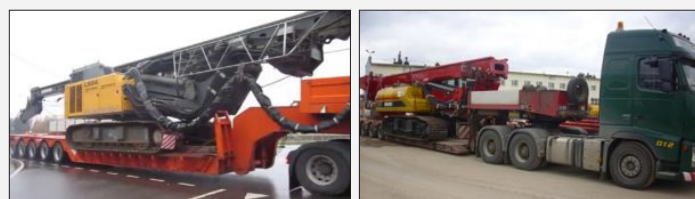
Yes, only two countries worldwide are double landlocked: Uzbekistan and Liechtenstein. However, Uzbekistan historically always was the centre of the great Silk Road between East to West and that's why transport infrastructure was always very developed in our country. For example, the railway in the country extends over 7000km and roads cover over 184000km. Our country is the main transit territory for such countries as Tajikistan, Afghanistan, Turkmenistan and Kyrgyzstan. Due to the vast population in Central Asia, Uzbekistan's estimated GDP in 2018 is 71.824 billion.

You can see some of our latest transportation projects as follows:

1. Transportation of mud pumps and hydraulic cylinders from Europe to Uzbekistan via Riga port.



2. Trucking transportation of drilling equipment from China to Uzbekistan



3. Regular transportation of construction equipment from China to Uzbekistan and Russia



4. Transportation of equipment for glass furnace/recuperator from Sweden to Uzbekistan



How is the customs clearance in Uzbekistan? Can you provide our readers with some solid advice for if/when they have shipments to Uzbekistan?

To date, most customs formalities (import\export) are made by a Consignee/Consignor themselves in terms of formal payments of duties. However, we have brokers who performs their services for the fulfillment of documents under import/export.

At the end of 2017 there began the implementation of great economic reforms, including customs reformation.



What are the main railway stations in Uzbekistan and can you tell us about the location/name of the border crossings that exist in Uzbekistan?

Railway stations are located in each city of Uzbekistan. The capital of Uzbekistan, Tashkent city, has three main railway stations working with 20' and 40' containers. These are Chukursay station, just 15 km from the Kazakhstani border, Tovarniy station in the centre of the city and Sergely station in the prominent Sergely district. All these stations are working with all types of wagons and containers, but there are some more stations which only deal with wagons. There are Khamza, Salar and Nazarbek, among others. All other big cities in Uzbekistan such as Fergana, Andijan, Kokand, Bukhara, Samarkand, Navoi and Nukus have their own stations which are able to accept and dispatch both containers and wagons.



Uzbekistan has railway and road border crossings with Kazakhstan, Kyrgyzstan, Turkmenistan, Tajikistan and Afghanistan.



This map is a schematic and only depicts the main border crossings of Uzbekistan. For all border crossings and their precise locations, see the following table of border crossings of the Silk Road.

Kazakhstan	Kyrgyzstan	Tadjikistan	Afganistan	Turkmenistan
1.Tejen (RD+RW)	3.Uchkurgan (RD)	5.Konibodom (RW)	9. Termez-Hairatan (RD+RW)	10.Farap-Alat (RD+RW)
2.Chernayevka (RD+RW)	4.Dostyk (RW)	6.Oybek-Buston (RD)		11.Shavat-Dashguz (RD)
		7.Penjikent (RD)		12. Hojayli-Konye (RD)
		8. Denau-Tursunzade (RD)		

*RW – railway border
*RD – road border

What languages do you speak in Uzbekistan? Do you have a national language that is most widely used?

The main language in Uzbekistan is Uzbek, but all government agencies and people speak Russian as a second language. Uzbekistan is multinational country which has a lot of nationals such as Russians, Koreans, Armenians, Greeks and many others. During World War II, Uzbekistan became a quiet harbor for many people from all CIS countries (former USSR countries) and most of them stayed to live there.

Do you belong to any international networks at the moment? What countries are the major trading partners of Uzbekistan?

At the moment we are just a member of local International Chambers of Commerce. We have an ISO 9001:2015 certificate issued by Slovakian Astraja three years ago and is approved every year. We are a regular exhibitor of world exhibitions like TransRussia and TransUzbekistan. Next year we have great plans; we are going to take a part in transport and logistics exhibitions such as TransRussia in Moscow and TransLogistic in Munich, Germany. Also, in 2019 we are going to join logistics networks CLC Project Network and WCA.

The major trade partners of Uzbekistan are the People's Republic of China, South Korea, the Russian Federation, Kazakhstan and many other countries. We have many world renowned international companies that are investing in several sectors of the Uzbekistan economy, such as Lukoil Overseas, Chinese CNPC, British American Tobacco, Hyundai Engineering, Lotte, Samsung Corporation, LG and Volkswagen. Also PSA – Peugeot, Citroën etc – will start to assemble cars in Uzbekistan in 2019.



What places in Uzbekistan would you recommend to a tourist visiting the country?

Uzbekistan has a rich history that goes as far back as the remote ages. According to archeologists, this land is one of the most ancient human habitats. Of course, each tourist should visit our ancient cities like Bukhara, Samarkand and Khiva, the beauties of which capture the spirit. In the capital you really should visit the Amir Timur museum and our traditional markets Chorsu and Oloy. Also, visit the Tashkent TV towers, which are the twelve highest TV towers worldwide at 375 meters, among many other beautiful places. You will be excited by delicious Uzbek national meals. In fact, some of my friends and partners who visit Uzbekistan always go back home two or three kilograms heavier. Uzbek people are very hospitable, kind and open.

For more detailed information you may visit this website:
<https://againstthecompass.com/en/places-to-visit-in-tashkent/>

How can readers get in touch with you for more information and/or a quote?

My contact info is as follows. You can always reach me by these email and mobile messengers:

Mr. Kamil Ernazarov | Deputy CEO
Mobile UZ : +99890 989-51-08
(WeChat, WhatsApp, Telegramm)
Mobile KZ : +7 702 214-98-96
E-mail: kamil@transasia.co
Web: www.transasia.co
Skype: Kamil_8531



HOLLEMAN SPECIAL TRANSPORT HUNGARY

MR. SANDOR SZANTO MANAGING DIRECTOR

Sandor, please tell our readers about your own background in the field of project cargo transportation. When did you start your career? What made you choose this line of business? How many years have you been in Holleman?

Let me start a little bit further back. I graduated at Technical University in Budapest, Hungary and after that I worked for freight forwarding companies for seven and a half years (DHL, Panalpina, UTC).



At Panalpina on January 1st 2012, I had the chance to start my career as a project coordinator, arranging mainly oil and gas related movements alongside a few other businesses. After that, I carried on with UTC Overseas where I learned a lot in the field, mainly with GE special cargo, and got more and more involved, which I really like as I enjoy connecting operations work with office work. At UTC, my desire to become more deeply involved in transportation just continued, so I made the decision to join Holleman the next day.



Holleman is one of the biggest groups in Europe with its own fleet (around 350 of own special equipment), where I can extend my knowledge and see the things I never could at freight forwarding companies. I enjoy doing it as I like a challenge and something new to do every day. I have never liked monotony and I love machines and really big combinations with huge cargo.



When was the company Holleman Hungary established? Are you part of a bigger group and does Holleman have offices in other countries in Europe or abroad?

Holleman Hungary was established a little bit before I joined, but when I took over it was a sleeping company and I started from zero. As such, I consider the establishment to be when I joined. Holleman is one of the biggest and most famous groups in Europe. That was the reason why I joined. We have offices around Europe (Germany, Romania, Serbia, Bulgaria, Ukraine, Moldavia, Hungary) and that means we are at home almost everywhere in Europe with our own equipment.



Please provide us with a few examples of special transports that you have handled in Hungary or to/from Hungary. Also, can you tell our readers why you believe that Holleman is a good choice when it comes to Central European special transports?

In my career, I've handled quite a few projects like complete oil rig transports via road or over combined methods of transport within Hungary and across the EU and GE special cargoes from Hungary in combination with many countries. Also, transformers, engines, portal cranes with significant parameters, military equipment and many others.



I believe choosing Holleman is a great choice as the group is experienced with any mode of transportation and various fields (agriculture, power plant equipment, windmills etc.), each with their own specialty equipment to handle cargo with great care and a can-do attitude.



Hungary has a very central location in Europe and I recall that several production plants are located there, even plants belonging to GE. Besides special transport by road can you also organise them via rail and/or river? I understand that the Danube passes through Hungary and is often used for special transport to Constanta for example, is that right?

Hungary is right in the Heart of Europe. Thus in our position, transportation is key. The Danube is essential for almost everything being transported. Large pieces can only be transported via the Danube, either north which is easily accessed by river, or to south Constanta. South is important as well because there are connections to many countries like Russia, Ukraine, Gruziavetc. As a group, we use mainly pure road transport or road in conjunction with the waterways, but rail can be organized in case it's essential for smooth delivery.



Hungary is famous for many things: excellent wines, a difficult language and also proud people that have stood up for what's right throughout history. Budapest is a beautiful capital; can you please tell our readers about other places that you would recommend for people to visit in your country?

As you said, Hungary is a lovely little country, famous for many things. The people are friendly and open minded all around with many foreigners to be found, mainly in big cities, especially in Budapest. What you know from history can still be found; castles, monuments, churches etc. When anyone comes to Hungary, places like Budapest, Lake Balaton, Hortobágy, the famous wine fields, cities like Eger – where I come from, Tokaj and others are a must.

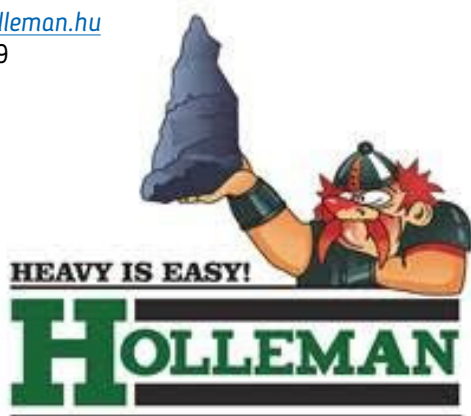


How can readers get in touch with you for a quote or more information?

You can get in touch with me via mail or phone at any time if you have a question or request with which I can help you.

sandor.szanto@holleman.hu

Tel: +36302674119



I-FREIGHT24 – SWITZERLAND

MS. ELENA PADOVANO
MANAGING DIRECTOR

Please tell us how an online booking platform actually works and what the advantages are for the customers? Let us assume that I've got a shipment of 2x40 flat racks from Gothenburg to Durban. What is my first step and why does it make sense to place the inquiry with you and not the ship owner (or freight forwarder) directly?

On our platform, you have the possibility to reach a wide range of freight forwarders and customers. If you place a booking as a customer, you will receive various offers from different freight forwarders. This means the best market rate will be provided. If you are the forwarder you can choose what you are going to offer, which means you can focus on your strengths and only answer requests in which you are really focused and interested.



In regards to your example, you are the customer and you would like to place a request for 2x40 flat racks from Gothenburg to Durban. Your first step is to open an account on i-freight24.com. (By the way, if you are a new customer, you will get five quotes for free). Afterwards just place your request with as many details as possible – how to enter is very self-explanatory. You can also enter a deadline by which you need to receive the response at the latest. If those steps are done, just wait until you receive the offer that best matches your desires and confirm it via i-Freight24 to the chosen freight forwarder. Afterwards, you will be notified by email and you can communicate with your chosen forwarder directly.

There are many booking platforms out there and in recent years there has been a significant increase in 'alternative' ways of procuring freight. What makes you stand out? Do you have any logistics/shipping background in the ownership of i-Freight24?

The high exclusivity and the possibility to offer the whole product platform on i-Freight24 is one of our most important USPs. In addition, our rates are very low compared to the other existing online platforms. Our focus is on rate exchange only and we don't want to offer any other special topics (e.g. Tracking, Document upload etc.). This focus should reach our goal of getting the best rates possible and calculations will be done from request to request (it is a non-automated rate exchange per each instance). Also yes, the owners have more than twenty years of experience in freight forwarding.

Do you believe that online booking platforms will be workable for cargoes that are NOT standard containers or general cargo?

We hope so. Of course, we think that the commonly used standard modes will have a higher demand, but for special cargoes we presume that there is also high demand. For customers transporting special cargo, it is always difficult to find other forwarders beyond those they already know. On i-Freight24 they will get the chance to meet with freight forwarding companies that have been unknown to them so far. This means that there is a huge potential for future business.

Who are the owners of your online platform?

Two investors located in Switzerland own the rights, but the platform in itself is owned by an I.T. company in the US. I am the managing director and authorized signatory.

Can you provide some kind of statistics on how many transactions you have had on your platform, say, this year for example, or per month on average?

The current stats are visible on the platform directly (live). The following are the current numbers (which officially are live since June 1st 2018):

Carriers: 32

Shippers: 123

Quotations provided: 239

Uploaded requests: 74

How can someone reach you to learn more about i-Freight24?

You can always reach me by email:

info@i-freight24.com

www.i-freight24.com



i-Freight24

SHIPPING NEWS

EDITORS NOTE: USING WINDPOWER ONBOARD SHIPS TO SAVE FUEL IS NOW BEING PRACTICED, THIS TIME BY MAERSK. I RECALL THE NOW DEFUNCT BELUGA SHIPPING HAVING HAD ONE OF THEIR VESSELS FITTED WITH SAILS A FEW YEARS BACK. JURY IS STILL OUT AS TO THE EFFICIENCY OF IT BUT IT WILL BE INTERESTING TO KNOW MORE ABOUT IT.

Wind power - Maersk tanker fitted with rotor sails

As the quest for alternative power in shipping continues Maersk Tankers has gone back to the future installing two Norsepower rotor sails on a product tanker. [Read more...](#)



SHIPPING NEWS

EDITORS NOTE: WHO WOULDN'T LIKE TO SHIP SOME PROJECT CARGO INTO THE SOUTH PACIFIC AND IN PARTICULAR POLYNESIA? I FOR ONE WOULD BE THE FIRST TO GO THERE IN CASE OF "TROUBLE AT DESTINATION" IT'S WHAT YOU COULD CALL TROUBLE IN PARADISE...



Swire Shipping celebrates 500th call of Polynesia Line service into Pago Pago

Official opening of new office underpins confidence in American Samoa. Swire Shipping celebrated the upcoming 500th call of its Polynesia Line service into Pago Pago on 30 August 2018, marking a significant milestone in its involvement in American Samoa. Adding joy to the occasion was the official opening of the new Swire Shipping office headed by Rob Hardman, a veteran in the industry. Located at Fagotogo Square Suite #103, the office represents all Swire Shipping's global services to/ from American Samoa, including Polynesia Line's longstanding USA service.

[Read more...](#)

SHIPPING NEWS

EDITORS NOTE: CONGRATULATIONS TO EVERGREEN LINE WHO WERE AMONG THE FIRST IF NOT THE FIRST SHIPOWNER TO PERFORM A TRULY REGULAR ROUND THE WORLD SERVICE USING MODERN CONTAINER SHIPS.

Evergreen Group Celebrates 50th Anniversary "Full Steam Ahead" into the future

Evergreen Group celebrates its 50th Anniversary today at the Chang Yung-Fa Foundation, home of the charity set-up by Evergreen Group Founder and Chairman Dr. Y.F. Chang.

[Read more...](#)

SHIPPING NEWS

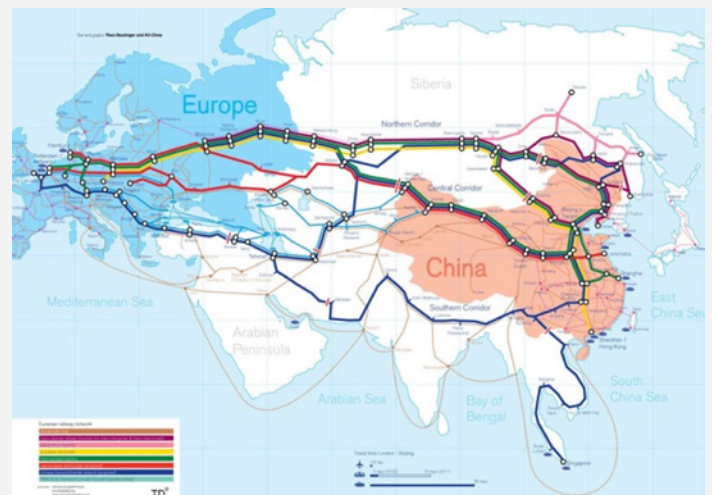
EDITORS NOTE: AFRICA, AS MENTIONED BEFORE IN ONE OF OUR NEWSLETTERS, SEEMS TO BE THE ONLY CONTINENT GROWING AND THE CONTINENT WHERE MORE AND MORE PROJECTS ARE GOING INTO. CHINA KEEPS UP THE PACE WITH INVESTMENTS LIKELY IN LINE WITH THEIR 100 YEAR PLAN ALREADY MAPPED OUT...

Beijing set to pledge billions more for Africa despite concerns over Chinese lending

China is slated to pledge billions of dollars more in aid and loans to African nations at a key conference in Beijing on Monday, even as rising debt risks and lower-than-expected returns have slowed Chinese investment in the continent, analysts say. [Read more...](#)

SHIPPING NEWS

EDITORS NOTE: THE IRON SILK ROAD HAS GOTTEN A LOT OF POSITIVE ATTENTION RECENTLY AND WITH GOOD REASON. HOWEVER FOR SHIPPERS AND CONSIGNEES IT STILL PAYS-OFF TO BE REMINDED THAT ONCE A SHIPMENT HAS BEEN INITIATED BY RAILWAY IT IS THE ONE AND ONLY AVAILABLE MODE OF TRANSPORT, SO IN CASE OF HICCUPS AND DELAYS LIKE BELOW THERE REALLY IS NO OTHER CHOICE THAN WAITING.



Military Training at Zabaikalsk/Manzhouli Border Update #2

We are happy to announce that the military exercises between Manzhouli and Zabaikalsk have been completed! However, due to these exercises there are many trains on route to Manzhouli which are delayed due to the high volume. Currently there are 28 military block trains needing to pass through the border, so all other trains must stop and wait until the military trains are finished.

PLANTS & PROCESSING

US WATER COMPANY XYLEM TO OPEN SECOND PUMP FACTORY IN INDIA

Xylem, a US company in the water business, finds a need to open a second factory in India to make pumps. The location and investment are yet to be finalised, the company's President and CEO, Patrick K Decker said. [Read more...](#)

RENEWABLES

MEECO AND GROUPE FILATEX PARTNER ON SOLAR AND HYBRIDS IN MADAGASCAR

Swiss-headquartered firm Meeco has signed a cooperation agreement with Malagasy company Groupe Filatex to build solar projects in Madagascar, starting with two large-scale projects of 7MW and 8MW capacity and one hybrid solar-diesel project comprising of two 500kW parts. [Read more...](#)

MINING & MINERALS

MCC LANDS CLEAN TEQ SUNRISE PROJECT

CLEAN Teq has struck a heads of agreement with the Metallurgical Corporation of China under which MCC will become a key project delivery partner for the Sunrise nickel-cobalt-scandium project in New South Wales. [Read more...](#)

FEATURED VIDEO



EDITORS NOTE:

Stormy weather is a marvel to look at in particular if you are not onboard. Enjoy some minutes with a cup of coffee (ashore) of this video taken onboard a log carrier bound for China....spend a few minutes on it. RESPECT TO THE SEAFARERS OF THE WORLD for doing this job and a reminder to the desk general and shipowners of the world to treat their seafarers well.

FEATURED VIDEO



EDITORS NOTE:

A great video of one of the CMA CGM flagships here "Vasco de Gama" on the River Elbe outbound

PHOTO OF THE WEEK



EDITORS NOTE:

Pleasure for me to have met with Mr. Gus Campo again last week in Stockholm. Last time we met was in Beijing 1993. 25 years and we could still have fun now thats something. Gus living in Miami is a project logistics expert in Latin America and Caribbean and has handled many oversized projects into the region with site delivery, logistics and monitoring. So anyone needing help in the jungles of South America or the islands of the Caribbean contact:

gus.campo73@gmail.com

QUOTE OF THE WEEK

"LIFE IS WHAT HAPPENS TO YOU WHILE YOU'RE BUSY MAKING OTHER PLANS"

- John Lennon -

PROVERB OF THE WEEK

"TELL ME, I FORGET, SHOW ME, I REMEMBER, INVOLVE ME, I UNDERSTAND"

- Ancient Chinese Proverb -

Global Readers In-Depth Interviews Neutral Coverage

Only 4 Adverts Per Week

52,460 receivers worldwide each week

PROJECT CARGO Weekly

"Your weekly publication is unique and one can recognize your personal commercial shipping background which makes it positively different from others and thus very revealing and valuable."

Joachim Jarck – Alliance Maritime

AD PRICING

1x Main Banner
870 USD / 800 EUR per week

3x Sectional Banner
550 USD / 500 EUR per week

 **Video**
440 USD / 400 EUR per week

Get it touch

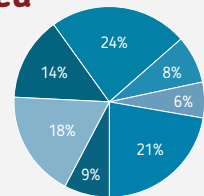
For editorial contributions contact bo.drewsen@projectcargo-weekly.com

www.projectcargo-weekly.com

READERSHIP

• Industries Covered

Shipowners,
Shipping Agents,
NVOCC's,
Freight Forwarders,
Trucking,
Rigging and Lifting Contractors...



24% SHO
14% SHA
18% NVO
21% FRF
9% TRU
6% CRN
8% MSC

• Geographical Distribution of Subscribers

10% North America
10% South America
30% Asia
29% Europe
6% Africa
5% Oceania
10% Middle East

