



## NOTES FROM THE SECRETARIAT

Welcome to the latest edition of ABTO News and a belated happy and prosperous New Year to all our readers.

After the success of last year's conference Bulk Terminals 2017, plans are moving forward with Bulk Terminals 2018. We are currently in the process of finalising a venue and hope to be making an announcement soon. We have also issued a Call for Papers, as you will read in this edition, and invite you to submit your synopses.

In the meantime, there is another event that may be of interest to you: a one-day seminar 'Bulk Handling for Large Infrastructure Projects', which will take place on 28 February at the IMechE headquarters in London.

ABTO has secured discounted rates for members and should you wish to attend you can register at the same rate as IMechE Members by simply selecting 'Member, Supporting organisation' when booking online or email [eventenquiries@imeche.org](mailto:eventenquiries@imeche.org). To view the full speaker line-up and seminar programme, visit [www.imeche.org/bulkhandling](http://www.imeche.org/bulkhandling)

The invitation follows our acceptance of an invitation to attend the Bulk Materials Handling Committee (BMHC) at the Institution.

The BMHC has a diverse membership consisting of members of IMechE, such as Professor Mike Bradley (also a member of ABTO's Members Advisory Panel). Several other Learned Societies and Trade Associations are also represented. ABTO will join the Committee as a full member for future meetings.

Meanwhile at IMO, the Assembly elections for Council membership has concluded. While category (a) membership remains unchanged, it is interesting that category (b) saw a change with Australia and the United Arab Emirates replacing Argentina and Bangladesh. Australia had previously been a category (c) member of Council and they have been replaced by Jamaica who lost their seat on Council back in 2013 to Peru.



Ian Adams, CE, ABTO

## NEWS IN BRIEF

### REDCAR CONTRACTS

Redcar Bulk Terminal has signed three major new contracts including a deal to handle hundreds of thousands of tonnes of imported coal, reports the *Yorkshire Post*.

The terminal announced a long term deal with Javelin Global Commodities to help move coal for use in the power generating sector. Redcar Bulk Terminal has also agreed a multi-year contract to handle large quantities of granulated blast furnace slag for construction materials supplier Hanson.

### APSEZ COMMISSIONS NEW TERMINAL

Adani Ports & Special Economic Zone Ltd (APSEZ) has commissioned a bulk terminal at Tuna Tekra, Kandla Port, with an annual handling capacity of over 20 million tonnes.

Minister for Shipping and Road Transport and Highways Nitin Gadkari inaugurated the terminal after the berthing of the project's first vessel *MV Sheng Ming*, APSEZ said in a statement.

APSEZ Executive Director Karan Adani said: "We expect the terminal to be a game-changer for Export Import trade of the Northwest hinterland of India, thanks to its strategic location."

The terminal was completed within the stipulated time frame.

## NEWS IN BRIEF

### PIBT BEGINS OPERATIONS

Pakistan International Bulk Terminal (PIBT) at Port Qasim has begun operations following a \$285 million investment in the country's first and only common user coal, cement and clinker handling terminal.

PIBTL has built its own jetty and is equipped with two coal ship unloading cranes and one cement and clinker loading crane. It is capable of handling 12 million tons of cargo/annum and has a storage yard spread on 62 acres.

### APMT TO INVEST IN POTI

APM Terminals Poti and Poti New Terminals Consortium has signed a Memorandum of Understanding (MOU) for a US\$100 million dollar investment in a new bulk cargo terminal.

The planned terminal will have capacity to process 1.5 million tons of dry bulk cargo annually and generate new trade opportunities for customers in the Georgian transit corridor.

The new terminal is expected to be built on APM Terminals Poti land and infrastructure and will entail the construction, development and operation of a new breakwater, dry bulk cargo terminal and related infrastructure to serve bulk cargo customers.

Poti New Terminals' expertise will design, develop and manage the dry bulk cargo terminal to today's world-class port standards.

APM Terminals Poti is a Black Sea gateway port serving the logistics industry in the Caucasus and Central Asia markets and is an economic engine for Georgia's future growth.

The MOU was signed January 12, 2018 at the Courtyard Marriott, Tbilisi.

## CALL FOR PAPERS: BULK TERMINALS 2018

Following the success of the Association of Bulk Terminal Operators (ABTO) first Annual Conference in London, Bulk Terminals 2018 will move to Hamburg, Germany, this year.

Last year's programme of high level speakers from all sectors of the industry, including former UK Deputy Prime Minister John Prescott, who discussed port connectivity issues, received very positive feedback and wide press coverage. Bulk Terminals 2018 will continue to attain a significant level of industry interest with a full conference programme including sessions on:

- Bulk sector and regional prospects;
- Hazards handling bulk cargo: upping the industry's act on safety: mobile plant; slips, trips and falls; falling objects and hazardous substances;
- Streamlining operational efficiencies and improving turnaround time – ship loading / unloading and conveying technologies compared;
- Enhanced marketing of terminal operations – leading to improved performance;
- Investment drivers: operational, safety and environmental factors compared;
- Ensuring environmental protection: ballast water and tank washings regulation are seen by many as a problem for ports, but maybe an opportunity for others;
- Green port initiatives – including cold ironing and dust control
- Security update: meeting the MSC deadline for Cyber Risk Management;
- Terminal operator Case Studies.

### Have your say: CALL FOR PAPERS

Terminals, consultants and sponsors offering to present a positive message for improving efficiency, safety or environmental compliance would be particularly welcome.

Please send a short synopsis of the paper you would like to present at Bulk Terminals 2018 to: Simon Gutteridge FIMarEST, Association of Bulk Terminal Operators (ABTO) at [events@bulkterminals.org](mailto:events@bulkterminals.org) or call +33 (0)321 47 72 19 for more information.



## WASHINGTON STATE DENIES PERMIT FOR MILLENNIUM COAL TERMINAL

Lighthouse Resources has filed a federal lawsuit against Washington state Governor Jay Inslee and members of his administration for blocking coal mined in Wyoming, Montana and other western sister states from being exported through a terminal in Washington state, in violation of the U.S. Constitution's Commerce Clause and other federal statutes.

The complaint suggests State of Washington officials violated the U.S. Constitution and Federal law by unreasonably denying and refusing to process permits to redevelop a brownfield site on the Columbia River where an existing Washington State lease allows coal exports.

Lighthouse Resources is an energy supply chain company whose subsidiaries own and operate coal mines in Montana and Wyoming. Lighthouse Resources is also the corporate parent of Millennium Bulk Terminals-Longview (MBTLongview), which is redeveloping a brownfield site for coal export on the Columbia River. The site currently receives coal for local use and is ready to receive other bulk commodities.

"It's no secret that Washington state officials are philosophically opposed to coal," said Everett King, President and CEO of Lighthouse Resources. "But that does not give them legal authority to discriminate against this project and block foreign trade and interstate commerce."

Bill Chapman, President and CEO, Millennium Bulk Terminals-Longview, added: "Millennium has been focused on complying with Washington State's high environmental standards in our current and future operations. The lawsuit from our owners is a reminder that Washington is a trade gateway for all the western states and their products and our state government should not inhibit that trade. This Federal lawsuit clearly shows our ownership's commitment to the project moving forward."

In its complaint, Lighthouse seeks, among other things, a declaration by the court that the denial by the State is unlawful and an order directing the State to continue processing any and all current and future permit applications.

"This export facility will create U.S. jobs, shrink the U.S. trade deficit, and reduce carbon emissions," said King. "Unfortunately, these benefits will never be realised if Washington state continues to obstruct and block approval of this energy infrastructure project."

## NEWS IN BRIEF

### PORT OF BLYTH EXPANSION

The Port of Blyth has announced a new £12million banking facility with Lloyds Bank that will enable the next phase in its rapid expansion.

Major investments will now be made in relation to terminal infrastructure and the construction of new warehousing, as well as strengthening quays and installing new cranes.

Chief Executive of the Port Martin Lawlor said: "With major works at both our South Harbour and Wimbourne Quay terminals on behalf of incoming clients from the offshore energy sector soon to be completed, we are now turning our attention to long term projects elsewhere in the port that will generate both jobs and inward investment.

We will shortly begin work to join our Bates and Wimbourne Quay terminals in order to offer clients a more flexible and future-proofed single terminal while work to develop both our dry bulk handling and offshore decommissioning offerings at our Battleship Wharf terminal will follow. The construction of additional warehousing and engineering workshop space will provide exciting opportunities for both existing and potential clients, particularly in reference to strong interest we've received in relation to the enterprise zone on the current Bates terminal site."

### CANAVERAL GREEN LIGHT

A new multi-purpose cargo berth at Port Canaveral has been given the green light by the Canaveral Port Authority

The 900-foot seawall and planned 100-foot pier extension will be capable of handling aerospace cargo and other heavy project cargo. The berth will be dredged to a depth of -35ft.





## NEWS IN BRIEF

### DUNKIRK TRAFFIC RISE

Dunkirk port's annual traffic for 2017 was over 50.4 MT, an increase of 3% compared with 2016.

Solid bulk traffic in 2017 was helped by heavy bulks and reached 24.55MT, an increase of 11%.

Ore also benefited from the high volumes of transshipment at the Western Bulk Terminal for the group's other steelworks, setting a new record with a tonnage of 14.5MT, a rise of 24%.

Coal traffic recovered a good level of activity with 6 MT, up 11%, while grain experienced contrasting results.

Imports set a new record with more than 350,000 tonnes and growth of 31%. However, as for all French ports, exports were affected by the very poor harvest in 2016 and the delay in shipments of the 2017 harvest.

Export traffic was limited to 950,000 tonnes, a drop of 63% compared with 2016. The traffic in "small" solid bulks performed very well at 2.8MT, an increase of 28%.

### TURKMENBASHI NEARS COMPLETION

Construction of the new international sea port in the city of Turkmenbashi is nearing completion.

Implementation of the Turkmenbashi sea port's new project started in 2014 and when complete will include terminals for passenger ferries, containers, general cargo, bulk cargoes and a ship building and repair facility. Terminals for trailer transportation and polypropylene are also being built as part of the project.

The project with a budget of \$1.5 billion will result in the biggest port on the Caspian Sea, with annual capacity 17-18 million tons.

## Rio Tinto releases Q4 production results

**R**io Tinto shipped 90 million tonnes of iron ore from its Pilbara Assets, in what Chief Executive J-S Jacques said marks a record quarter.

"The business performed well in the fourth quarter, and we finished the year in line with guidance across all major products," he said. "Our focus on value over volume and mine-to-market productivity, along with disciplined allocation of cash, will ensure that we continue to deliver superior shareholder returns in the short, medium and the long term."

In the reported period, Pilbara iron ore shipments of 90 million tonnes, three per cent higher than the fourth quarter of 2016. Total shipments for 2017 of 330.1 million tonnes were in line with guidance.

Bauxite production of 50.8 million tonnes was six per cent higher than 2016 and in line with upwardly revised full year guidance. Third party shipments increased by ten per cent to 32.3 million tonnes.

Aluminium production of 3.6 million tonnes were also in line with guidance showing strong performance slightly offset by lower production at Boyne and Sohar.

Mined copper production of 478.1 thousand tonnes was nine per cent lower than 2016 due primarily to the impact of a 43 day strike at Escondida in the first quarter. Production was in line with revised guidance.

Titanium dioxide slag production of 1.3 million tonnes was 25 per cent higher than 2016, reflecting increased market demand, with strengthening pigment prices supported by low inventory and tight supply.

Production and shipment guidance for 2018 remains unchanged from the estimates provided at the investor seminar held on 4 December 2017. Rio Tinto says major growth projects remain on track. The Silvergrass iron ore mine was commissioned in the fourth quarter of 2017 and will continue to ramp up in 2018. Amrun is on schedule for first bauxite shipment in the first half of 2019 and construction of the first drawbell at Oyu Tolgoi Underground is expected in mid-2020.

In January 2018, the company announced it had received a binding offer for the sale of the Aluminium Dunkerque smelter in France for \$500 million. The sale is expected to complete in the second quarter of 2018, subject to satisfactory completion of consultations with key stakeholders.



**A BIG THANK YOU TO ALL OUR CORPORATE AND MEDIA SPONSORS  
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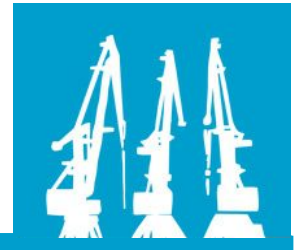
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## THE OPERATOR'S VIEW

Port of Imbituba  
Av. Presidente Vargas, 100  
Centro Imbituba  
CEP 88780-000  
Santa Catarina  
Brazil



[www.portodeimbituba.com.br](http://www.portodeimbituba.com.br)



The Port of Imbituba, in the Centre-South of the State of Santa Catarina, Brazil, and situated in a cove with deep and sheltered waters has a history dating back to the 1880s.

The port of Imbituba was built by the British in 1880 to dispose of the coal production mined at the head of the Tubarão River and transported by the Donna Thereza Christina Railroad. With the expansion of coal operations in Santa Catarina and the persistence of the lagoon port problem, even with all the investment made by the federal government, the decision was made to expand the port.

With the discovery of the coal deposits in the south of the state of Santa Catarina at the end of the 19th century, Imbituba was chosen to be the site of the port of disposal of this mineral, which would be transported from the mines by a railway under construction. However, as the mining projects did not immediately prosper, the installation of the port facilities began only in the course of 1919.

In 1922 the coal mining company Barro Branco was created and, on November 12 of that same year, the Companhia Docas de Imbituba was established to implement improvements and commercially exploit the port. In this new phase of the works, the first 100m of the mooring quay were inaugurated on May 4, 1942.

Today, the port covers an 1,550,000m<sup>2</sup> area with facilities to handle soybeans, corn, rice, barley, steel coils, design loads, containers, coke, clinker, fertilizers, other agricultural grains, bituminous coal and salt. Bulk cargoes are unloaded at two berths, one 250m another 410m in length. An additional 245m of berth is available with special facilities for handling solid bulk.

Current capacity of the port is 7.5 million tons and 450 thousand TEUs. In 2016, the port moved 4,803,186 t (tons), an expressive growth of 40% compared to 2015, the year 2016 was marked by the highest movement rate since the beginning of its operations.

With a commitment to environmental sustainability, the Port of Imbituba has incorporated a policy to environmentally monitor operational activities, including water quality and aquatic biota to check the presence and abundance of certain organisms such as phytoplankton, zooplankton and benthic.

Air quality and sources of noise pollution are also monitored. The objective of the air quality analysis in the port area region is to enable the evaluation of the emission of particulate materials, in order to verify the adequacy of the control equipment or the operation of the port system, aiming to ensure adequate conditions for workers and the community around the Port of Imbituba.