



# DRY CARGO

*international*

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■ Hamburg-Le Havre

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*The world's leading and only monthly magazine for the dry bulk industry*

## JSC BALTIC COAL TERMINAL – modern gateway into the Baltic



JSC BALTIC COAL TERMINAL was established at the beginning of 2005, by the companies 'Ventspils tirdzniecības osta' and 'Indtec Baltic Coal' — a subsidiary of the Netherlands entrepreneurial society INDTEC Finanse B.V.

The construction of the Baltic Coal Terminal is one of the largest investment projects to be implemented in the territory of the Freeport of Ventspils in Latvia. The large-scale investment was made because it is the first closed-end coal terminal to be built in the Baltic region, at the Port of Ventspils, that uses the most up-to-date coal handling technologies, according to the press office of Baltic Association Transport and Logistic.

### Technology

#### RAILWAY INFRASTRUCTURE

The railway infrastructure of JSC BALTIC COAL TERMINAL is able to handle up to 500 railcars per day.

#### POSITIONERS

For the positioning of railcars in the complex of car dumpers, manoeuvring positioners are in use, one positioner for each of the two lines of railcars being unloaded.

#### HEATER (THAWING DEVICE)

To facilitate and accelerate the unloading of railcars in the winter, before the railcar dumpers, the railcars are heated, thus thawing the coal.

#### STC (SIDE TIPLERS' COMPLEX)

STC can handle up to 2 x 24 railcars per hour.

#### HAMMER CRUSHERS

For crushing the coal on top of the bunker's grating, hammer crushers are used.

#### DEDUSTING SYSTEM (ASPIRATION)

To protect the environment from coal dust in all the stages of unloading/loading, an aspiration system is installed, and covers the complex of car dumpers, all stages of transfer from one conveyor to the another conveyor (in transfer stations) and in the coal warehouse.

#### THE SYSTEM OF BELT CONVEYORS

The system of belt conveyors allows parallel unloading/loading of coal at a warehouse/ship, in combinations to maximize the effectiveness of the

terminal's capacity. The total length of the conveyor lines is about 2.5km.

#### COAL STORAGE

The coal warehouse is equipped with a dropping truck (stacker), which performs top-loading. Coal is piled in three warehouse sections and the capacity of each section is 70,000 tonnes. Before loading into the warehouse, magnetic separation of coal is carried out.

#### THE DROPPING TRUCK (STACKER)

The unloading of the warehouse is performed by portal reclaimer with capacity up to 3,000tph (tonnes per hour).

#### CRUSHING PLANT

After a complex of car dumpers, the crushing of coal can be done to a fraction of 0–50mm on shear roller crushers.

#### MAGNETIC SEPARATION

Initial magnetic cleaning is carried out before the coal is loaded into a warehouse for temporary storage, or during the unloading of railcars directly into the vessel. Before loading coal on board the vessel, the second stage of coal magnetic separation is carried out.

#### AUTOSAMPLER

While loading a vessel, an autosampler for sampling is used.

#### SHIPLoader

The vessels are loaded using a shiploader with a loading capacity of up to 3,000tph. Technical equipment at the terminal allows it to handle vessels up to 270 metres in length, carrying up to 120,000 tonnes and with a draught of up to 15 metres.

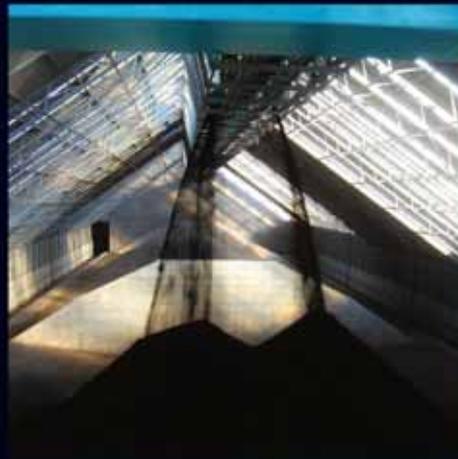
#### CHEMICALS HANDLING RISK ASSESSMENT AND DOCUMENTATION TO REDUCE THE IMPACT OF EXPLOSION-RELATED RISK FACTORS

JSC BALTIC COAL TERMINAL pays great attention to ensuring the safety of its employees at work, and to guarantee industrial risks at work are minimized. At least once a year, assessment and analysis of risk connected with the terminal's production activity is carried out.

All employees who work with chemicals or who work in hazardous areas are made aware of substantial risks and the risk assessment results.



- The joint-stock company BALTIC COAL TERMINAL is the modern and ecologically safe terminal within the territory of Ventspils port using closed-end coal transshipment technology and thus excluding any negative impact on environment. The new coal transshipment technology in Ventspils port will comply with all requirements stipulated by the EU and international conventions in the field of environmental protection;
- The terminal's unique coal storage and transportation technology has no analogues in the Baltic region;
- The terminal has most up-to-date technological equipment for speedy coal treatment and handling;
- The terminal's export capacity is up to 6 million tons per year, it will further increase to up to 10 million tons per year after the second round of construction is completed;
- The terminal is the largest investment project to be implemented in the territory of the Port of Ventspils
- The owners of the Baltic Coal Terminal include the Latvian stevedoring company Ventspils tirdzniecības osta and Indtec Baltic Coal Ltd, a representative of Russian coal companies.



A private pier 350 metres long, with one quay on each side where capesizes with DWT of up to 120,000 tons, up to 270 metres long and with the draft of up to 15.0 metres can be loaded. The shiploader can load up to 3000 tons of cargo per hour.

The total area of the terminal is 25 hectares, the terminal has a well developed infrastructure and a safety system that meets the ISPS code. The terminal has been certified to be in conformance with the ISO 9001:2008 quality management system.

# BALTIC COAL TERMINAL

MODERN COAL GATE IN THE BALTIC

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