

# Booming bulk business in the USA

**Van Aalst Bulk Handling BV**, Boskoop, The Netherlands

Despite predictions that cement imports in the US would slow down, the opposite is in fact happening. Van Aalst Bulk Handling B.V. has received orders for ship-unloaders in the US which are able to increase bulk imports there to five million tonnes a year. One unit has already been delivered in October of this year (Figure 1).

This unloader can unload ships of 45,000 dwt with an unloading rate of 600 tonnes per hour. The distance to the dome storage is 330 metres.

Van Aalst did not only deliver the ship-unloader for this new terminal but also took care of the dome reclaim installation (Figure 2). The dome is equipped with a 100 per cent fluidised floor. This floor ensures that more than 96 per cent of stored cement can be reclaimed and none of it piles up between aeration ducts, like it does in other reclaim systems.

The convey unit, which transports the cement from the dome storage to the train and truck loading area, was also supplied by Van Aalst. This unit was delivered with special pinch valves which reduce maintenance costs.

## Ship-unloaders on pontoons

Elsewhere in the US, two more ship-unloaders have been ordered for two different clients. These will both need to be mounted on pontoons. Unfortunately, due to Hurricane Katrina, pontoons have not been available in the US, but because of excellent contact with shipyards in Holland, Van Aalst has been able to offer the new pontoons at comparable prices with quick delivery and ABS certificates.

These ship-unloaders also have an unloading capacity of 600 tonnes/hour and can unload ships of 45,000 dwt.

The first client wants to have the ability to use the ship-unloader at a later stage as a dock mobile unit. Thus, in this case, the construction of the ship-unloader will be the same as in Figure 1, except without the wheel sets.

In the case of the second client, the ship-unloader is to be integrated onto the pontoon. This allows for extra room for spare parts, etc.

The ship-unloader in case one is electrical driven, while the one built onto the pontoon is diesel motor driven.

## Side by side ship-unloading

In a separate case, two sister units (ship-unloaders) have been ordered with the intention of working side by side unloading the same ship. The advantages of two units working side by side in place of one big unit are:

- Reliability, high throughput capacity, low dock load
- High efficiency, flexibility, etc.

The higher price of using two smaller units as compared to using just one bigger one will be repaid because ships can be emptied quicker this way. The higher cost of having two operator teams is eliminated through the reliability and reduced movements of the unloaders from hold to hold.

Besides the above mentioned ship-unloaders, which will be delivered at the end of 2006 or beginning of 2007, Van Aalst is also involved in the upgrade of existing terminals and ship-unloaders in the US.



Figure 1. This unloader has an unloading rate of 600 tonnes per hour.

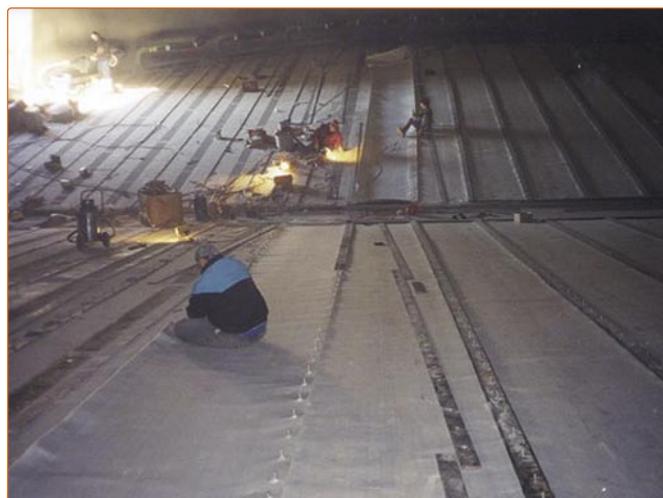


Figure 2. The dome has a 100 per cent fluidised floor.

The Van Aalst Bulk Handling BV office in the US has never been busier. This is being reflected worldwide, as orders for machines and terminals are in the works in Pakistan, Italy and the Ukraine.

### ABOUT THE COMPANY

Van Aalst Bulk Handling BV was established in 1999 by Mr. Gert van Aalst. Their product line includes: ship-loaders, ship-unloaders, storage and reclaim systems, convey units, ecological hoppers for clinker and self discharging ships. Installations are delivered world-wide, and all installations are made to measure.

### ENQUIRIES

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