

NOTES FROM THE SECRETARIAT

Welcome to this edition of *ABTO News*. After the summer break September has proven to be a fairly busy month for ABTO. Firstly, there was the IMO Carriage of Cargoes and Containers Sub-Committee meeting (CCC3), a short report from which is carried later in this newsletter, but greater detail can be found in the "Members" section of the website. (Members who have not already done so should visit <http://www.bulkterminals.org/register.html> in order to register for their personal login details.)



Many of the proposed new schedules and editorial amendments to the International Maritime Solid Bulk Cargoes Code (IMSBC Code) were subsequently referred to the meeting of the Editorial and Technical Group (E&T 26) which took place the following week. Although at the time of writing the report of E&T 26 was not available, details will appear on the website as soon as they are released.

I was delighted to accept an invitation from ICHCA International, (International Cargo Handling Co-ordination Association) to introduce ABTO to their members at their Technical Panel meeting held at the headquarters of the TT Club in London. ABTO's existence was widely welcomed and the possibility of future co-operation between the two associations will be explored further. The discussions were wide ranging but a particular interest was the responsibility of terminals in the management of cargoes which may liquefy. This is an area which I believe terminals have recognised their role in the prevention of this hazard but that greater discussions still need to occur between the terminals, shippers and ship operators. ABTO is here to ensure that dialogue happens and is beneficial to all parties.

As mentioned last month the first annual conference will take place in March 2017. The draft agenda has been circulated to the Members Advisory Panel (MAP) and it is now undergoing further refinement. If you have any suggestions for topics and/or speakers, please let Simon know by emailing him on events@bulkterminals.org.

Ian Adams, CE, ABTO

News in brief

RIO TINTO SELLS ZULULAND COLLIERY
Rio Tinto has completed the sale of its 74 per cent of Zululand Anthracite Colliery (ZAC) to Menar Holding, for an undisclosed sum.

ZAC, an underground mine in Zululand, South Africa, produces premium quality anthracite for international and domestic customers and has more than 1,300 employees and contractors. The remaining 26 per cent of ZAC will continue to be held by its Broad-Based Black Economic Empowerment partner, Maweni Mining Consortium Pty Ltd.

Menar has a proven track record of operating and investing in South Africa through its controlling interest in Canyon Coal, which owns three coal mines in Mpumalanga and other coal projects in Mpumalanga and Gauteng.

Rio Tinto has a long-standing relationship with South Africa and continues to invest in Richards Bay Minerals and exploration for other minerals in the country.

Meanwhile, the mining major is taking advantage of its strong liquidity position to further reduce gross debt, with the introduction of a bond purchase plan for up to \$3 billion.



News in Brief

HIAB SPARES NOW ONLINE

Cargotec's Hiab division has launched a new Webshop for spare parts. On a long-term basis the site, webshop.hiab.com, will transform into a full-service portal, offering not only products but also different types of services.

"Hiab's former spare parts ordering portal has been converted into a modern web store with a quick search function, equipment breakdown view, category-based browsing option and batch order capability. The new webshop portal works equally on tablets and mobile phones in addition to the classic desktop view, allowing our customers to be logged into the webshop while working with the equipment," said Henri Janhonen, Head of E-Commerce Business at Hiab Services.

Most Hiab spare parts can be bought in the webshop.

TPS MODEL 8 RECEIVES TYPE APPROVAL

Terex Port Solutions (TPS) has received design approval for Terex Gottwald Model 8 floating four-rope grab cranes.

This was necessary because the Lloyd's Register Code for Lifting Appliances in a Marine Environment has changed since the initial approval of the machines in 2007.

The design of the crane, which offers an outreach of maximum 50m, a 63t grab curve and lifting speeds of up to 140m/min, has also been completely reworked in the meantime and adapted to the current Model 8 series standard. According to Lloyd's Register, the G HPK 8200 B cranes can be used at wave heights of up to 2.5 m and wind speeds of up to 20 m/s.

PRINCE RUPERT RETURNS TO BREAKBULK

The Port of Prince Rupert has signed a feasibility assessment agreement with SSA Marine and its wholly-owned subsidiary Western Stevedoring to explore the viability of a breakbulk and bulk import/export terminal located on Kaien Island at the Port of Prince Rupert.

The terminal project has been part of the Port's Gateway 2020 development planning and is integrated with the Ridley Island Road, Rail and Utility Corridor. The south shore of Kaien Island has been identified as a suitable site for the 80-hectare terminal development, located adjacent to CN's mainline, in the proximity of existing bulk terminals on Ridley Island, and providing effective marine access for ships calling on the Port.

The conversion of Fairview Terminal (from the port's original breakbulk facility to a successful container terminal in 2007) saw the loss of breakbulk and general cargoes capacity at the Port of Prince Rupert. Establishing a new breakbulk and bulk terminal would restore capacity for handling the types of goods and modes of transport being requested by U.S., Canadian and regional shippers.

In addition to increasing cargo diversity at the Port of Prince Rupert, the addition of a breakbulk and bulk terminal could provide capacity for breakbulk forest products, steel, project cargo, bulk specialty agricultural products, bulk mineral concentrates and automobiles. As important, the terminal project could provide Canadian exporters and importers flexibility in shipping mode to complement the advantage they are realising at the Port of Prince Rupert's container and bulk terminals.

"The Port of Prince Rupert has established a global reputation for speed and reliability of trade, and a new breakbulk and bulk terminal would likewise benefit from key strengths such as the port's safe harbour and proximity to Asian markets," said Brad Eshleman, President of Western Stevedoring. "We are excited at the prospect of building on — and expanding — that success."

An environmental assessment of the site would be required if the feasibility assessment substantiates the terminal's potential.

ABTO WELCOMES NEW MEMBERS
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COOPER CONSOLIDATE LLC
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THE FIRST ABTO FORUM



ABTO 2017: ACHIEVING EFFICIENCY AND COMPLIANCE

The Inaugural Association of Bulk Terminal Operators Conference
14 - 16 March 2017

The Inaugural Association of Bulk Terminal Operators Conference – ABTO 2017 – will take place in London next March.

With much of the bulk trades in the doldrums the conference will undertake a strategic overview of the markets and probable future trends. What will be the sources of finance for the necessary investment?

As margins are squeezed and achieving operational efficiencies become the top priority for every manager, environment and safety issues increasingly need to be factored into the planning and decision making process. How are these to be reconciled? Are they in conflict with each other or an opportunity for the forward looking? How important are shippers' views in the equation?

Security – the ever present physical threat as well as the growing menace posed by cyber-crime as it relates to terminal and shipper activity will be examined: where do the threats come from; who is vulnerable and why; what steps can be taken to minimise the risk.

These themes will run through ABTO 2017. Additionally the conference will examine the technologies which are available to help terminals provide safer, compliant and profitable operations.

We welcome offers of contributions to the debate from operators and consultants – as well as sponsorship enquiries from suppliers who wish to meet representatives of the terminal market they supply.

Please contact Simon Gutteridge events@bulkterminials.org +33 (0)321 47 72 19

News in Brief

ABP TAKES NEW CRANES AT SOTON

Terex Port Solutions will this month deliver two G HMK 2204 mobile harbour cranes in the 2-rope variant to Associated British Ports.

The new cargo handling cranes, which will replace older quayside equipment, will facilitate cargo handling in the southern English Port of Southampton, where the two cranes will primarily unload arriving fruit pallets at two berths.

The new machines are equipped with a diesel generator for onboard power generation. In addition, the rotary lead-through between the crane chassis and superstructure is already being prepared for use of alternative power from the port's own electricity supply, whereby the energy efficiency of the cranes increases and exhaust emissions can be eliminated from the terminal.

NEW CLINKER SILO FOR LIMASSOL

Under the technical supervision of Aumund Fördertechnik, the Cypriot cement producer Vassiliko Cement Works, is building an additional clinker silo with a capacity of around 100,000 tonnes, at its works close to the coastal town of Limassol.

Vassiliko Cement has made considerable investments over the past ten years, installing a cement grinding plant with vertical mill, a kiln line with a capacity for 2mtpa of clinker, and a clinker silo with a capacity of 100,000 tonnes. The plant was first established here in 1963, and Vassiliko has been operating it since 2011 with a kiln capacity of 6000t/d. Approximately 50 per cent of the production is exported through its own port.



REGULATORY UPDATE: CCC3



The 3rd session of the IMO Sub-Committee on Carriage of Cargoes and Containers (CCC3) was held from 5 to 9 September 2016, at the IMO headquarters in London. The items of particular interest to ABTO members are summarised below.

Amendments to the IMSBC Code and supplements (Agenda item 5)

CCC3 reviewed the report of the Correspondence Group on the properties of Bauxite and Coal as set up by CCC2 and agreed:

- To incorporate a new, modified Proctor/Fagerberg testing method suitable for Coal up to 50 mm in size in appendix 2 to the IMSBC Code in the next set of amendments to the Code (amendment 04-17). This will also include a procedure for determining the Transportable Moisture Limit (TML) of blends of two or more coals;
- To amend the individual schedule for Coal by updating the instructions on liquefaction hazards and clarifying the cargo group (amendment 04-17);
- To set up a correspondence group to continue the evaluation of Bauxite and progress on the preliminary draft new individual schedule for Bauxite of Group A and preliminary draft amendment to the individual schedule for Bauxite of Group C.

As a result of discussions in the Correspondence Group, not only applicable to Bauxite and Coal, it was agreed to clarify the time requirements for the Transportable Moisture Limit (TML) and the moisture content tests of cargoes liable to liquefaction (Group A cargoes) as well as stress the shipper's responsibility for these tests. Additional provisions with regards to the sampling/testing of the cargo if this was exposed to rain or snow before loading were agreed.

The following issues were referred to the Editorial & Technical (E&T 26), meeting the following week:

Items close to finalisation, with a view to be included in Amendment 04-17:

- New individual schedules for Foam Glass Gravel, Sugarcane Biomass Pellets, Olivine Sand, Olivine Granular and gravel aggregate products and Iron Smelting by-Products

Items to be considered for inclusion in future amendments to the Code:

- Amendments to the Characteristics table in the individual cargo schedules.
- Amendment to the MHB definition to include hazards covered by the classification system of the IMDG Code.
- Re-classification of Ammonium Nitrate based Fertilizer (non-hazardous) as a Group B cargo
- Proposed new individual schedules for Palm kernel shells (Group B) and Direct Reduced Iron (D)(By-product fines with moisture content typically 12%).

The next set of amendments to the IMSBC Code (amendment 04-17) is expected to enter into force on 1 January 2019, while the latest version of the IMSBC Code amendment is amendment 03-15 which will enter into force on 1 January 2017.

CCC 3 instructed the Working Group on IMSBC Code matters to finalise draft amendments to the IMSBC Code and the 2012 Guidelines for the implementation of MARPOL Annex V/ The draft amendments mandate the requirement for shippers to declare whether the cargo is harmful to the marine environment (HME) or not in accordance with MARPOL Annex V. The amendments will be sent to MSC 97 (October 2017) for approval and subsequent adoption by MSC 98 (June 2018). IMSBC Code amendment 03-15 introduce this provision as recommendatory but these draft amendments will make this a mandatory requirement in the amendment 04-17 of the Code.

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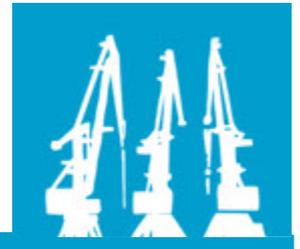
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THE OPERATOR'S VIEW

MALKŲ ILANKOS TERMINALS

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Since 2000, Lithuania's Malkų Ilankos Terminal has been operating as a specialised round timber terminal and is now one of the leading agricultural products handling terminals in the region. However, MIT also handles about 1.8Mt in bulk products for the construction industry and various other general cargoes. The terminal is located in a 15ha area across the southern part of Klaipėda port.

Consistent and purposeful investments in the expansion of loading and storage capacities, attention to customers requirements and versatility saw the terminal operator register record results during the 2015/2016 period. During the grain season the terminal loaded more than 700,000 tons of bulk agricultural cargoes, more than 20% of all the grain loaded in the port of Klaipėda.

Despite unfavourable weather conditions and prevailing pessimistic moods, the 2016/2017 grain season started very intensely – from the start of the season until the middle of September, the terminal loaded more than 130,000 tons of agricultural bulk cargoes. To cope with such high volumes MIT has a number of terminals tailored to meet specific sector requirements. These include:

Bulk terminal

Handling capacity: 800,000t/year
Storage capacity: up to 115,000m³

Dry bulk terminal

Handling capacity: 350,000t/year
Storage capacity: 60,000t

Timber terminal capacity

Handling capacity: 600,000m³/year
Storage capacity: up to 50,000m³

General cargo terminal (including bulk cement)

Bulk cement handling capacity: 250,000 t/year
General cargo handling capacity: 150,000 t/year
Open storage capacity: 25,000t

Terminal infrastructure

Area: 15 hectares.
Berths: No. 141: 168m with 9m draught
No. 142: 274m with 10m draught
Rail: 4 railroad branches fits more than 150 rail wagons.