New alliance for dry-bulk handling

Logmarin Advisors have joined forces with Bedeschi and Liebherr to form a new strategic business alliance.

BulkLogisticLandmark pools the skills and expertise of the three companies, providing a one-stop shop offering a range of dependable, integrated, cost effective solutions for both onshore and offshore terminals, it says.

It has already been involved with two projects. On shore, it was involved in the upgrading of the Toros Ceyhan terminal, at the Bay of Iskenderun,Turkey, providing two new mobile cranes, hoppers and a conveyor system.

The new unloading facility enables the terminal to unload coal and other dry bulk materials from post-panamax vessels at an average rate exceeding 25,000t/day.

Off shore, the floating terminal PRINCESSE CHLOE, currently under construction at Keppel's Subic Shipyard, is the latest floating facility designed by Logmarin/ Interprogetti, with Liebherr cranes and a Bedeschi conveyor, system hoppers and shiploader. It is able to load over 800,000t/month of coal. It will begin operation in December, at a daily average rate exceeding 40,000t.

BulkLogisticLandmark was involved in the upgrade of the Toros Ceyhan terminal, Bay of Iskenderun, Turkey

The efficiency of the PRINCESSE CHLOE will enable users to maximise a vessel's cargo carrying capacity and minimise the vessel loading time, thus reducing the transportation costs significantly, say BLL.

Besides conforming with international safety regulations, PRINCESSE CHLOE is built in compliance with local and customer requirements, applicable safety regulations and will operate in accordance to ISPS/ISM codes.

Special features ensure environmentally-friendly coal transhipment operations, including a water spray system to minimise dust emission, spill plates to avoid coal spillage and fully enclosed conveyor system and coal transfer points to avoid wind-generated dust.

In addition, the diesel engine for power supply has been designed in accordance with the latest standards to reduce emissions.

Indian port plans $666M upgrade

India's Mormugao Port Trust (MPT) plans to spend US$666M over the next four years to modernise and expand facilities at the Goa port on the west coast under the public-private partnership (PPP) model.

The plan is to revamp the cruise terminal, build an 8 mt capacity iron ore export terminal, a coal import terminal and upgrade the mechanical ore handling plant.

Also planned are additional mooring dolphins and a jetty for relocation of port vessels.

"We have already signed a concession agreement with the Ahmedabad-based Adani Group for the coal import terminal," MPT Chairman Praveen Agarwal said.

"The iron ore terminal, which will be built at a cost of US$160M, is the single largest project we have ever undertaken at the port," said Agarwal.

"The terminal design will incorporate mechanised equipment for the smooth handling of ore, and will have the most modern pollution control and dust suppression systems to ensure zero pollution and spillage."

The plan is to load empty railway wagons after discharging ore with imported coal on the return journey. To facilitate this, the Railway Ministry will double the Hospet-Vasco rail link.

The MPT hopes to sign a concession agreement with the selected bidder by August and the terminal is expected to be operational by March 2014.

Most of the funds will come from PPP partners, but the port is also looking to obtain loans from the Japan International Cooperation Agency, about US$22M from the Manila-based Asian Development Bank and another US$22M in loans from other banks.

Oil producers eye up grain

Russian fat and oil producer EFKO Group is planning to launch in Q4 2010 phase one of Russia's would-be largest grain terminal at Taman. This multi-purpose harbour is on the Caucasian side of the Strait of Kerch which connects the Black Sea with the Azov Sea.

The US$200M terminal will be capable of handling 5 mtpa of grain after its completion in mid 2014 with annual capacity possibly reaching up to 9 mtpa.

EFKO Group has been exporting its sunflower oil to the Middle East through Taman's oil terminal since the port's opening in 2009. It has 3.2 hectares of land at the port, which will be enough to build two deepwater grain berths capable of handling 40,000 dwt vessels, a grain carrier and a 240,000t elevator.

While the Taman harbour is currently used for handling mainly liquid cargoes, Krasnodar Territory's authorities are planning to turn it into a mega-port with grain, sulphur, coal, ore and manure terminals by 2014.

With a total capacity of 30 mtpa, Taman will be capable of relieving Russia's largest Black Sea port of Novorossiysk (NMTP), as well as absorbing the Russian export cargoes presently handled by the Ukrainian ports.

Meanwhile, another sunflower oil producer, Rostov-based Yug Rusi plans to launch by August this year its own 1 mtpa grain terminal at the port of Kavkaz in Caucasus' westernmost point, just a few kilometres west of the Taman harbour.

The terminal, estimated at US$20M, will have facilities for one-time storage of 60,000t of grain and a 150m long berth for handling 7,000 dwt sea-going river vessels.

But according to market analysts, the main problem with implementing the Taman and Kavkaz projects will be the lack of approach rail lines, as the closest railway station lies 37 km from Taman.

Vale looks to Guinea

Despite ongoing political uncertainty in the West African state of Guinea, Vale has committed itself to the development of vast iron ore concessions in the country.

The Brazilian firm has bought a 51% stake in Beny Steinmetz Group Resources Guinea (BSG Resources) for $2.5B, giving it control of exploration blocks Simandou North 1 and 2, plus the Zogota concession further to the southeast.

Rio Tinto claims that its Simandou concession extends over the entire Simandou deposit but Vale's investment in BSG Resources, which is controlled by Beny Steinmetz, an Israeli billionaire, seems to confirm BSG's rights over the acreage.

Vale has announced that it will produce 10 mtpa as early as 2012, ramping up to 50 mtpa by 2015. However, such a timetable seems ambitious given the investment in rail and port infrastructure that will be required.

The consortium must now construct a new railway to export the ore via Liberia, although it remains to be seen if this will be via Monrovia or a new port, as several sources have indicated.

In addition, Vale has agreed to rehabilitate the 660 kilometre Trans-Guinea railway for general use.

Mines minister Mahmoud Thiam commented: "Guinea will be a player on the world iron market within four years and could be the number three producer in six years. This decision will also kick start other mining projects in Guinea."

It is interesting that Vale is prepared to commit itself to Guinea at this stage, as the country has been ruled by the military since the death of President Lansana Conté in December 2008, in the face of widespread international opposition.

However, the military junta has promised to return Guinea to civilian rule as soon as possible and has scheduled elections for late June. Other major investors in Guinean iron ore projects include Rio Tinto and Chinalco.

Liaoning port will ease access

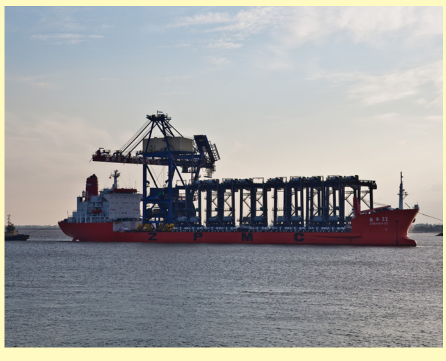
China's coal-rich Inner Mongolia will be able to exploit its deposits more effectively when a new port in neighbouring Liaoning province eases access to the landlocked area.

The first phase of the terminal at Liaoning will begin operations in 2012, and its annual coal throughput of 50 mt are forecast to rise to 230 mt.

Inner Mongolia's government is working to upgrade technology within the coal industry as part of a consolidation plan and is aiming for output of 700 mt this year.

Its industry has rapidly caught up with that of China's other big coal producing province Shanxi, with total production of 637 mt last year, up 37%, and 22 mt higher than Shanxi's.

A new 300km rail link between Huludao and the major coal production centre at Inner Mongolia's Xilingol province will speed transport to the coast and allow more shipments by sea to other parts of China.



The picture above shows ZHEN HUA 22 arriving at the Port of Felixstowe in April with the first batch of RTGs for the new Felixstowe South Terminal and a gantry grab unloader with integrated hopper for the ArcelorMittal steel works in Ghent. It typifies ZPMC's new priorities in the port sector, namely to concentrate on 'greener' equipment - the RTGs are all equipped with Siemens Eco-RTG hybrid drive technology that Felixstowe estimates will reduce emissions by an estimated 40%, with corresponding savings in fuel and noise pollution - and to become a major player in the bulk mateials handling sector. The gantry grab unloader has an unusual hinged backreach