

# Project

## Fuel unloading and layover facility, Pepel, Sierra Leone

The fuel and layover facility comprised the construction of five mooring dolphins, four breasting dolphins with fenders, a concrete platform, 220-metre walkways and a 160-metre access bridge. The new jetty is part of the ongoing rehabilitation of African Mineral's loading facility for iron ore.

The jetty enables our client African Minerals Limited to increase the export of iron ore by some 20% per day. In addition to feeding the chain of transport, the jetty will be used for the import of diesel for mining and exporting facilities.

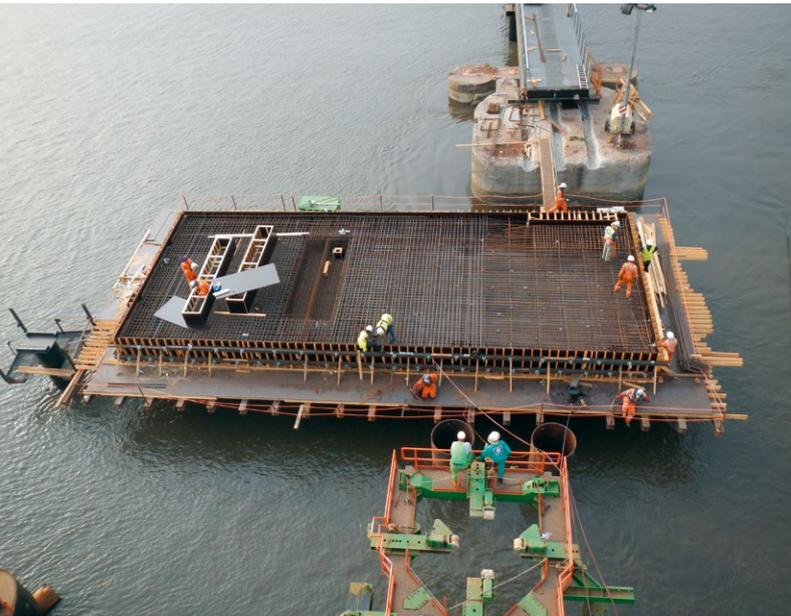


<b>Location</b>	Sierra Leone river, Pepel, Sierra Leone
<b>Client</b>	AML, African Minerals Ltd.
<b>Contractor</b>	BAM International in joint venture with Stefanutti Stocks (South Africa)
<b>Contract type</b>	Design and Construct
<b>Contract period</b>	July 2012 – March 2013
<b>Contract sum</b>	€13 million

*'Continuation in Pepel for African Minerals.'*

### 20% increase in shipping

The first vessel to berth at the new jetty at the end of March 2013 was Gypsum Integrity. Its arrival signalled the end of a short but intense construction period of four months and the start of a cycle of production that will enable our client to increase shipping amounts by some 20% per day. While one transporter vessel lies berthed here, another can be loaded at the rehabilitated ship loader jetty some 500 metres away (the rehabilitation was also part of the project). This means that changing times after departure of the loaded vessel have gone down from six hours to only one.



### Feeding the chain of transport

The chain starts in the mine from which the iron ore comes down in trains to Pepel by a 200-kilometre rail way. Iron ore export takes place on a larger scale than any inland ship loading facility could manage, so the vessels that are loaded act as intermediaries between Pepel and the actual ocean transport. Each vessel that departs from the Pepel jetties sails 35 kilometres down the Sierra Leone river to the Atlantic ocean. Along the route are a string of 37 new navigation aid structures, also built by the BAM / Stefanutti Stocks joint venture. Once the vessels reach the coastline, it's another 15 kilometres to the bulk carriers that lie anchored in deeper waters.

There, the transporter vessels offload their 35,000 tonnes of iron ore into the 170,000-tonne bulk carriers for further transport, mainly to China. In addition to feeding the chain of transport, the jetty will be used for the import of diesel for mining and exporting facilities.

Berthing of the Gypsum Integrity, the first iron ore vessel at the fuel jetty

