

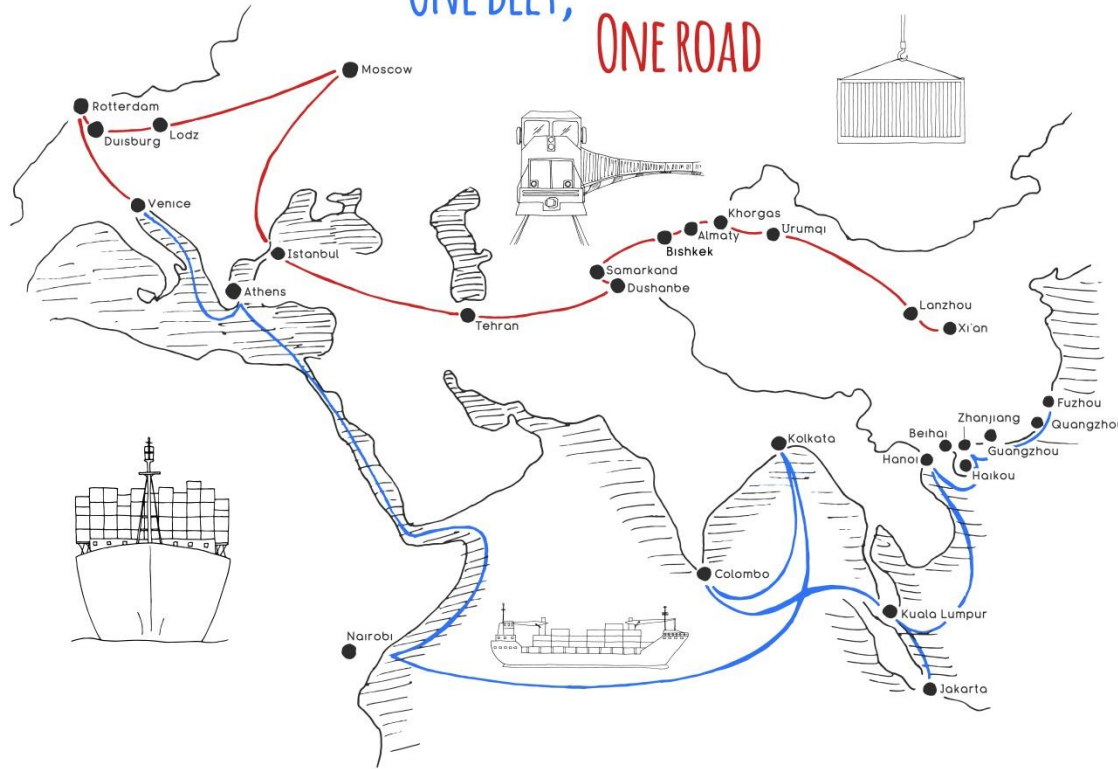


LYG AND CENTRAL ASIA TO THE CAUCUSES AND BEYOND. THE CRITICAL CHOICE TO CROSSING THE CASPIAN

**14th May 2019
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ONE BELT, ONE ROAD



In the beginning there were many routes but all did not cross the Caspian the political issues were different then but there were of course others dangers.

There was of course the lack of good ports.





- Times have changed

- WE have good ports Aktau, North Aktau and Baku
- We have rail transportation from China to the Caspian Baku to Istanbul and all points in between

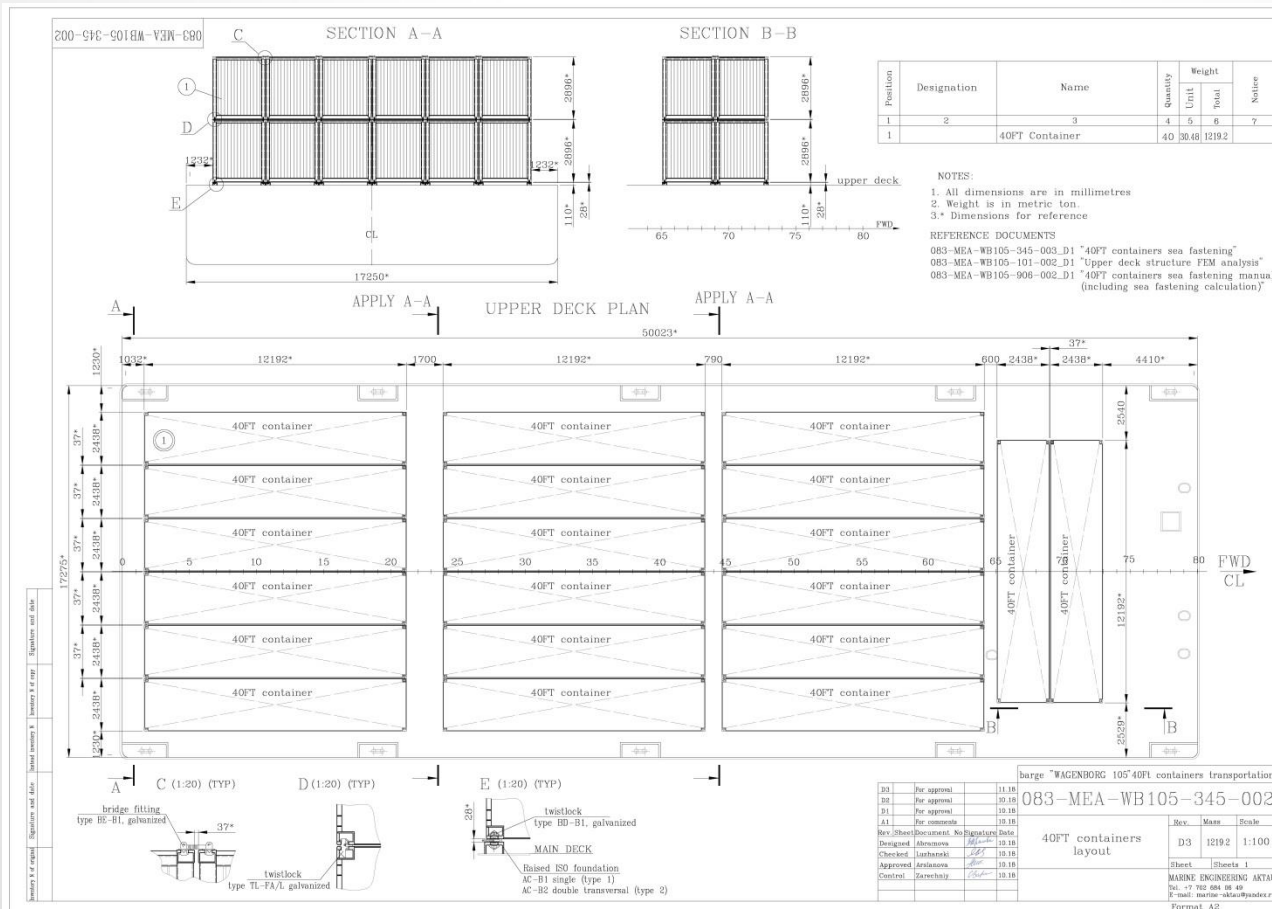
- Now GSR offers the most efficient and regular way to cross the Caspian.



- The biggest difficulty before with developing the route was stranded rail container platforms.
- Using a ferry the platform needs to go with the containers across the Caspian.
- The GSR solution is to re move the containers from the railway cars and thus localize the use of rail platform cars.
- Bulk Cargo can also be loaded on GSR Barges and Tug Boats.



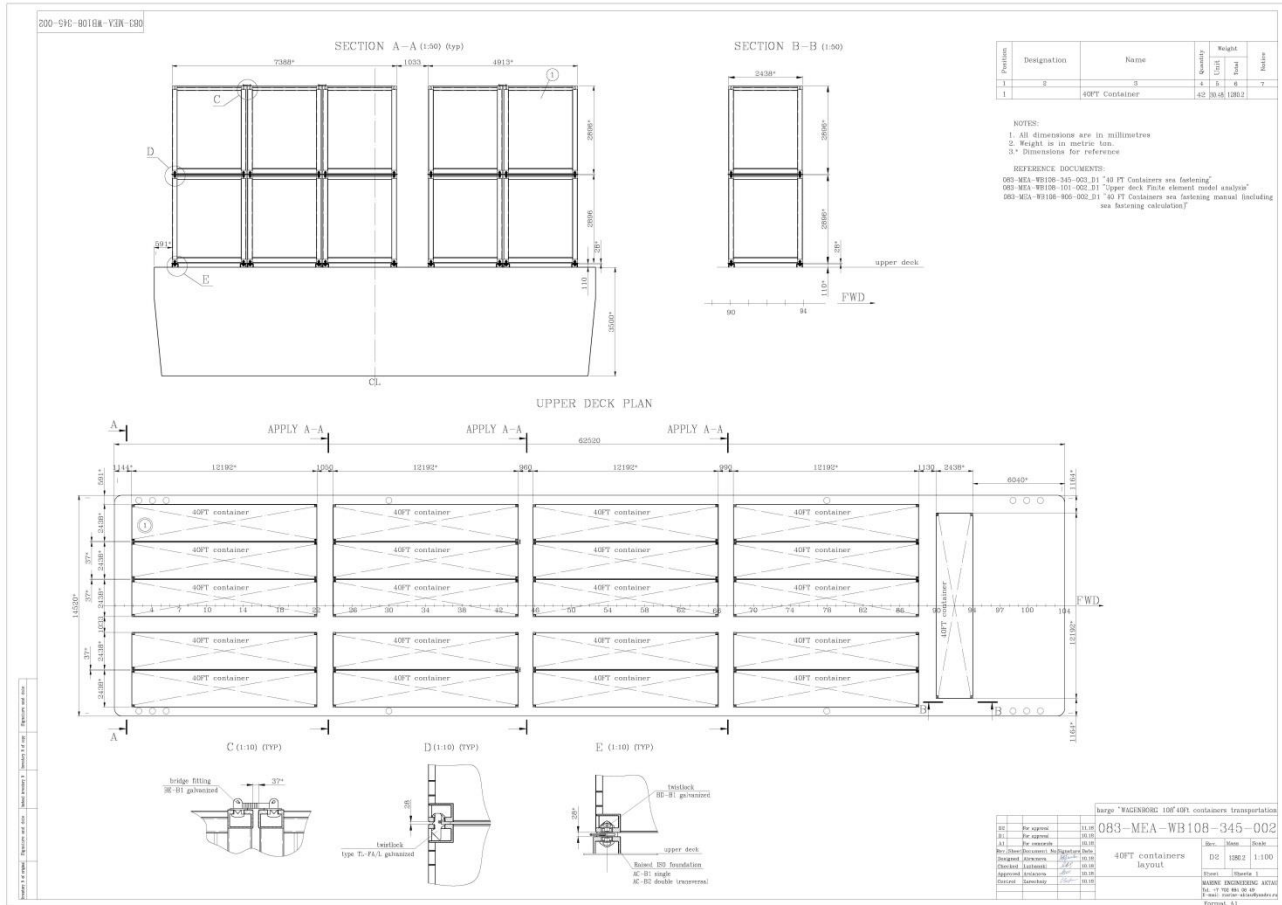
CONTAINER LAYOUT FOR BARGE WB 105 TOTAL AMOUNT 40 UNITS



WB 105



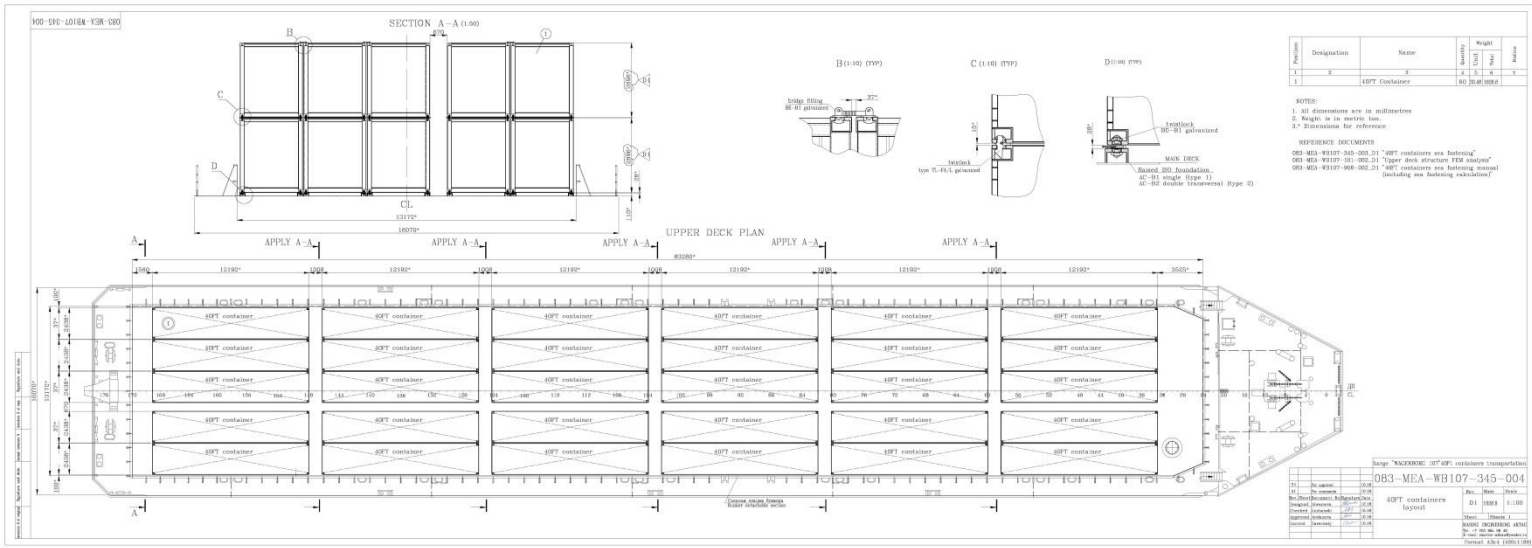
CONTAINER LAYOUT FOR BARGE WB 108 TOTAL AMOUNT 42UNITS



WB 108

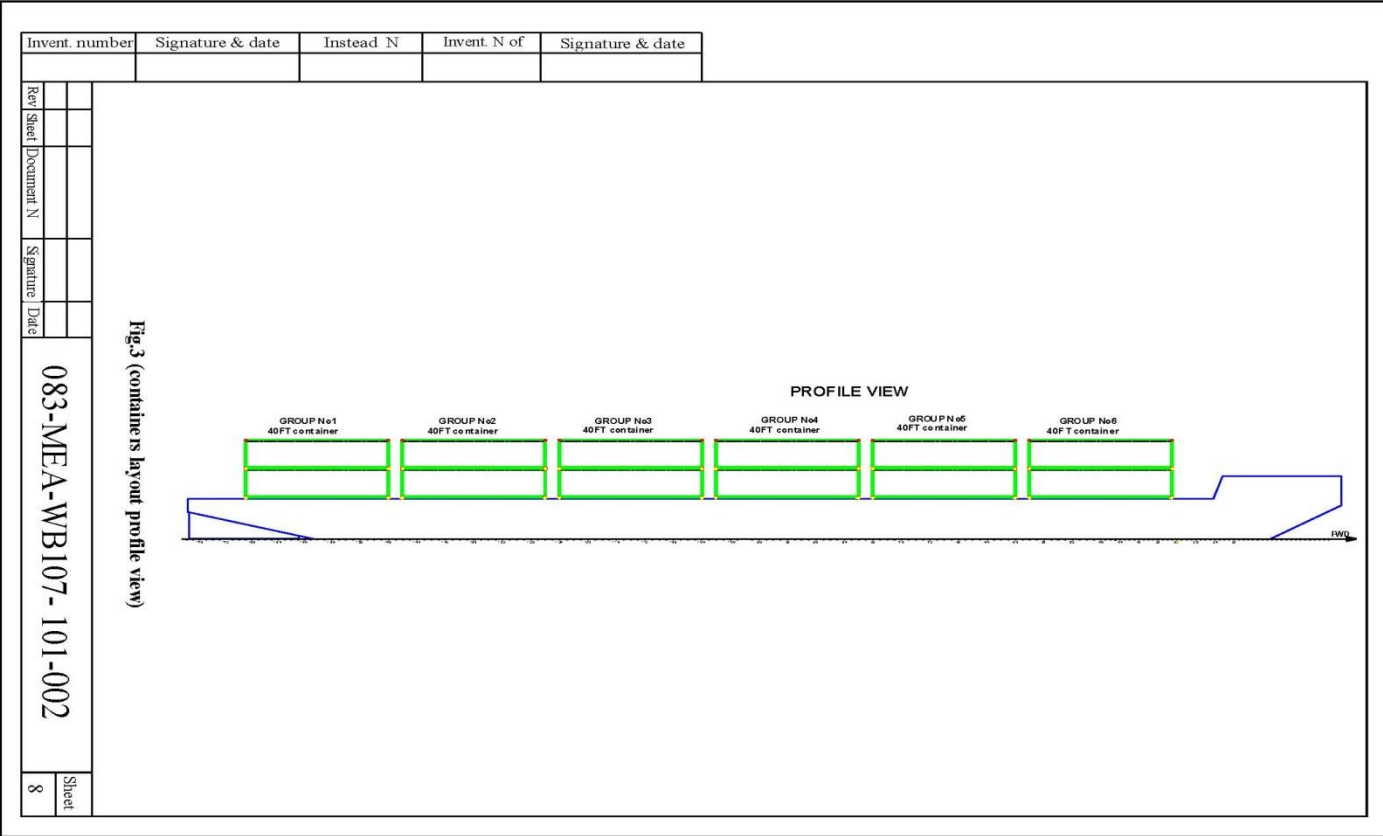


CONTAINER LAYOUT FOR BARGE WB 107 TOTAL AMOUNT 60UNITS



WB 107





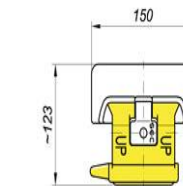
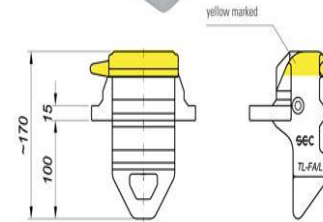
AUTOMATIC CONTAINER LASHING TWIST LOCK TL-FA/L

Description

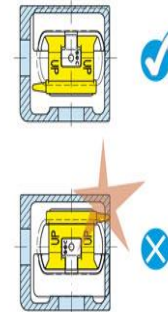
- SWL tension 250 kN / SWL shear 210 kN;
- Min. breaking loads tension 500 kN / shear 420 kN;
- Approved by ABS, BV, DNV, GL;
- Fully automatic locking / unlocking function when loading and unloading;
- No need to use operation rods for unlocking;
- Safe locking against lifting forces during voyage;
- Fully complies to OSHA regulations;
- Large resting area according GL Rules for highest pressure forces;
- No restrictions for the application of different lashing systems;
- Vertical clearance same as for semi-automatic twist locks;
- Hot dip galvanized with stainless steel components
- Upper cone marked yellow;
- Suitable for lifting with twin spreader;
- One piece housing made of high tensile cast steel;
- Hot dip galvanized with stainless steel components;
- Maintenance is not required;

PATENTED

TL-FA/L
~ 5.7 kg



Function of pin



Patented
Wrong insert is not possible
because the pin interferes with
corner casting.

K-BORGS



K-BORGS

The shallow draft tugs (SDT) were built at Damen Shipyards in Bergum, the Netherlands. The tug sails under Kazakh flag in the Caspian Sea.

Designed and built for towage services at sea.

They are fitted with a hydraulic crane for construction activities and are equipped with a stern roller for anchor handling. An A-frame can optionally be installed.

The navigation and communication equipment of the SDTs exceeds that of similar vessels. The tugs have a H₂S gas alarm installed, are equipped with the latest nautical technology, implement a zero dumping policy and meet the highest standards with regard to HSES&Q.

“K-Borgs” meets the standards of SOLAS, MARPOL, the Russian Maritime Register of Shipping and Bureau Veritas.



KASYMBORG



KASYMBORG

The anchor handling tug “Kasymborg” was built at Damen Shipyards in Bergum, the Netherlands and delivered in 2002. The tug sails under Kazakh flag in the Caspian Sea. “Kasymborg” was designed and built for towage services at sea.

The tug can provide assistance during the mooring /unmooring of vessels in ports and alongside offshore installations. “Kasymborg” is also fitted with a hydraulic crane for construction activities and is equipped with a stern roller for anchor handling.

This tug is equipped with the latest nautical technology, implements a zero dumping policy and meets the highest standards with regard to HSES&Q.

“Kasymborg” also meets the standards of SOLAS, MARPOL, the Russian Register of Shipping and Bureau Veritas.



ARMANBORG



ARMANBORG

The vessel, which was originally built by Wartsila Marine in Helsinki (Finland), was converted by Royal Niestern Sander shipyards which extended its length by 15 meters in addition to other improvements.

The vessel has also been newly fitted with two main diesel generators of 1257 kW each as well as a bridge deck with a new steering console, a capped bow, a 40 ton line pull 75-ton brake holding winch and a 44 ton/m deck crane with 18.5 meters outreach.

“Armanborg” is an ice breaking support vessel with unrestricted navigation, Ice Class 1A, special service icebreaker. It has a 200 m² free main deck, with cargo railing and wooden deck covering and is suitable for anchor handling. This vessel was upgraded for the harshest and most complex environments in combination with shallow draught and zero dumping arrangements. “Armanborg” meets the highest standards with regard to HSES&Q as well as the requirements of the Russian Maritime Register of Shipping and Bureau Veritas.



- Weather permitting a round trip Aktau to Baku to Aktau takes 5 days including port loading.
 - K- Borgs
 - Kasymborg
 - Armanborg
-
- See us for pricing which is based upon the time charter of the Tug Boat and Barge, all inclusive price, crew, fuel, and port handling charges.



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