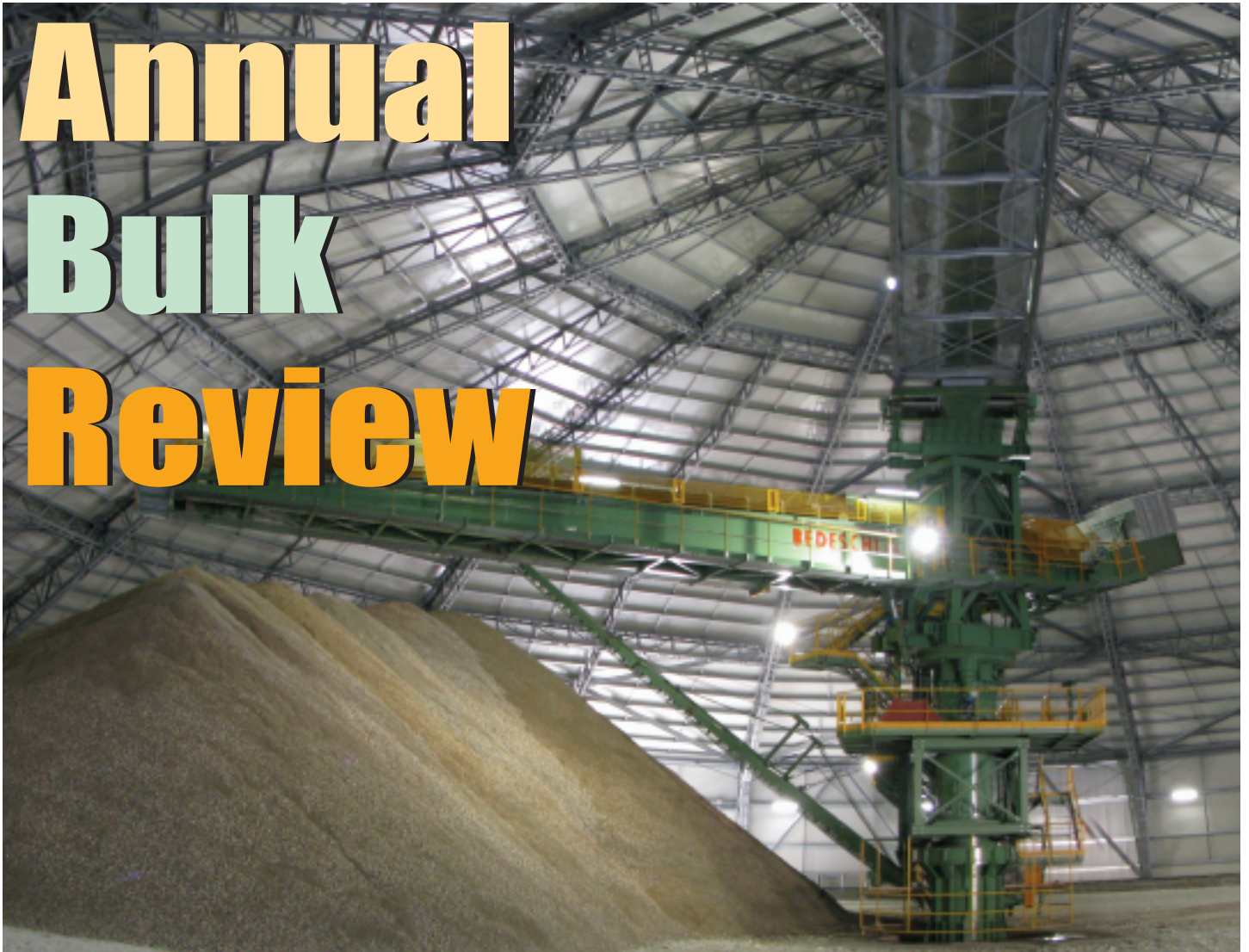


Annual Bulk Review



Africa

For 2008, Buhler Grain Handling Business Unit, Switzerland is reporting to have worked on various flat and steel storage projects in excess of 260,000 tonnes and has delivered 1 Portalink Combi Ship Loader/Unloader with a capacity of 600/600t/h, 4x mechanical ship unloaders (with a capacity of 600t/h each) and 1x mechanical ship unloader (300t/h) to countries such as, Madagascar, Algeria and others on the African Continent.

Sotacib Usine de la Ferianna in Tunisia has installed a double roll crusher machine with a strong steel structure frame to crush limestone with a humidity varying from 5 to 7%. This machine will replace an existing 30 years old Bedeschi crusher and will double the capacity at the plant.

E-Crane has recently delivered a mid-stream transfer station for Seaboard Corp (US), for their Midema (Minoterie De Matadi, flour mill) ship unloading project in Matadi, Democratic Republic of Congo. In Matadi, the farthest

inland harbour on the Congo River, Seaboard was faced with major port congestion problems and outdated, neglected port infrastructure.



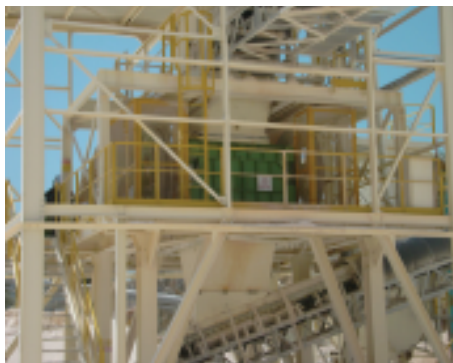
Currently underway at the Erce plant in Algeria, is the erection of a new longitudinal storage for limestone. Erce awarded the contract to Bedeschi for the engineering design, supply and erection. The project also includes a new 450tph frontal reclaimer. The plant will ensure a storage capacity of up to 75,000 tonnes for limestone/clay over two piles, and an optimum output homogenisation effect.

Lafarge in Egypt has taken delivery of a new double roll crushing unit for their Lafarge Titan plant in Egypt. The material to be crushed is marl and clay and the output capacity is 350t/h. Lafarge also awarded Bedeschi the contract to install an apron feeder for marl with 15% moisture and 1,5 t/m³ bulk density. The width of the metal apron at discharge is of 2000mm. Two mobile pneumatic ship unloaders manufacturers by Vigan Engineering, Belgium, will be delivered at the end of this year to Dhekalia Port in Egypt.

Europe

In June 2008, Bedeschi delivered a crushing unit for hard limestone (up to 2000kg/sqcm) to Unicalce, Italy. This is the second unit and includes a feeder type and a crusher with toothed cylinders, suitable to crush big blocks of material. The cleaning of the teeth is guaranteed by a set of adjustable scrapers positioned along each rotor. Last Autumn Bedeschi also supplied of two box apron feeders to dose dehydrated blast furnace sludge, blast

furnace powders and fine pellets at the Paul Wurth Italia plant.



✦ Bedeschi has also been involved in the engineering design and supply of a complete crushing pre-homogenisation and handling section of the new Cementi Costantinopoli Barile plant in South Italy.

✦ In Europe (including Russia) Buhler delivered 1x combi ship loader/unloader (200/300t/h), 1x ship loader (300t/h) and 1x mechanical ship unloader (300t/h) with no specific mention of customer(s).

✦ For a clay crushing, storage and materials transport project for a raw mill plant located on an inland site near the city of Matera (UNESCO territory), in the South of Italy, Italcementi turned to Bedeschi for assistance. For the crushing of clay they will supply a double roller crusher and a portal reclaiming, while for the iron ore handling an apron feeder has been installed.

✦ La Reunion Island (France) has taken delivery of one Vigan mobile ship unloader (500t/ph). Vigan, Belgium, also reports that one ship unloader with a capacity of 500t/ph will be delivered to a customer in Greece at the beginning of 2009 and one barge unloader for wood pellets (500 tonnes per hour) on rails to be delivered end 2009 to a customer in the Netherlands. Vigan also won the contract for a complete installation project for urea handling in Belgium. The contract included an unloading tower of 400t/ph, various conveyors in a flat storage warehouse and its reclaiming system. The project will be completed at the end of 2008.

✦ Sia Cemex, Latvia has awarded a contract to Bedeschi for the engineering design and supply of a complete clay crushing unit including a staking and reclaiming unit and a limestone staking and reclaiming unit for their new cement plant in Latvia. The plant commissioning is scheduled for end 2008.

✦ The Kosovo Government has awarded another contract for the refurbishment of a bucket wheel excavator to Tenova TAKRAF, Italy. The contract, financed by KfW-Bank, is

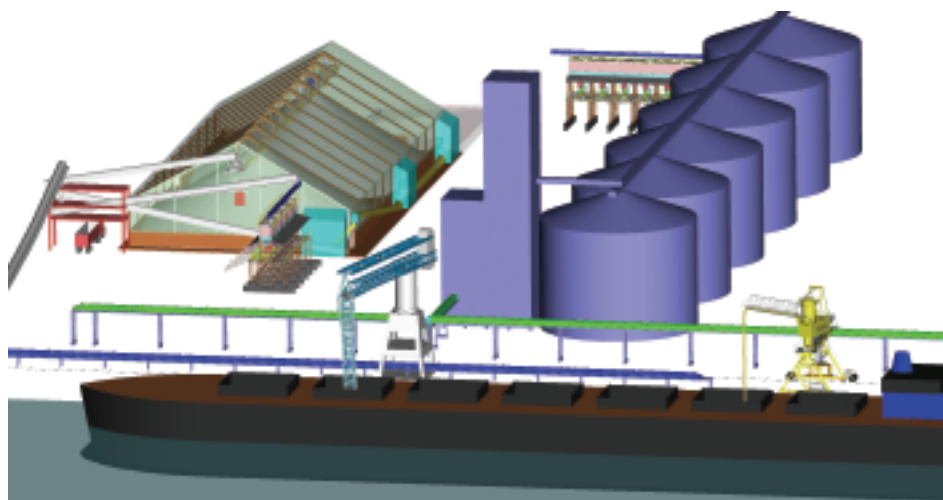
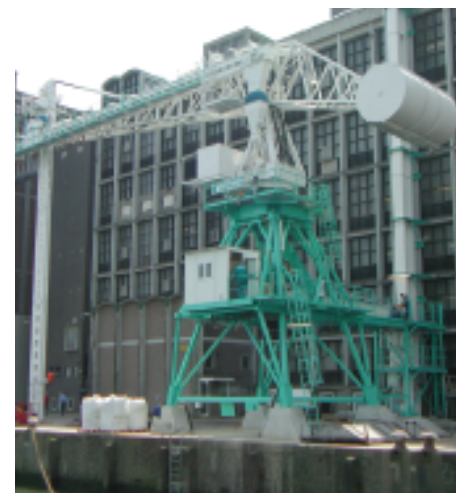
part of a modernisation concept for all TAKRAF supplied machinery, which includes in many cases, even after decades of operation, an increase in capacity compared to the design capacity facilitated by the incorporation of new Tenova TAKRAF drive and modern control technologies.

Middle East

✦ Pakistan's first dedicated grain and fertilizer terminal project in Port Qasim (Karachi area) has awarded a contract to Vigan Engineering, Belgium, for the supply of the ship unloaders, the conveying and bagging equipment, as well as for the flat storage for fertilizers. This state-of-the art terminal will have a capacity of handling up to 4 million tonnes of products, of which 80% will be for grains, and will have total storage capacity of about 100.000 tonnes. Project completion is scheduled by the early 2010. Another Vigan ship unloader was delivered to a client in the Dakha area in Bangladesh, while one Simporter mechanical unloader of 1,200t/ph was delivered Baria Vung Tau area (about 100 kms of Ho Chi Minh city) in Vietnam.

while the second contract includes a primary toothed roller crusher and an apron feeder.

✦ Working on flat/steel and concrete storage projects in excess of 310,000 tonnes, Buhler has supplied 3x mechanical ship unloaders (each with a capacity of 400t/h) and 1x mechanical ship unloader (600t/h) to customers in Asia and the Middle East including Yemen and Syria.

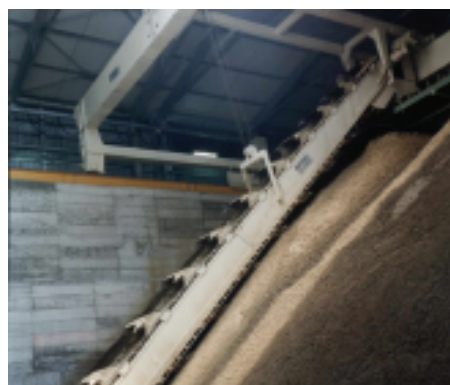


✦ Mass Jordan for Investment & Trade Co in Sudan has awarded Bedeschi two contracts; one for the supply of a clay longitudinal storage and one for a clay crushing group. The first contract includes a stacker type (with a capacity of 300t/h) and a reclaiming type (250 t/h),

✦ Two Vigan ship unloaders (with a capacity of 400t/ph) are to be delivered to Saudi Arabia by April 2009, while among recent orders Vigan reports that one large size Simporter mechanical ship unloader of 750t/ph is to be delivered to Ulsan port (South Korea) by mid-2009.

✦ FL Smidth, Denmark has called in Bedeschi for a crushing unit to be installed at the Kokshetau plant in Khazakstan. The design will consider the low temperature climates in the country (up to -39°C) and covers the engineering design and the supply of an apron feeder.

✦ German-based Polysius has completed the Podilski project in Ukraine, with Bedeschi providing the storage system and a reclaiming system for pudlowcy clay and loam.




Working on a coal receiving plant in India, Coeclerici Logistics, Italy, has awarded a contract to Bedeschi to install 2 coal receiving hoppers with a volumetric capacity of approximately 50 m³ each. Under each receiving hopper there is a rubber extractor suitable to transfer 1200t/h of coal from the hopper to the loading belt system. Bedeschi has also delivered five ship-loaders with a nominal capacity of 2000t/h to a customer in India. The installation of the machines is in progress while an order for the 6th shiploader has been received back in April.

North America

E-Crane International is currently installing barge handling systems for AEP Kyger Creek, AEP Clifty Creek and Power South (AEC Lowman) providing a complete solution to their material handling needs. According to the company their floating material handling platform is the ideal solution when there is no or little existing infrastructure, and when environmental issues prohibit the construction of a permanent infrastructure or if the client needs the flexibility a floating, moveable system offers.



South America

In South America, Buhler has been involved in flat storage projects in excess of 100,000 tonnes and has supplied 8x of their Portaload ship loader (1200t/h), 1x mechanical Portalink ship unloader (600t/h) and 1x mechanical ship unloader (800t/h) to Brazil, Argentina. 



Damietta Port



Damietta Port in Egypt might be nicely tucked away in a corner of the Mediterranean Sea near the entrance of the Suez Canal - 70km away from its neighbouring Port Said and 200km from Alexandria - but it has recently added 525,000 m² to its territory and is now available for future investments. The port offers 16 berths and an LNG berth and is easily accessible to its hinterlands both by river and road. Rail facilities allow the port to receive 5 trains per day. Damietta Silos Co is operating berths 13 & 14 and offers 100,000 tonnes capacity plus a storage space at 50,000 tonnes capacity. Dedicated to grain loading and unloading the facilities includes a grain packing shed at a space of 5,000m² with a packing capacity of 3,000 tonnes/day. There are 3 rail-mounted pneumatic ship unloaders with a capacity of a 1000t/h and 2 with a capacity of 700t/h. Damietta Silos Co can accommodate vessels with



a draught of up to 13.25m. Berths 9-11 are dedicated for dry bulk and according to Damietta Port Authority (DPA) the dry bulk berths can accommodate vessels up to 11m draught. Several private companies are working in the dry bulk sector in the port including Cairo 3A. The company offers 13 diesel suction unloaders with a 500t/h each, 1 suction unloader with a capacity of 1000t/h and 5 manually operated packing units. Storage capacity on offer is 200,000 tonnes and there are efforts to increase it to 300,000 tonnes. A new ship unloader has recently arrived and is currently under installation. Future plans include an extension of the storage yard of grains and foodstuff with an additional 285,000sqm close to berth 15. 

Pneumatic Shipunloaders and environmental concerns:

“On pneumatic shipunloaders, the use of a speed variator (also called frequency inverter) for the turbine motors allows an energy consumption of about 15% on average or from 0.9kWt/h (without a speed variator) per tonnes down to 0.7kWt/h, which are most significant cost savings.

It also means much lower peak energy amperage (power consumption) when starting the electrical motors, thus significantly reducing energy costs.”

Alain de Visscher, Commercial Director, VIGAN Engineering, Belgium