



## NOTES FROM THE SECRETARIAT

Welcome to this edition of ABTO News. As an association, ABTO is continuing to grow. We are seeing membership enquiries on a regular basis, which is very encouraging. And as you will see, plans are already in hand for this year's conference. Following feedback from last year's event, we have decided to take the conference to Hamburg, Germany.

We are currently in the process of identifying the venue and hope to announce this soon. In the meantime, we will be starting the process of putting the programme together, so if you have any suggestions of topics or specific speakers/presentations that you would like to see please let Simon Gutteridge know ([events@bulkterminals.org](mailto:events@bulkterminals.org)). We are particularly keen to hear from speakers who have case studies to present as these are popular with delegates and tend to generate a lot of discussion.

One topic which may well feature in this year's conference is that of the amendments to the International Maritime Organisation's (IMO) MARPOL Annex V.

The amendment adopted at MEPC 70, held 24-28 October 2016, entered into force on 1 March 2018. Solid bulk cargo as per regulation VI/1-1.2 of SOLAS, other than grain, shall now be classified per the criteria in the new appendix I of MARPOL Annex V, and the shipper shall then declare as to whether the cargo is harmful to the environment (HME).

I know some terminals see this as a potential issue. If a terminal has the capability to receive the cargo residue from an HME cargo it would be more attractive to shippers to use that terminal. Admittedly it will add to the cost of handling the commodity but that will be the case wherever the shipper chooses to land that cargo. It therefore should not be seen as a problem but more of an opportunity.

For cargoes shipped in smaller quantities the solution may well be containerisation but for those cargoes for which containers are not practical such as metal concentrates solutions will be needed.



Ian Adams, CE, ABTO

## NEWS IN BRIEF

### CHOCOLATE BOOST FOR LIVERPOOL

The UK's largest importer of cocoa and coffee beans is to build a major new warehouse at the Port of Liverpool to accommodate growing demand from food and drink manufacturers.

CWT Commodities is leasing the land from Peel Ports and has engaged Mazdon Construction to build the 36,000ft<sup>2</sup> warehouse and new offices, which is in addition to the eight warehouses it has already built on the Liverpool site. Construction has begun and is expected to be completed later this year.

Nearly 65,000t of cocoa beans, two thirds of the UK's demand, arrive via Liverpool each year. The port also handles around a third of the UK's annual 150,000 tonnes of coffee bean imports.

Approximately 80% of the cocoa and coffee beans arrives in containers, with the remainder in bulk vessels.

Andrew Martin, Peel Ports Group Land and Property Director, added: "This further investment by CWT reinforces the Port of Liverpool's premier position as the logistics hub that connects food and drink manufacturing and processing centres across the northern half of the UK."

## NEWS IN BRIEF

### KONECRANES FOR SCANDINAVIA

Konecranes has strengthened its presence in Scandinavia with two Konecranes Gottwald Model 6 Mobile Harbour Cranes. The cranes have been handling scrap and dry bulk materials in Malmö, Sweden since the autumn of 2017.

Copenhagen Malmö Port (CMP) purchased the eco-efficient electric four-rope grab cranes during the first half of 2017 as part of a long-term investment in port infrastructure. Three new terminals have been built in Malmö, Sweden's third-largest city, in the past few years.

Teis Lind, Purchasing Manager, CMP, explains: "Our terminals in Malmö, like those in Copenhagen, are hubs for freight that is transported onward to/from national as well as international ports. In the past, we used rail-mounted cranes and other quayside equipment for our operations. Facing a growing need to serve larger vessels, we decided to opt for state-of-the-art mobile harbour crane technology from Konecranes. Our new cranes provide higher capacity and are particularly robust, a key criterion in continuous-duty scrap and dry bulk handling. From the start, they have been efficient and maintenance-friendly, helping us to increase handling rates."

Hans-Juergen Schneider, Regional Sales Manager, Konecranes Port Solutions, says: "The new cranes have been fitted with an external power feed to hook them up to the terminal's grid, helping CMP to become significantly more eco-efficient."

The two Model 6 four-rope grab cranes provide a maximum lifting capacity of 125t, an outreach of up to 51m and a high-performance grab curve.

## BIMCO REPORT NAMES TOP THREE BULK TERMINALS

The three best performing dry bulk terminals in the world are Santander and Bilbao in Spain and Quebec in Canada, according to BIMCO's 2017 Dry Bulk Terminals Vetting Report.

Santander was rated first in all four major categories: terminal handling of loading/unloading; terminal mooring and berthing arrangements; information exchange between the ship and the terminal and terminal equipment.

The report evaluates terminal and port performance from around the world to improve safety standards and the turnaround time of ships calling ports.

"In general, we see a good standard across the world, but with some complaints, for example due to language problems. But even with an increase of 35% of reports coming in this year compared to 2016, we still need more data to make valid global statistical analysis," says Aron F. Sørensen, Head of Maritime Technology and Regulation at BIMCO.

BIMCO's goal is to get 1000 ships participating in the survey, mainly through networking with members, the media and through speaking about the report at conferences. "The more reports we get the more valuable it becomes for all the participants and the shipmasters themselves," Aron says.

Generally, the standard is good with over 93% of ports reviewed as average or better, with positive feedback coming from the communication between ship and terminal, the loading and unloading and the standard and maintenance of equipment.

At the other end of the spectrum, a number of ships complained of a lack of language skills when visiting certain ports; permanent pressure on ship/crew and master; unexpected claims; and unnecessary bureaucratic and offensive port authorities. In addition, ports rated badly when the cost of terminal services was either too expensive or the service was non-existent.

BIMCO's vetting of dry bulk terminals is based on a two-step approach. Step one will be to have at least 1000 ships participating in the survey. Step two will follow up on the results by communicating with terminals and other stakeholders with the aim of improving procedures and best practices.

"The information will be invaluable for the broader industry to help guide the planning of future calls at terminals around the world, and for terminals to improve their service," Aron says.



## REPORT REVEALS SCALE OF UK PORTS' INFRASTRUCTURE INVESTMENT

The British Ports Association has published new research by infrastructure advisory firm Moffatt & Nichol which shows that UK ports and terminals have an estimated £1.7bn of port infrastructure investment in the development pipeline.

Mark Simmonds, the British Ports Association's Policy Manager and BPA Port Futures programme coordinator said: "Ports are doing their bit but we rely on Government to ensure that road and rail connections from the port gate are fit for purpose. We hope that this report helps Government to develop an accurate picture of the investment that industry is making when developing its policies and making its own investment decisions regarding infrastructure.

"This research demonstrates that UK ports are investing in new infrastructure to keep goods and people moving as efficiently as possible. The UK ports industry operates in a competitive and commercial environment, independently of Government, so this significant investment is at no cost to the taxpayer."

Moffatt & Nichols' Joseph Collins said: "This report focuses on developments which have been announced in the press in the last 12 months and provides a snapshot of shows the potential scale of UK ports' investment in infrastructure. and Despite there being no guarantee that all of these projects will be fully realised, with greater engagement between key stakeholders such as Government, the Ports, Investors and Statutory Bodies, the realisation of these developments has the best chance of success. It's also likely that there are a many more privately financed infrastructure projects planned or underway all around the country, which haven't been discussed in public yet. Together, these projects help ensure that the 95% of UK trade that moves through our ports continues to do so as efficiently as possible."

The British Ports Association will be writing to the Infrastructure Projects Authority to ensure that officials have a clear picture of industry investment, highlighting significant projects such as Aberdeen's £350m new 'south harbour' project and the Port of Tyne's £38m investment in support of an overall £300m development of a new biomass plant.

There are over a dozen other significant port projects listed in the research. These projects were not included in the most recent 'pipeline' report but demonstrate great optimism in infrastructure development and growth in the port sector.

## NEWS IN BRIEF

### ANTWERP TO TRAIN BRAZIL PORTS

The port of Antwerp is to make its know-how and expertise available to further professionalise the management of ports in Brazil.

It will do this by among other things providing a special series of seminars in two already active training centres for maritime professionals in Brazil. The port of Antwerp has already applied a similar model successfully in India, where a special training centre for maritime professionals has been set up in the Indian port city of Mumbai.

Brazil has 45 publicly-owned ports and 131 private port terminals. The ports are crucial for Brazil's foreign trade, with no less than 98.6% of its foreign exports passing through them in 2015.

And yet much work needs to be done: the logistical infrastructure urgently needs to be modernised, as one of the most important factors for success in order to boost the economy and to keep the country competitive internationally. The ports are governed by the Ports Act of 2013 which among other things requires their modernisation.

### PANAMA CANAL MOU SIGNED FOR GRAIN

The Panama Canal has signed a Memorandum of Understanding (MOU) that will promote the Canal's position as a route for grain shipments travelling from northern Brazil to ports accessed in the Pacific Ocean.

The agreement, signed with the Association of Soybean and Corn Producers of Mato Grosso (Aprosoja), will allow the two groups to exchange market studies and information on trade flows to support modernization and improvement programmes. Brazilian grain has seen a considerable increase in shipments.



# BULK TERMINALS

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## NEWS IN BRIEF

### MLC THROUGHPUT INCREASE

In 2017, Multipurpose Reloading Complex LLC (MRC, a company of UCL Holding) at the port of Ust-Luga, Leningrad Region, handled more than 5.5Mt of cargo, up 23%, year-on-year.

The growth was driven by a 24% increase of thermal coal transshipment to 5.3Mt amid growing exports to the major clients of the stevedoring company. In the reporting period, MRC also transshipped 258,000t of pet coke. In 2016, the company did not handle this type of cargo.

To meet the growing cargo flow MRC was consistently building up its production capacity throughout the year. It was upgrading the infrastructure and acquiring new equipment. Having put into operation two LIEBHERR material handling machines with grabs of 2.5 cbm each the terminal intensified handling of open top rail cars with coal. In the result, average daily handling of rail cars grew by 23% to 210 units with maximum result as high as 316 open top rail cars per day, up 3%, year-on-year. In 2017, MRC handled 76,762 open top rail cars and 131 cargo ships.

### BEDESCHI GRABS BARGE CONTRACT

Bedeschi has been awarded a contract to supply a barge loader for the handling of coal at the Hubco project in Pakistan.

The system will be installed on a Panamax ship, able to self-store as a warehouse in order to reduce the unloading operations during the barges' downtime.

A new 2 660MW coal-fired power plant (HPP) is to be built, and will be located at the estuary of the Hab River and the barging system will be used to handle about 3.8MT of coal per annum.

## VANCOUVER WELCOMES REVIEW

The Vancouver Fraser Port Authority has welcomed the federal government's review of Canada's port authorities.

"Canada's port authorities are financially self-sustaining federal agencies with a mandate to enable Canada's trade while protecting the environment and seeking to address impacts on communities," said Robin Silvester, president and chief executive officer at the Vancouver Fraser Port Authority.

"We support the principle of continuous improvement of regulatory and governance processes, and welcome the federal government's review to ensure the system of Canada Port Authorities strikes a good balance of these priorities."

The lands and waters within the Vancouver Fraser Port Authority's jurisdiction are federal assets, and the role of the port authority is to manage how they are developed, leased and used to ensure safety, Canada's ability to trade, and protection of the environment.

The Port of Vancouver is Canada's largest port, and the port authority has worked with government and industry to grow the port sustainably so that it is well positioned to competitively accommodate rapidly increasing international trade. About \$1 in every \$3 of Canada's trade in goods beyond North America moves through the Port of Vancouver.

"While we believe the current structure of Canada Port Authorities has worked very well to meet Canada's trade needs, the Canada Marine Act is now 20 years old," continued Silvester. "We look forward to working with and supporting the efforts of government, including any changes it may consider making to the authority's mandate or scope to ensure the Port of Vancouver remains economically and environmentally sustainable for the benefit of local communities and all Canadians."

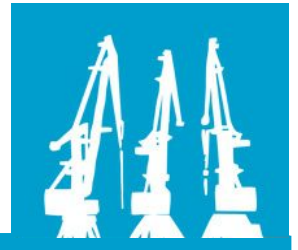
# BULK TERMINALS 2018



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## THE OPERATOR'S VIEW

Port of Vancouver  
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The Port of Vancouver is home to 27 major marine terminals that service business sectors that include automobiles, breakbulk and project cargoes, general cargoes, bulk and liquid cargoes, containers, and cruiseships.

The port is considered a major consolidation centre on Canada's west coast for breakbulk cargo such as forest products, steel and machinery, while its dry and liquid bulk cargoes account for approximately two-thirds of the port's annual tonnage. Shipping lines regularly call on the port because of the availability of diverse western Canadian commodities for export.

In March this year, the Vancouver Fraser Port Authority released the 2017 year-end statistics for cargo through the Port of Vancouver. Overall cargo volume reached a record high of 142.1 million tonnes, up five per cent from 2016. Sectors experiencing strong growth include containers and bulk grain, both of which hit new records in 2017.

The record year is claimed to reflect the strength of the Canadian economy in 2017, as well as the Port of Vancouver's ability to accommodate the most diversified range of cargo of any port in North America.

Strong global demand for Canadian agriculture was met with a bumper harvest in Canada and increased exports of grain through the Port of Vancouver. Bulk grain saw another record year in 2017 at 23.6 million metric tonnes an eight per cent increase over 2016, making this the Port of Vancouver's fourth consecutive year of record grain volumes.

The breakbulk sector saw a two per cent increase over 2016 due to strong woodpulp exports and increased movement of domestic consumer goods along the Fraser River and between the Lower Mainland and Vancouver Island.

Bulk grain at 23.6Mt was up 8.2% over the previous 2016 high of 21.8Mt. Wheat and canola volumes increased by 7.9% and 2.7% respectively, while animal feed volumes were 1.2Mt, an increase of 106.9%, much of it destined to China and Vietnam.

Breakbulk forest product exports ended the year at 7.9Mt a 1.3% increase against 2016. A 10.5% increase in 2017 foreign breakbulk woodpulp exports, was a highlight in this category. Bulk dry cargoes increase by 5.9% to at 89.6Mt.