



NOTES FROM THE SECRETARIAT

At the recent meeting of the International Maritime Organisation (IMO) sub-Committee on the Carriage of Cargoes and Containers (CCC 4) held between 11 and 15 September 2017, we learnt of a new phenomenon.

Over the years we have become familiar with the term “liquefaction”. Indeed, it was considered the likely cause of the loss of a number ships even when they were carrying what was a benign “Group C” cargo.

When *MV Bulk Jupiter* foundered on 2 January 2015 she was carrying a cargo of Bauxite which she had loaded over an extended period of almost two weeks.

The delays in loading were a combination of periods of extremely heavy rain and mechanical faults on the loading cranes. The only survivor from a crew of nineteen was the Chief Cook.

As a result of the loss of Bulk Jupiter extensive work has been carried out through the Global Bauxite Working Group which reported to CCC 4. In their report they identified “Dynamic Separation” as a phenomenon that happens when Bauxite is carried with certain moisture levels.

These issues will be discussed at length at Bulk Terminals 2017 with several presentations preceding a panel discussion.

There are limited places for the conference so to avoid disappointment please do book early. Also do bear in mind that equipment suppliers looking to target the international bulk terminals community can join ABTO as an Associate Member and receive a free delegate place at the Conference.

I look forward to seeing as many members and non-members at the conference.



Ian Adams, CE, ABTO

NEWS IN BRIEF

NEW TERMINAL FOR HAIPHONG

Vietnamese shipping company Vinalines has inked a memorandum of understanding with Belgium’s Rent-A-Port to build a new dry bulk terminal in the Haiphong area, in the north of Vietnam.

The MoU aims to utilise the expertise and experience of both parties to promote a transportation link between Vietnam and the EU.

This is expected to result in the development of a terminal and logistics facility in Lach Huyen and a general cargo terminal in Dinh Vu.

Marc Stordiau, Rent-A-Port’s CEO and Deep C Industrial Zones’ chairman, confirmed the importance of the relationship with Vinalines.

“The MoU is the first and also an urgent and important step because if we can cooperate with Vinalines and the government as well as Lach Huyen local authorities, we could immediately bring 4-5 million tonnes of rice and grain to the new port.”

Rent-A-Port operates as an engineering and investment company that analyses, designs, constructs, develops, and manages port, logistic, and marine infrastructure, as well as industrial zones worldwide. These include the Port of Antwerp, Port of Kampen, Port of Duqm, and the Port of Messaieed.

BULK TERMINALS 2017

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31 October – 1 November 2017, Danubius Hotel, London

More details at
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Susan Oatway, Associate,
Drewry Shipping Consultants

Professor Mike Bradley,
Director, The Wolfson Centre

Aron Frank Sørensen,
Head of Maritime Technology
and Regulation, BIM CO

David Wragg, Business
Development Director,
Hargreaves Industrial Services

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NEWS IN BRIEF

PCCA TO WIDEN CC CHANNEL

The Port of Corpus Christi Authority (PCCA) Commission and the U.S. Army Corps of Engineers (USACE) have executed a Project Partnership Agreement (PPA) for the deepening and widening of the Corpus Christi Ship Channel (CC Ship Channel).

The CC Ship Channel Improvement Project (CIP) will widen the CC Ship Channel to 530 feet, plus additional barge shelves, to allow for two way vessel and barge traffic, and deepen the CC Ship Channel to 54 feet MLLW (Mean Lower Low Water) to allow for safe passage of deep draft vessels.

“The Corpus Christi Ship Channel Improvement Project is of critical importance for the Texas energy sector and for the nation’s move toward energy independence.

“The Port of Corpus Christi has designated this project its number one priority. With the signing of this agreement its merit is proven as a national infrastructure priority as well,” said Charles W. Zahn, Chairman of the Port Corpus Christi Commission.

The project is estimated to cost US \$327 million.

BKT PLANS DEVELOPMENT

Biriu Krovinu Terminalas (Bulk Cargo Terminal, or BKT), which handles Belaruskali’s fertilizer shipments via the port of Klaipeda, has new development plans, the business daily Verslo Zinios reports. According to Vidmantas Dambrauskas, CEO of BKT, the development will take place on several abandoned plots of land with a total area of 13 hectares, which the company has purchased over the past five years.

CCC4 CONSIDERS NEW BAUXITE RESEARCH FOR IMSBC UPDATE

New research considered by the International Maritime Organisation about the behaviour of an aluminium ore that featured in a high-profile shipping casualty in 2015 could lead to changes in industry rules about how such cargoes should be handled.

During IMO’s Sub-Committee on Carriage of Cargoes and Containers (CCC 4, 11-15 September) participants considered the latest research results on the potential instability of bauxite when carried as a ship’s cargo.

Bauxite is one of the world’s major sources of aluminium. In 2015, a bulk carrier sank while transporting bauxite - with the loss of 18 seafarers. IMO has been investigating the hazards and risks associated with the carriage of bauxite.

The Sub-Committee reviewed the outcome of a correspondence group on the subject and the findings of a Global Bauxite Working Group, with a view to further developing and updating the International Maritime Solid Bulk Cargoes (IMSBC) Code, which is the industry rule book on how to deal with such cargoes.

It also finalised the next set of draft amendments (for adoption in 2018) to the International Maritime Dangerous Goods (IMDG) code, another code which is used daily by seafarers and shippers to ensure the safe carriage of pertinent cargoes.

HANSE BULK TERMINAL OPEN

The new bulk store terminal at the Port of King’s Lynn is now open following the conclusion to a £2.2 million development project. The new terminal, which will provide state-of-the-art facilities to ABP customers is part of an ongoing programme to improve the operational infrastructure at the port.

Named the Hanse Bulk Terminal, reflecting Kings Lynn’s long trading heritage with the Hanseatic League from medieval times, the new addition to the port’s infrastructure is part of a £3.3m investment which also includes the purchase of a new crane. The new warehouse at the Port of King’s Lynn will store grain and agribulks, enabling the different cargo areas to be re-organised. The latest development is likely to further boost increased solar capacity, which will help make port operations more sustainable.

Andrew Harston, Short Sea Ports Director, said: “Constructing new facilities in a way that minimises their impact on the environment is important to us. That is why the new terminal is equipped with solar panels to provide a clean energy generating capacity and the latest generation of energy efficient lighting systems within the facility itself.”

NEWS IN BRIEF

MACGREGOR HATCH COVERS FOR OHBCS

MacGregor has received an order from Yangzijiang shipyard in China to equip five 62,000dwt open hatch bulk carriers (OHBC) with hatch covers and cranes. Equipment deliveries will start in 2018 and continue until 2019. The order was booked into Cargotec's third quarter 2017 order intake.

"We want to help our customers succeed," says Leif Byström, Senior Vice President, Cargo Handling, MacGregor. "Our commitment to this success is MacGregor's long track record in engineering safe and efficient solutions for cargo handling and stowage."

The order comprises the design of key hatch cover components and the delivery of twenty cranes; four per vessel. Each crane will be fitted with an active rotation control (ARC) system, which stabilises and automatically rotates a load in the air.

CARRY ON SAFELY

The UK P&I Club has released an updated version of its *Carefully to Carry* publication.

The book encapsulates the full range of potential issues and dangers around the transporting of cargoes, from the characteristics and risks inherent in specific goods, hold preparation and hatch covers, to best practice when loading and unloading.

A near exhaustive range of cargoes are covered within the guide, including timber, gases, grain, steel and other metals, bulk goods, refrigerated goods, liquid bulk cargoes, packaged cargoes and more. Use of this book will assist in reducing both the possibility of expensive cargo damage and the number of tragic accidents and injuries that unfortunately continue to occur.

LONGVIEW COAL TERMINAL PLANS QUASHED BY DEPT OF ECOLOGY

The Washington Department of Ecology has denied a water quality permit sought by Millennium Bulk Terminals to construct and operate the largest coal export terminal in North America.

Ecology denied the permit because the coal export terminal near Longview would have caused significant and unavoidable harm to nine environmental areas: air quality, vehicle traffic, vessel traffic, rail capacity, rail safety, noise pollution, social and community resources, cultural resources, and tribal resources.

"After extensive study and deliberation, I am denying Millennium's proposed coal export project," said Ecology Director Maia Bellon. "There are simply too many unavoidable and negative environmental impacts for the project to move forward."

Some of the environmental impacts from building the coal terminal would have included: filling 24 acres of wetlands, dredging 41.5 acres of the Columbia riverbed, and installing 537 pilings in the river for a new trestle and docks.

This complex project, if built, would have moved 44 million metric tons of coal annually. Coal would have been piled eight stories high and 50 football fields wide at the site, claimed the Department. To carry coal overseas, 1,680 new vessel transits would have been added to the Columbia River, accounting for a quarter of all traffic on the river.

To carry coal to the terminal, 16 slow-moving, 1.3-mile-long trains would have passed through Cowlitz County daily. This, reported the Department, would have compounded already significant traffic congestion during peak commute times and affected emergency responders.

Eight of those 16 trains would have been fully loaded with coal travelling west along the Columbia River and would have delayed tribes' access to fishing sites above Bonneville Dam.

The coal terminal also would have increased diesel pollution, a toxic air pollutant, and caused an unavoidable increase in cancer risk rates in a neighbourhood along the rail line in Longview.

Additional environmental repercussions are detailed in the project's environmental impact statement published in April.

Millennium needed the state's water quality certification under the federal Clean Water Act before it could fill wetlands and dredge the riverbed.

Millennium can appeal Ecology's decision to the state Environmental and Land Use Hearings Office.



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POULSSON STRESSES GHG GOALS DURING MARITIME DAY

The world has great expectations for IMO delivering an ambitious greenhouse gas reduction strategy for the international shipping sector. We are confident that this initial IMO strategy, once adopted next year, will match the goals and philosophy of the Paris Agreement on climate change, while also fully recognising that the sustainable development of the world and its peoples is critically dependent on the continuing smooth flow of global trade, about 90 per cent of which is transported by sea.”

This was the key message from Esben Poulsson, Chairman of the International Chamber of Shipping, speaking on the eve of IMO World Maritime Day, whose theme this year is ‘Connecting Ships, Ports and People’.

Poulsson stressed that ICS and its member national shipowners’ associations are committed to helping IMO agree upon some truly ambitious CO2 reduction objectives which IMO can present at the 2018 Conference of Parties to the UNFCCC Paris Agreement.

‘IMO is the only body which can deliver further GHG reduction measures that will have a meaningful

impact on the emissions of the entire global shipping sector. It is vital that IMO remains in control of this critical issue, building on the real progress already made with its package of technical regulations that became legally binding across the entire world fleet in 2013, the very first global agreement of its kind adopted for a major industrial sector.”

ICS (in collaboration with BIMCO, INTERCARGO and INTERTANKO) has recently made a detailed submission to IMO on the possible contents of its GHG reduction strategy.

The industry proposes that IMO Member States – the same States that are parties to the UNFCCC Paris Agreement – should agree an initial objective of holding the total CO2 emissions of the international shipping sector below 2008 levels, but that IMO should also set an ambitious goal for the percentage by which the sector’s total CO2 emissions should be reduced by 2050, compared to 2008.

“It’s now up to governments to present their own ideas, in order that IMO can deliver a suitably ambitious strategy which can be adopted next year,” said Poulsson.

INFLUENCING THE DECISIONS THAT AFFECT YOUR OPERATIONS



NEWS IN BRIEF

GREEN SUPPORT FOR COAL PHASE OUT

In response to UK Prime Minister Theresa May's reaffirmation of her government's plan for the UK (and Canada) to phase out unabated coal by 2025, Hannah Martin, Head of Energy at Greenpeace UK, said: "Theresa May's reaffirmation of her government's commitment to phase out coal power is to be welcomed. Coal remains a major driver of climate change, and by leaving this polluting fuel behind Britain can show the global climate leadership the prime minister has promised.

"The first announcement of a UK coal phase-out was nearly two years ago so it's now time for the government to spell out how this will be delivered. The UK has already had its first coal-free days. With the price of offshore wind and other renewables plummeting, the opportunity to move Britain to a cleaner future at low cost and with new employment opportunities has never been greater.

"As the country that sparked an industrial revolution fuelled by coal, it makes sense for Britain to lead the way in heralding a clean industrial revolution powered by renewables."

NO SOYA IMPORTS FOR ZIMBABWE

Zimbabwe has put in place measures to control soya bean imports to create a market for local producers of the raw material widely used in the production of edible oils.

The move, which took effect in July comes after local cooking oil manufacturers started shunning produce from local farmers opting to buy cheaper imported soya bean. The Government is buying soya beans for \$500 per tonne whereas the imported product is selling for \$370/t.

AVOID THE "BREXIT BLINKERS" SAYS PD PORTS

Exporters have been urged to explore emerging markets and not to develop 'Brexit blinkers' as the UK negotiates its exit from the EU.

Speaking during London International Shipping Week last month, PD Ports said that although Brexit will bring challenges to the UK export market, there are equal opportunities to increase their focus on key emerging markets such as Asia in the medium and long-term, allowing businesses to take a truly global approach rather than limiting themselves to trade within the Union.

The call from PD Ports, which owns and operates Teesport, one of the UK's deepest water ports, said: "The North East is the only region to consistently achieve a trade surplus and at Teesport and on the River Tees, over £1bn has been invested direct by PD Ports and through third party investors to projects in the last decade, including the opening of a new £6m ship-to-shore crane in July.

"The investment has contributed to ensuring the area has the necessary infrastructure and capacity to meet growing customer demand, keeping both Britain's import and export industries moving."

Business development director, Geoff Lippitt, said: "There's a risk that concerns about trade following Brexit could lead to some businesses developing 'Brexit blinkers' and not actively exploring some of the exciting emerging markets which could be available to them to enable us to truly become a global export centre. The North East especially provides the perfect platform to launch these ventures, with infrastructure and skilled people perfectly placed to drive national export activity.

"Brexit will clearly bring challenges and unpredictability across a number of issues, but it undoubtedly provides an opportunity for companies to operate across a wider global platform. We, as a nation, should ensure that we are very much open for business."

Prime Minister Theresa May recently visited Teesport to talk about the future economic potential of the region and the major progress of the port as one of the UK's most important export hubs.

In addition, a campaign to introduce free port status in the North East, enabling raw materials and components to be imported, processed or manufactured and then exported as finished product exempt from taxes, was also recently supported by a number of local MPs.

MARTIN MARIETTA HELPS HUNTER PREVENT CONVEYOR DAMAGE

The largest cement producer in the state of Texas has eliminated a source of fugitive material and equipment damage on one of its essential conveyor arteries transporting crushed limestone from a storage dome to two kilns through an underground tunnel.

The Martin Marietta facility in New Braunfels adopted several technologies from Martin Engineering to mitigate the effect of drop forces from 8-inch minus rocks falling 20 feet onto the B-06 conveyor, including a rock box, impact cradle, settling zone and skirt sealing. Installed with a series of belt trackers to maintain proper alignment and a V-plow system to protect the tail pulley, the upgrades are helping the Hunter plant in New Braunfels avoid belt and idler damage, spillage and downtime.

According to Martin Marietta Reliability Engineer Rajeshwar Rao Akula, the conveyor problems were impacting operations across the entire facility. "We were experiencing ongoing issues with spillage, broken idlers and belt damage, causing downtime that could last for hours," he explained. "Every week or so, the system was shut down and a team of 3 to 4 workers would take the better part of a shift to go in with shovels and wheelbarrows to dig the system out and keep it operational. Add to that a belt replacement every six months, and it had become a costly mess."

Jonathan Cole, Lead Service Technician for Martin Engineering assigned to the Hunter facility, inspected the system and helped issue recommendations, along with overseeing the installation of improvements.

"Our first recommendation was installing a rock box," explained Cole. "Set three feet above the belt, it works like a series of shelves, catching and distributing the limestone with reduced force onto an impact cradle."

Following the impact cradle within the 34-foot-long (10.3 m) settling zone, the team recommended a series of adjustable slider cradles that support the belt to prevent spillage from belt edge sag and to eliminate entrapment points where material commonly got caught. Another key element of the assessment was an external skirting system along the chute box, sealing the chute to the belt.

"We are extremely impressed with how the system is performing," Akula concluded. "The service and maintenance have been excellent, and we are already working with Martin on other projects to further improve operations."

NEWS IN BRIEF

Abu Dhabi has celebrated the official commencement of operations of Fujairah Terminals in the East coast of the United Arab Emirates.

Earlier this year, Abu Dhabi Ports signed a 35-year concession agreement with the Port of Fujairah, under which "Fujairah Terminals", a new operational arm wholly owned by Abu Dhabi Ports, was established with over AED 1 billion ear-marked for investment in equipment, and infra and super structure.

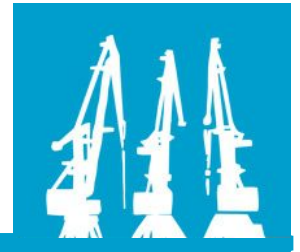
Captain Al Shamisi said: "As we mark the official commencement of commercial operations, we express our pride, clear commitment and intention to bring the full breadth of our experience to the table; whether it is container, RORO, bulk, cargo or cruise, supporting expansion into the Indian sub-continent and East African markets, which is set to accelerate the economic and social development of the emirate, eventually becoming a strategic and vital artery for international trade."

Abu Dhabi Ports will be investing in the infrastructure of Fujairah Ports, further enhancing its capabilities. Development includes deepening of berths to 16.5m, the building of 300,000m² storage space, as well as an additional 1km quay to accommodate the expected growth in the number of ships arriving to the port, increasing shipping operations in the process.

The development of berths and yards is scheduled to commence in 2018.

The port will remain operational during this time to service existing and new clients.

Additional capacity and new quay cranes will begin operations in 2020, including the post panama quay cranes.



THE OPERATOR'S VIEW

Shoreham Port
Nautilus House
90-100 Albion Street
Southwick
Brighton
BN42 4ED

Phone: +44 (0) 1273 598100

Email: info@shoreham-port.co.uk

Web: www.shoreham-port.co.uk



There has been a port in Shoreham, on the UK's south coast, since Roman times, when Portus Adurni, situated on the lower reaches of the River Adur, provided a maritime gateway to London. It's more modern successor celebrated its 250th Anniversary in 2010, although it continues to embrace development and in August 2017 revealed an ambitious plan for expansion.

The Shoreham Port Masterplan, which details a vision for future growth and the regeneration of the wider harbour, aims to safeguard the existing jobs and create another 500 over the lifetime of the Masterplan (from a baseline figure of 1,400 in 2010). Some diversification has taken place, and although the Port still handles many cargoes related to the construction industry, new cargoes are being introduced.

The Port has recently benefited from an increase in landed fish (3,600 tonnes in 2015) as well as major infrastructure projects starting such as the Rampion Offshore Wind Farm. However, it is how the Port will look once the Masterplan has been executed that has got industry tongues wagging.

The port will soon benefit from a new bulk facility at its Fishersgate Terminal West to more efficiently meet growing demand for recycled glass, scrap metal and rockwool. This will also free up space elsewhere for other cargoes, while the vacant Britannia Wharf will be developed and extended out into the canal to create a larger and modern site for handling and storing aggregates. The Masterplan also looks to develop the Brighton Terminal East, which will be reorganised and the space increased to meet demand for steel sheet imports. Essentially Shoreham's Masterplan delivers a well thought out set of proposals intended not only to develop port-related facilities, but also commercial and residential areas. The overarching premise is "to become the preferred south coast port for short sea traffic and marine related projects as well as landlord for specialist sites; whilst being at the heart of the community and a key local economy driver".

Tim Hague, Director of Property & Development at Shoreham Port commented: "We reviewed the Masterplan internally then sent our findings to stakeholders and published them online. We found that necessary changes were minimal and responses were very supportive. Since 2010 our decisions have adhered to the Masterplan and it remains robust for the future."

Currently, Shoreham is the largest timber handling port along the UK's south coast, discharging around 384,000m³ of timber each year. However, steel, grain, fertiliser products, wood chip and fish are other commodities handled by a port well known for its fast vessel turnaround times.

The Shoreham Masterplan is available to download from www.shoreham-port.co.uk/Masterplan.