



NOTES FROM THE SECRETARIAT

It gives me enormous pleasure to announce that by the time this edition of ABTO NEWS reaches you, we will have published the first edition of our official journal, **Bulk Terminals International**, the first publication of its kind aimed at the bulk terminal operator.

The magazine will be arriving on your doorstep anytime soon, but please do get back to me if for some reason you are missing your copy.

As you will know, ABTO was formed last year to provide a voice for bulk terminal operators, at a national and international level, providing a forum for its members to discuss the issues impacting seaborne trade and the global transportation of bulk commodities. *BTI* forms part of that philosophy and aims to provide the industry with relevant news, articles and informed opinion on the matters that affect your operations.

Continuing this theme, one very important ABTO role is that of representation. We have access to meetings at the International Maritime Organization (IMO) via member state delegations and other NGO delegations, which enables us to keep abreast of any developments when they arise and to discuss them with the delegates at the meetings. This information will also feature heavily in coming editions of ABTO NEWS and *BTI*. We will also strive to include IMO papers and circulars on our website when they become available.

Another important part of the communications canon will of course be the inaugural conference of ABTO, where we will have an eagerly anticipated session on biomass and how to ensure terminals are optimised for the handling of this new cargo. Full details of all sessions can be found on our website. www.bulkterminals.org

In the meantime, I hope that you enjoy reading the first edition of **Bulk Terminals International** and I look forward to meeting you all at the end of October, for what promises to be a fantastic event and a superb networking opportunity.



Ian Adams, CE, ABTO

NEWS IN BRIEF

IPSWICH OPENS NEW WAREHOUSE

Associated British Ports (ABP) has celebrated the completion of a new £2.2m bulk warehouse at the Port of Ipswich, reports the Ipswich Star.

The new terminal replaces the former Number 2 and Number 17 warehouses at Cliff Quay.

Together with the Orwell Bulk Terminal, which opened in 2015, the new facility represents an increase in warehouse space at the port of more than 10%.

QUINCY TO DISCUSS AGRI-BOXES

The Port of Quincy Intermodal Terminal, located in Washington on the BNSF Stevens Pass Line, is holding discussions with shippers about using its facility as a westbound inland intermodal port where containers could be loaded with dry agricultural products such as wheat, corn and beans, and moved by rail to the Ports of Seattle and Tacoma to be loaded onto oceangoing containerships.

NBE'S NEW FILLING STATION

NBE has developed a single-station, variable container filling system for bulk filling of drums, cartons, totes, gaylords, bulk bags and other bulk container types. For more information, visit: <https://www.nbe-inc.com/>

BULK TERMINALS 2017

ACHIEVING EFFICIENCY AND COMPLIANCE

The Inaugural Conference of the Association of Bulk Terminal Operators (ABTO)

31 October - 1 November 2017 - London

More details at:
www.bulkterminals.org/events.html



The only event aimed
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operations industry

KEY SPEAKERS INCLUDE

Susan Oatway, Associate,
Drewry Shipping Consultants

Professor Mike Bradley,
Director, The Wolfson Centre

Aron Frank Sørensen,
Head of Maritime Technology
and Regulation, BIMCO

David Wragg, Business
Development Director,
Hargreaves Industrial Services

Organised by

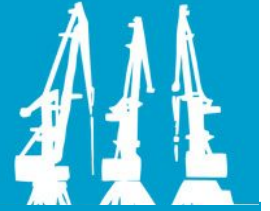
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Official magazine of Association of
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NEWS IN BRIEF

HIAB TAKES TIME TO ELEVATE

Cargotec's Hiab division is organising an open innovation event in its test and innovation centre in Hudiksvall, Sweden on 5-7 September 2017.

The goal of the Hiab's CargoHack3 - "Time for Elevation" - is to explore new opportunities in digitalisation and connectivity to ensure easier and safer intelligent load handling.

"Open innovation is key for discovering new ideas and increasing the speed for developing new offerings. In this context we are organising a hackathon as a step to collaborate with enthusiastic entrepreneurs and digital minds to shape the future of our industry. As the end result of CargoHack3, we want to see innovations that simplify the user experience. For us in Hiab, making the customers' life easier is most important", says Jan-Erik Lindfors, Vice President, New Business Solutions, Hiab.

The call for applications will end on Wednesday 14 June. Teams may submit their applications for attending the Hiab's CargoHack3 event online at <http://www.cargohack.com/>.

NEW TUG FOR SAQR PORT

Saqr Port has signed a contract with the Damen Group for the delivery of an ASD 2913 tug. The vessel will be built a short distance away at Albwardy Damen in Sharjah and will be delivered in time for the opening of the new bulk terminal at Saqr Port in mid-2018.

Saqr Port is the major bulk-handing port in the Middle East, handles 55 million tonnes of bulk materials every year.

The ASD 2913 has an 80t bollard pull within a 29m hull for operations in rough seas.

HOW THE PORT WILL LOOK IN 2060, ACCORDING TO KALMAR

Kalmar, part of Cargotec, has revised its vision for Port 2060 and is launching a new video to depict how the sustainable future of cargo handling will look like in the year 2060.

According to Kalmar's renewed vision for cargo handling in 2060, data has fundamentally changed the way the world trade operates, making it more efficient, safe and sustainable. People will live in smart cities that are part of a global ecosystem where consumer demand drives logistics and cargo handling industry.

"In 2060, we believe that services will be more personalised and efficient. Everything will be automated and highly efficient," says Frank Kho, Vice President, Market Intelligence, Strategy and Development and a member of the "Port 2060 Think Tank".

In Kalmar's view of the future, terminals will be complete logistic ecosystems that act as global interchange points for an on-demand society. All ports will be automated and run on renewable energy with zero carbon emissions. Continuous predictive maintenance ensures that everything runs smoothly at all times. Big data will be used to the full benefit of our society. Artificial intelligence combined with human experience and knowledge will help us solve highly complex problems. People are more connected than ever and new digital technologies have enabled different forms of collaboration, co-creation and innovation that have positively impacted millions of lives around the globe.

"We want to continue to lead the discussion on the future of cargo handling by actively taking initiative and raising up topics that can help our customers and partners to prepare for the future and adopt new technologies and innovations," says Maija Eklöf, Vice President, Marketing and Communications at Kalmar.

The original Port 2060 vision was mainly focused on the physical dimensions of a port and it has carried very well through all these years. However, the possibilities that digitalisation, data and software will provide, will have a fundamental impact on the global trade and logistics ecosystem.

"The new Port 2060 vision is a result of open collaboration and creativity. We invited all Kalmar and Cargotec employees to join in the idea generation process. The final vision was crystallised in a team consisting of Kalmar and Navis R&D and business development experts. The process has been truly inspiring, generating new ideas and thinking. The discussion continues online in our Port 2060 blog where we will be providing new articles on a regular basis," Eklöf concludes.



NEWS IN BRIEF

SIWERTELL SUPPORT BIOMASS PLANT

Siwertell has signed a contract with the Spanish-Korean consortium, TR-Samsung, for a Siwertell ship unloader to support a new biomass-fuelled power plant under construction in Teesside, Middlesbrough, United Kingdom.

Limited space meant that the structural footprint of the unloader had to be as small as possible, while the tail-end of the gantry had to be able to move aside to allow passage behind the equipment.

Siwertell will deliver a tailor-made, rail-mounted ST 790-type D Siwertell unloader, which will be located close to the 299MW plant in Teesport. It will discharge wood pellets and wood chips to a matched Siwertell jetty conveyor with a movable transfer trolley, supplied as part of the contract. The unloader has a rated average capacity of 1,200t/h and a maximum rate of 1,320t/h, designed to meet the plant's requirements of 16,000 tonnes/day. It is equipped with a dual truck loading system for continuous direct truck loading at a rate of 300t/h. This is a redundancy feature that allows operations to continue if the shore conveying system fails.

KLAIPEDA PORTS BEST YEAR

Within the period of January – March of 2017 Klaipeda Seaport cargo handling turnover increased by 2.8 % to 10.3 million tonnes compared to the same period 2016. It is the best quarter cargo handling result achieved within the period of the entire history of Klaipeda Seaport.

Dry and bulk cargo accounted for 4,640,100 tonnes, up 23.4 % on the previous year in the same period.

VAN BEEK AND UVS TEAM UP TO OFFER A SMART TRUCK LOADER

Netherlands-based [Van Beek](#) is working on making its Dino mobile bulk truck loader 'smart' and is now equipping the Dino with sensors to predict when maintenance is necessary.

Working with a partner UVS Industry Solutions, the development will allow operators to predict when maintenance is necessary. To date this has mainly been done based on averages: a bearing is usually due for replacement after a given number of operating hours. "A logical next step is to equip machines with sensors that measure when a bearing actually needs replacing", explains UVS Industry Solutions' Director Eveliene Langedijk.

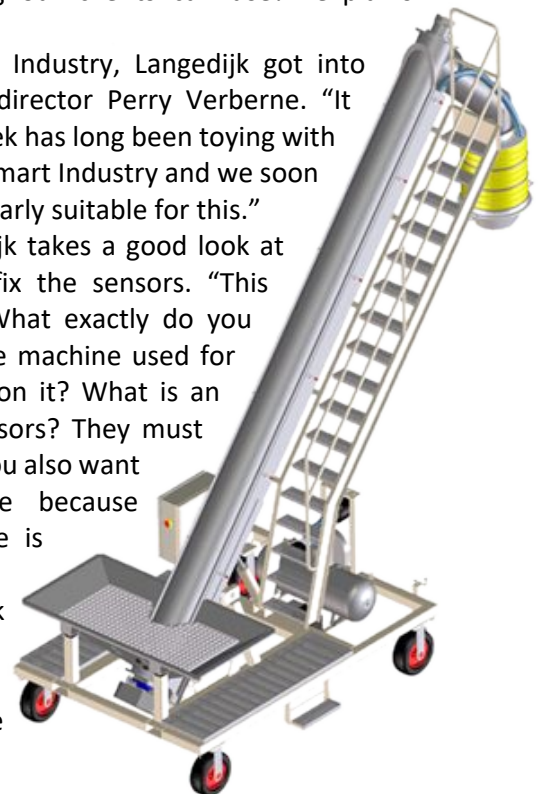
Research suggest that many companies found using smart solutions was another way of reducing cost. "Smart Industry is not an aim in itself. The ultimate aim is cost saving and a better service to the client and technology is a means of doing this", says Langedijk.

[UVS Industry Solutions](#) saw the endless possibilities in this area, and has since become a ambassador for 'Smart Industry' in the Netherlands, promoting all sorts of innovative technological developments, such as vision systems, GPS & RFID within production environments and industry. "The intention is to look further. What more is possible and how do we translate that into something our clients can use?" explains Langedijk.

At a meeting about Smart Industry, Langedijk got into conversation with Van Beek director Perry Verberne. "It seemed a good match. Van Beek has long been toying with the question of how to apply Smart Industry and we soon agreed that the Dino is particularly suitable for this."

For every machine Langedijk takes a good look at where is the best place to fix the sensors. "This involves a lot of questions. What exactly do you want to measure? What is the machine used for and what forces are exerted on it? What is an optimum position for the sensors? They must not of course get in the way. You also want as few sensors as possible because otherwise the whole machine is full of them."

At the same time, Van Beek can collect data on how the Dinosaurs perform in the field and respond to this to extend the life of the equipment.



BULK TERMINALS

SUMMER 2017 *international*

THE OFFICIAL MAGAZINE OF ABTO

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TRADE CRAFT

Why trading commodities in an anti-trade world may be good for shipping

KING COAL

Will trade in commodities like coal assist in the dry sectors bounce back this year?

SAFE SHIPPING

Are tanker conversions aimed at serving the bulk trade fit for purpose?



www.bulkterminals.org

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NEWS IN BRIEF

LONGVIEW REACHES MILESTONE

Millennium Bulk Terminals-Longview has reached another significant milestone for its proposed coal export terminal when Cowlitz County and Washington State Department of Ecology (DOE) released the Final Environmental Impact Statement (FEIS).

The completion of the FEIS concludes a thorough independent Washington State Environmental Policy Act (SEPA) study, under a regulatory process that began in February 2012.

“We are celebrating the completion of another strong step forward,” said Bill Chapman, President and CEO of Millennium Bulk Terminals-Longview. “This independent state study shows we can achieve our goals to bring more family-wage jobs to Longview while meeting the high standards for environmental protection in Cowlitz County and Washington State,” Chapman continued. “We have carefully designed the project to protect air and water quality, fish and wildlife, groundwater and people in accordance with regulatory requirements.”

During the five year process, 10 public meetings across the state of Washington were provided for the public to comment on the project. The agency considered those comments before the SEPA Final EIS was published today. The U.S. Army Corps of Engineers is expected to finalize its Environmental Impact Statement early this summer.

BEWARE PHILIPPINES NICKEL ORE

Liquefaction of fine particle cargoes, resulting in cargo shift and loss of stability, continues to be a hot topic for P&I Clubs and their Members.

Despite the fact that the IMSBC Code prescribes the testing and certification requirements designed to ensure that cargoes are loaded only if the moisture content is sufficiently low to avoid liquefaction occurring during the voyage, inaccurate declarations and certificates from shippers still appear to be at the heart of the problem, according to [Gard](#).

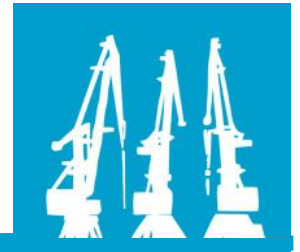
The P&I Club reports that in spite of the well-publicised risks of cargo liquefaction, problems with wet nickel ore cargoes shipped out of the Philippines persist. At the heart of the problem lies inaccurate cargo declarations and certificates provided by the shippers.

According to information received in April 2017, Gard says stockpiles are stored in the open and are exposed to the elements all year round. Appointed independent surveyors are often denied access to shore stockpiles and may also receive various forms of threats if they reject barges with apparent wet cargoes. Samples sent for independent laboratory analyses more often than not “fail” the IMSBC Code testing criteria. According to Pandiman, an 8-10 per cent difference in TML between the shippers’ declarations and the independent analyses is not uncommon.

The Club says that the current political situation in the country is also likely to add to the problem. The Department of Environment and Natural Resources (DENR) ordered closure/suspension of several nickel ore mines in the Philippines in February 2017. The mining companies have appealed this order, however, faced with a potential closure/suspension in the near future, the mines appear keen to ship as much ore as possible before the order takes effect.

In light of the continuing situation in the Philippines, Gard’s recommendations remain unchanged and advises its members and clients fixing to load nickel ore from ports in the Philippines to notify the club and follow the precautions set out in our various loss prevention publications covering cargo liquefaction. associated with the carriage of nickel ore cargoes

“We are grateful to Pandiman Philippines Inc. for providing information about the current problems with wet nickel ore cargoes shipped from the Philippines,” says the Club.



THE OPERATOR'S VIEW



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Klaipėda State Seaport, the northernmost ice-free port on the Eastern coast of the Baltic Sea, is the most important and biggest Lithuanian transport hub, connecting sea, land and railway routes from East to West. A multipurpose, universal, deep-water port, providing high quality services, the port is home to 14 stevedoring companies, ship repair and ship building yards as well as all types of marine business and cargo handling services.

Capable of accommodating vessels up to 337m in length and 50m wide with a maximum draught of 13.4m, annual port cargo handling capacity is 65 million tonnes. This high cargo capacity is possible by way of extensive craneage and warehousing which includes a 99,380m² covered area for general cargo and facilities to store 933,780t of bulk cargoes. 749,00m³ of liquid bulks can also be handled. In April, the Klaipėda Seaport handled 3.16 million tonnes of cargo, comprising 711,000t of liquid cargoes, 906,000t of general cargo and 1.5 million tonnes of dry and bulk cargoes.

During the past few years, the companies that operate from the port have invested heavily in their facilities. Bega Stevedoring, for instance, has invested to increase cargo handling capacity and has built a multipurpose agricultural product export-import terminal, which is able to load 2.5 million tonnes of bulk cargo annually. In turn, the Klaipėda State Seaport Directorate initiated construction of a new pier as part of an infrastructure and terminal expansion programme, due for completion in 2020.

"Bega" has already mounted a very effective mobile ship loader on the pier, and new quays have taken delivery of a 124t capacity mobile port crane.

Another development is the investment the Klaipėda State Seaport has made into speeding up cargo traffic with the installation of KIPIS (creation and introduction of an information system for cargo and commodities shipped via Klaipėda State Seaport).

According to the port authority, this has strengthened the port's competitive advantage and helps facilitate the operations of ship agents and forwarders by optimising the exchange of electronic data between businesses and institutions operating in the port during the course of cargo-handling procedures.

The port operates a GIS (geographic information system), which enables users to use geographic data and facilitate the provision of information efficiently.

The Port Traffic Management System is designed to manage in the automated navigation processes of large and small vessels in the port, and includes the accounting of port dues, data forwarding to information systems of other institutions as well as the rendering of e-services applying the method of a "single window".

Between January and March 2017, 1622 vessels called at Klaipėda Seaport.