

## NOTES FROM THE SECRETARIAT

As reported last month, the International Maritime Organisation's Marine Environment Protection Committee (MEPC) held its 70<sup>th</sup> session in the last week of October.



Looking at the various news websites and emails received reporting the business conducted at MEPC 70 one could be forgiven for thinking that there was nothing of interest to bulk terminal operators that happened during that week. All the headlines have been taken by reporting the changes agreed for MARPOL Annex VI.

It is true that these will influence the operation of bulk carriers but they are not specific to bulk carriers. But what went largely unreported was further progress being made on the amendments to MARPOL Annex V regarding the classification of cargoes as Harmful to the Marine Environment (HME).

These amendments will enter into force with effect from the 1st March 2018. There is a summary of the discussion provided later in this newsletter under "Regulatory Update". Alternatively, if you wish to read the MEPC 70 report in full it is available on the ABTO website, in the member's area.

Meanwhile, work is continuing apace for the inaugural ABTO Conference and there will soon be an announcement regarding the speakers which we have lined up.

This promises to be an excellent event and we are looking forward to welcoming as many of you as possible to London in March 2017.

Ian Adams, CE, ABTO

## News in brief

### ANTWERP VOLUMES DECLINE

The Port of Antwerp has recorded declining dry bulk volume.

While liquid bulk volume rose during the first nine months of the year by 6.7% to 53,103,919 tonnes, dry bulk continues to decline.

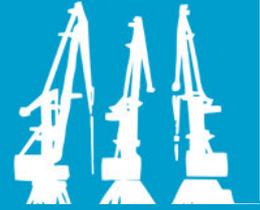
After nine months the figure stood at 9,262,710 tonnes, representing a fall of 11.6% compared with the same period in 2015). More specifically, negative performance was noted for ores (down 16.9% to 1,477,898 tonnes), fertilisers (down 3.7% to 2,634,153 tonnes) and sand and gravel (down 20.1% to 1,011,145 tonnes).

### SHEERNESS TAKES LARGEST VESSEL

The biggest agri-bulk vessel to berth at the Port of Sheerness to date arrived last month to load 30,000 tonnes of milling wheat.

It took five days to fully load the 18,000dwt *Arki*, after which she sailed for North Africa.

The port's facilities have recently been upgraded to facilitate export market opportunities. This included the creation of new loading facilities, as well as the conversion of a warehouse to store up to 12,000 tonnes of grain at any one time.



## News in Brief

### BEDESCHI IN CEREAL UNLOADER DEAL

Bedeschi has secured an order from Italy for a rail mounted continuous mechanical shipunloder for soya beans.

The equipment, with a rated capacity of 800 tons/h and which unloads ships up to Panamax size, is based on the company's proven chain elevator technology, which grants lowest power consumption, gentle handling of the material, compliancy to most stringent environmental regulations, and simple and inexpensive maintenance.

The chain elevator features a hydraulic kick-in kick-out system to optimize the coverage of hold volume increasing total unloading efficiency.

Bedeschi is able to provide a complete line of mechanical continuous ship unloaders for cereals and other materials ranging from 300 to 1500 t/h, able to operate on rails or rubber tyres on any quay or jetty, and to unload ships with dimension up to 150,000dwt.

### HAZIRA PORT EXPANDS

The 550m berth of Essar Bulk Terminal Limited (EBTL) in Hazira, India, is being expanded by a further 1100m to accommodate the steady growth in cargo throughput at the port.

With the expansion, the capacity of the Hazira terminal will increase from the existing 30MTPA to 50MTPA. Post completion of expansion, the port will have the capability of simultaneously handling seven vessels at any point of time.

The company has already invested in creating an all-weather mechanised deep draught port, which is capable of handling Capesize vessels.

## NEW GUIDANCE FOR IMSBC COMPLIANCE

Lloyd's Register, UK P&I Club, and Intercargo have released an update to the International Maritime Solid Bulk Cargoes (IMSBC) Code pocket guide for ships' officers and agents who arrange cargoes for loading.

Carrying solid bulk cargoes safely: Guidance for crews on the IMSBC Code, was first released in 2013 and outlines the precautions that need to be taken before accepting solid bulk cargoes for shipment. It sets out procedures for safe loading and carriage and details the primary hazards associated with different types of cargoes. The guide includes a quick reference checklist and flowchart summarising the steps to be followed. It comes in a laminated flipover format for on-the-spot use.

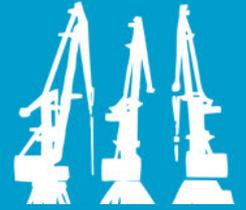
The new version includes a number of updates, including: a warning on the possible liquefaction properties of bauxite (which was considered until recently a cargo not liable to liquefaction), a new appendix that advises on the issue of cargo residues deemed harmful to the marine environment, changes to the IMSBC Code's structure, advice on SOLAS mandatory enclosed space entry and rescue drills, and various updated references to supporting IMO Circulars.

Sam James, LR's Head of Regulatory Affairs, said the guide is extremely useful to crew members as an aide memoire: "Since the release of this guide in 2013 it has heightened the awareness of seafarers, managers, charterers and shippers to the hazards associated with carrying solid bulk cargoes. This new version adds a warning on the potential of Bauxite to liquefy, and will also assist crews with understanding future IMSBC Code requirements related to cargo residues deemed harmful to the marine environment."

Intercargo's Technical Manager, Ed Wroe, said: "Intercargo is pleased to have contributed to this useful publication which highlights the key responsibilities of industry stakeholders and the importance of the IMSBC Code. The guide underlines the importance of proper cargo declarations and is also a useful tool for the wider maritime community."

Stuart Edmonston, the UK P&I Club's Loss Prevention Director, added: "The main purpose of the guide is to provide on-the-spot references to help in practical situations."

A PDF of the pocket guide can be downloaded at [www.lr.org/imsbc](http://www.lr.org/imsbc) and hard copies can be ordered from [www.webstore.lr.org](http://www.webstore.lr.org) or [www.ukpandi.com](http://www.ukpandi.com).



## ADVICE FROM THE MAP

### NEW TRADES NEEDED AMID FALLING IMPORTS, SAYS JUSTIN ATKIN\*

Some of the UK's 80 to 90 bulk terminals face an uncertain future as imports of key dry bulk commodities dry up following the recent closures of a number of coal-fired power stations and reduction in steel producing capacity, combined with the recent hike in the UK's Carbon Floor Price.

Coal-fired power stations are closing as the government continues with its policy to decarbonise heavy industry in the UK to meet emissions reduction targets, but the promised uptake of biomass as an energy source has failed to happen on the scale that was first anticipated. The expectation was that the government would seek to maintain a balanced generation portfolio including the conversion of existing coal-fired power stations however the lack of a clear policy strategy and corresponding levels of financial subsidy have not supported the transition to biomass. Understandably there has been little appetite by power station owners to invest in the conversion without government help.

The Drax power station in North Yorkshire is the only coal-fired power station to have converted to biomass on a large scale. Three of its power station's units have converted and whilst further conversion is planned, this may be unlikely unless Drax receives the necessary levels of support from government.

It was anticipated that the incredible conversion work undertaken at Drax would be adopted by other UK coal fired power stations such as Eggborough, Ferrybridge and Rugeley, providing bulk terminal operators with a new import commodity; but the drop-off in coal imports has not been replaced with biomass on the scale required to support the UK's bulk terminal operators.

Hunterston terminal in Scotland has in recent years almost wholly depended on coal imports, while Redcar, on Teeside, has seen a significant reduction in throughput since the closure of the SSI steel slab mill almost a year ago. Immingham, which used to import some 13-14 million tons of coal a year has seen its import volumes drop significantly, whilst Bristol, Liverpool and Tyne have seen similar import reductions.

The closure of some of the UK's steel mills has added to terminal operators' woes, despite the return to profit of Scunthorpe's British Steel mill, which is producing significantly less than it had in the past, resulting in a decline in imports of iron ore and metallurgical coal.

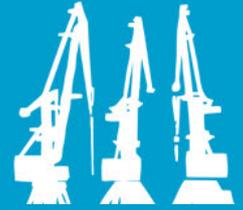
The UK's deepwater terminals need to find alternative bulk trades, and quickly. Grain is of course one option, but this is hugely dependent on a number of variables such as currency fluctuations and the weather, and will never deliver the same levels of throughput as enjoyed with coal and iron ore.

The closure of coal and steel plant has created new opportunities for imports of materials used in construction such as gypsum and cement, however these commodities require specialist handling and storage which will mean that terminals will have to invest heavily in new bulk handling systems and technologies.

The UK's reduced requirement for coal and steel, together with an increase in the Carbon Floor Price to £18 per tonne of CO<sub>2</sub>, saw exports from Russia, Colombia and the U.S.A plummet by 69% in the first seven months of 2016. Total UK coal imports were down 65% in the same period.



**\*Justin Atkin is the Managing Director of Ragged Edge Consulting and Member of the Advisory Panel to the Association of Bulk Terminal Operators (ABTO).**



## REGULATORY UPDATE



MARPOL Annex V Harmful to the marine environment (HME) substances and Form of Garbage Record Book).\*

Amendments to MARPOL Annex V were adopted to handle:

### Substances that are harmful to the marine environment (HME) through:

- Amendments to Regulations 4 and 6 to mandate the requirement for the classification and declaration of (HME) substances for ships carrying solid bulk cargoes.
- New Appendix I (existing Appendix I is renumbered as Appendix II) with the criteria for the classification of HME substances.
- Amendments to the renumbered Appendix II - Form of Garbage Record Book, to split in two parts; Part I for all ships, to report handling of all other garbage and Part II for ships that carry solid bulk cargoes, to report handling of cargo residues.

### Alignment of the reporting requirements in the regulatory text and the Garbage Record Book through:

- Amendments to Regulation 10.3 with regards to the reporting requirements.
- Amendments to the renumbered Appendix II - Form of Garbage Record Book.
- New 'E-waste' garbage category through amendments to the renumbered Appendix II - Form of Garbage Record Book. Part I (For more information on what 'E-waste' is, see resolution MEPC.219(63) as amended by MEPC.239(65).

\*Regulatory Update (Source: Lloyds Register Summary Report).  
The full report is available at [www.bulkterminals.org](http://www.bulkterminals.org)

**REACH OUT TO THE WORLD'S BULK  
TERMINAL OPERATORS AND JOIN ABTO AS AN  
ASSOCIATE MEMBER**  
email: [info@bulkterminals.org](mailto:info@bulkterminals.org)

## News in Brief

### MILLENNIUM GAINS MOMENTUM

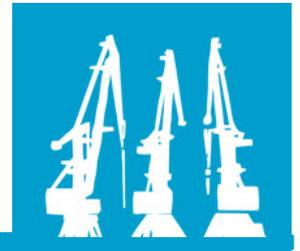
The U.S Army Corps of Engineers has released a Draft Environmental Impact Statement for a coal export facility located on a 1940s era industrial site on the Columbia River in Cowlitz County, Washington.

The Millennium team is currently reviewing the 3,000 page document and remains committed to meeting federal environmental standards.

Millennium is diligent about the environmental clean-up and redevelopment of the site into a vibrant, world-class port facility that will create family-wage jobs and meet strict environmental standards.

Bill Chapman, CEO for Millennium Bulk Terminals, said: "Millennium Bulk Terminals is the right project in the right location to meet the increasing Asian demand for better quality American coals. Our project has been subjected to an unprecedented and rigorous environmental review process, further assuring that our commitment to exemplary environmental performance will be kept. Both state and county regulators made it clear in their Draft Environmental Impact Statement that we can meet Washington's strict environmental standards. We're confident the federal draft environmental impact statement by the Army Corp of Engineers will also deliver a favourable review."

Longview Mayor Don Jensen added: "Longview is a great place where rail, river, and roads all come together. The vast majority of the Longview City Council are in full support of the Millennium Bulk Terminals project."



## THE OPERATOR'S VIEW

**Neptune**  
TERMINALS

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Since 1970 Neptune Terminals has evolved to become one of the largest multi-product bulk terminals in North America, operating 24 hours a day, seven days a week.

Located just west of the Iron Workers' Memorial Bridge, and part of Port Metro Vancouver, Neptune Terminals covers 29 hectares, operating three berths: Berth One for shipments of steel-making coal shipments, Berth Two for potash, and Berth Three for potash and phosphate rock. Currently the terminal has capacity to handle over 24 million tonnes of bulk products a year, but upon completion of terminal improvement projects, capacity will increase to 30 million tonnes.

As a result of its pledge to measure and reduce greenhouse gas emissions, Neptune is now recognised as a Climate Smart™ certified company. The operator measured its fifth GHG inventory in the 2015 calendar year. Compared to its baseline evaluation in 2011, the company achieved a 32 per cent reduction in emissions from building heat (natural gas use), the result of significant boiler, thermostat and insulation upgrades; and 21 per cent reduction in emission per tonne of throughput, despite increasing throughput by 24 per cent over the same period. These reductions were primarily the result of switching larger on-site vehicles for utility vehicles where possible, reinforcing an anti-idling policy, upgrading power systems and retrofitting energy-efficient lighting.

For its steel-making coal berth, the Operator has invested in a series of high water spray poles to keep steel making coal damp and minimise dust. A water spray truck is also used for mobile perimeter dust control; a water collection system for on-site water treatment; and a noise control silencer has been installed on the wet scrubber. For potash and phosphate rock, an extensive network of dust collection equipment, including wet and dry scrubbers, is used to remove dust from the air at conveyor transfer points. Water used in the dry bulk system is treated before entering the Metro Vancouver sewer system.

The terminal's rail facility, meanwhile, has an 180m trackside noise barrier and automatic track lubrication is used to reduce rail squeal. Flexible canvas shrouded cascade chutes are used at each ship loader also to minimise dust as products are being loaded into the vessel.

In 2013, Neptune received permit approval from Port Metro Vancouver (PMV) to upgrade the terminal's steel making coal system. The upgrade included a second railcar dumper, additional conveyors, and replacement of the existing shiploader at Berth One. Other recent terminal investments include a steel making coal stacker reclaimer; three ultra-low emission, low noise locomotives to move potash railcars; automated electric railcar positioning equipment; and power system upgrades.