

# Dry bulk companies



## **BORAX ROTTERDAM NV**

Borax Rotterdam N.V., which is part of the Rio Tinto Group, supplies more than 150,000 tons of refined boron compounds per year, both in bulk and in bags, to the European industry for a variety of purposes. Borax's activities include loading and unloading, storage, packing, grinding and quality control of borates. At least six times a year, bulkcarriers dock at Borax's own terminal, to discharge 35,000 to 40,000 tons of borates mined and refined at Borax facilities in California. Two 20,000 ton tanks and ten 2,800 ton silos receive bulk borates by conveyor or pneumatic piping; several warehouses store the bagged products which average about 20 percent of Borax's throughput in Rotterdam. The whole complex - terminal, equipment, inventory storage- has been custom designed and built and is constantly improved to meet today's changing logistic, safety and environmental requirements.

## **EBS (EUROPEAN BULK SERVICES)**

EBS' main activities are the transshipment and storage of minerals, coal, iron ores, scrap and agribulk. Its total transshipment amounts to approx. 12 million tons. The company operates two dedicated terminals situated at strategic points in the Rotterdam port area. To provide a fast, efficient and flexible service, EBS also has a fleet of floating cranes and weighing towers. Floating storage is also available. **St. Laurens haven**: this terminal handles a great variety of bulk commodities such as coal, petcoke, cokes, alumina, scrap, bauxite etc. Covered storage capacity is 400,000 m<sup>3</sup> and open-air storage capacity is 600,000 tons. This terminal also offers added value activities such as crushing and screening in close cooperation with specialized companies. The St. Laurens haven offers a depth of 14.5 m. **Europoort II**: this terminal is specialized in handling grains, rice, seed and derivatives. It is also used for the export of barley, wheat, rye and oats. The silo has a capacity of 90,000 tons. At the dolphins nearby, board-to-board transshipment is offered at a depth of 18 m.

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## **EECV (ERTSOVERSLAGBEDRIJF EUROPOORT CV)**

The EECV terminal in the Europoort has been engaged in the large-scale transshipment of iron ores since 1970. EECV performs these services using a 5-shift system operating 24 hours a day, 7 days a week. EECV works exclusively for customers (and owners) ThyssenKrupp Stahl, Veerhaven and Hüttenwerke Krupp Mannesmann. Every year, the terminal handles approx. 24 million tons iron ore from Brazil (the main supplier) as well as Australia, Canada and the Scandinavian countries. It has 3 unloading towers, a continuous shipunloader, 6 stacker reclaimers, 3 barge loaders, a train loader, automatic weighing and sampling systems and a storage capacity of 2.5 - 3 million tons iron ore. Three sea vessels at a time can moor along the sea quay (1,090 m). The terminal can easily receive ships up to 365,000 tons dwt. EECV's main objectives are quality, cost consciousness, safety and ecological awareness. EECV has put a new coal terminal into operation in 2004. This new facility at the Dintelhaven complex occupies an area of 35 ha and has a handling capacity of 5.5 million tons of coal destined for the German steel industry. The maximum storage capacity is 750,000 tons. A continuous shipunloader (chain conveyor type) with a max. capacity of 3,000 t/h is used to unload ships of up to 180,000 dwt. The shipunloader is located on the quay at the Caland Kanaal next to the three ore unloaders. The new terminal is connected via 6.3 km of belt conveyors to the stockyard from which a new 'stackertype' barge loader is fed in the Dintelhaven on the North side of the new terminal.

## **EMO (EUROPEES MASSAGOED OVERSLAGBEDRIJF)**

EMO offers direct access to the major Dutch markets and the interior destinations in northwestern Europe. Its sea berth, with a length of 1,365 meters and a draft of 23 meters, allows four bulk carriers to be accommodated simultaneously. By employing four wide-span gantry cranes and a floating crane, EMO can unload 175,000 tons a day. The terminal is in operation 24 hours a day, 7 days a week. Annual transshipment potential from its ocean berths exceeds 35 million tons. The loading of barges is done at the 700-meter barge quay by loaders with a capacity of 3,000 tons an hour. Loading of sea vessels is done with a 3,000 tons/hour continuous shiploader. EMO also offers assorted processing facilities, such as screening, washing, crushing and blending. The terminal covers a total surface of 160 hectares and has been extended with a 6<sup>th</sup> stacker reclaimer and a new coal train loading facility with a capacity of 12 trains a day.

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## **EMR (EUROPEAN METAL RECYCLING)**

EMR's core activities are processing, stocking, importing and exporting different types of steel scrap for recycling purposes. The company's terminal in the Botlek has a total available open storage capacity of approx. 100,000 tons and handles about 500,000 tons of materials a year. The maximum draft alongside this terminal is 13.5 meters. EMR has a second terminal in Amsterdam.

## **EP STEVEDORING**

EP Stevedoring is a dry bulk stevedore that works together with its sister company EP Shipping and Trading to offer direct transshipment, chartering, Rhine shipping and forwarding. Annual transshipment and storage (both open and closed) is about 2.5 million tons. The terminal in the Botlek area has draft facilities up to 12.5 meters and the available storage capacity is about 100,000 tons. Together with its newly built 30-ton crane, EP Stevedoring now has a fleet of 5 self-propelled cranes that can provide services throughout the entire Rotterdam port area.

## **JEWOMETAAAL STAINLESS PROCESSING**

Jewometaal's state-of-the-art location at the Botlek, comprising approx. 5.2 hectare and situated directly on deep water, is the jewel in the crown of the ELG-Haniel group's stainless steel scrap division. ELG-Haniel, with locations all over the world, handles approx. 1.3 million tons of stainless steel scrap on an annual consolidated basis. Jewometaal's Botlek location handles approx. 300,000 tons annually, thus making it the largest, single stainless steel scrap processing facility in the world. Jewometaal handles almost all forms of stainless steel scrap and other nickel-bearing scrap.

## **MARCOR STEVEDORING**

Marcor Stevedoring tranships all kind of bulk commodities such as agribulk, minerals, scrap, coal and other bulk commodities. Marcor operates brand new equipment with the latest technology available. Marcor Stevedoring operates 4 floating cranes with capacity up to 36 mton and 3 weighing towers. Its unique floating storage capacity, situated in the Waalhaven, has a storage capacity of about 28,000 tons. Total transshipment carried out by Marcor is about 6.5 million tons in 2008. Due to the flexibility of their equipment no vessel limitations on length, width and draft are applicable.

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## **MENEBA**

Meneba is a general supplier of cereals and cereal-derivatives to the international food industry. Its main production facility in Rotterdam has an annual milling capacity of approx. 700,000 tons. Meneba has a storage capacity for cereals of 85,000 tons at its disposal and a storage capacity for flour of 12,000 tons in over 100 silos. Most raw materials arrive at the facility by water. Vessels with a capacity of up to 20,000 tons can be unloaded directly at the mills by means of private facilities with a maximum capacity of 400 tons an hour.

Small vessels (coasters of 2,000 - 3,000 tons) can be loaded directly at the mills. The mills are equipped with slinging systems that allow loading up to 10,000 tons per day.

## **NIEUWE WATERWEG SILO**

Nieuwe Waterweg Silo specializes in the handling of agribulk (with or without weighing) and minerals such as fertilizers, ferro, cokes, stones etc. Annual turnover is about 400,000 tons, of which 200,000 tons is agribulk. The company has storage facilities on land for 5,000 tons and floating facilities for 10,000 tons. Nieuwe Waterweg Silo is also specialized in transshipments ex barge/coaster into trucks (bulk) or ex trucks or containers (bulk) into barge or coaster. With two floating cranes Nieuwe Waterweg Silo can handle goods throughout the entire port of Rotterdam.

## **RBT (ROTTERDAM BULK TERMINAL)**

RBT is an independent bulk handling company situated in the Vulcaanhaven. RBT offers you all the necessary storage and processing facilities for handling of all kinds of minerals and other dry bulk. The total surface area of the terminal is 70,600 m<sup>2</sup>. The total quay length is 525 meters of which 420 meters has a draft of approx. 12 meters. For closed storage, the terminal has 32 bunkers available with a total capacity of 114,400 m<sup>3</sup>. A 4,000 m<sup>2</sup> shed and 6 silo's of 12,500 m<sup>3</sup> each are an integrated part of the terminal conveyor belt system. The terminal has an open storage area of 40,000 m<sup>2</sup>. RBT operates two railmounted 16 mtons gantry cranes and has also access to floating crane capacity for board-to-board transshipments. RBT has an ideal logistical position: it is situated right at the junction of important motorways, has an on-site rail connection, and its dock, the Vulcaanhaven, is directly connected to the River Rhine. RBT can tranship any type of bulk in any volume. The company offers specialized services for minerals such as kaolin, bauxite, magnesite, alumina etc.

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## C. STEINWEG HANDELSVEEM BV

C. Steinweg Handelsveem BV has been active in the port of Rotterdam for the past 155 years, handling all kinds of commodities on 7 different locations within the Rotterdam port area. Bulkactivities were started in 1998 and include transshipment, storage, crushing, screening, weighing and packaging of bulk products such as ferro alloys, noble alloys, bauxite, fluorspar, magnesite etc. The company has a dedicated bulk terminal in the Waalhaven, with a quayside of 300 meters and a draft of approx. 10 meters. This terminal, with a total surface of 100,000 m<sup>2</sup>, of which 45,000 m<sup>2</sup> covered, is equipped with bulk- and general cargo cranes. C. Steinweg Handelsveem is IMO approved for certain ferro alloys.

## VAN UDEN STEVEDORING

Van Uden Stevedoring handles a wide range of products: dry bulk goods (minerals, coal, grain, animal feed, fertilizers, building materials, scrap metal etc.), general cargo, roll-on/roll-off and containers. The company integrates logistic activities by offering transshipment, storage, (re)groupage, rebagging, stuffing, stripping, labelling and supervising the cargo. The Van Uden Stevedoring terminal has a quay length of 600 metres and a surface area of 50,000 m<sup>2</sup>. Storage capacity includes 20,000 m<sup>2</sup> of covered facilities and 25,000 m<sup>2</sup> in the open air. For the storage of special (high capacity) bulk products, such as kaolin, alumina, bauxite and perlite, Van Uden Stevedoring has 10 bunkers with a capacity of 500 tons each. Maximum draft facilities are 10.2 meters at high tide and 9.65 meters at low tide. The terminal is fully equipped with 8 cranes of 5 to 28 tons, several bulldozers, forklifts, a weighing bridge of up to 70 tons, a roro ramp and a highly qualified work force.

## VULCAANHAVEN STORAGE BV

Vulcaanhaven Storage is active in the storage of industrial minerals in storage sheds, which have a capacity of more than 45.000 m<sup>3</sup>. Loading and unloading activities, board/board to coasters or barges as well as directly into dry covered storage bays of 1250 m<sup>3</sup>, per grade strictly separated from each other, are outsourced to Rotterdam Bulk Terminal.

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# Dry bulk companies

## WELPLAAT

This plant is working up sand and gravel from the North Sea. Welplaat offers customers services like washing (desalinization) and screening the materials into different grades. It is situated at the Calandkanaal in Europoort and has a jetty with a draft of 9 meters.

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## PORT OF ROTTERDAM AUTHORITY

The aim of the Port of Rotterdam Authority is to enhance the port of Rotterdam's competitive position as a logistics hub and world-class industrial complex. Not only in terms of size, but also quality.

The core tasks of the Port Authority are to develop, manage and run the port in a sustainable way and to maintain a speedy and safe service for shipping.

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