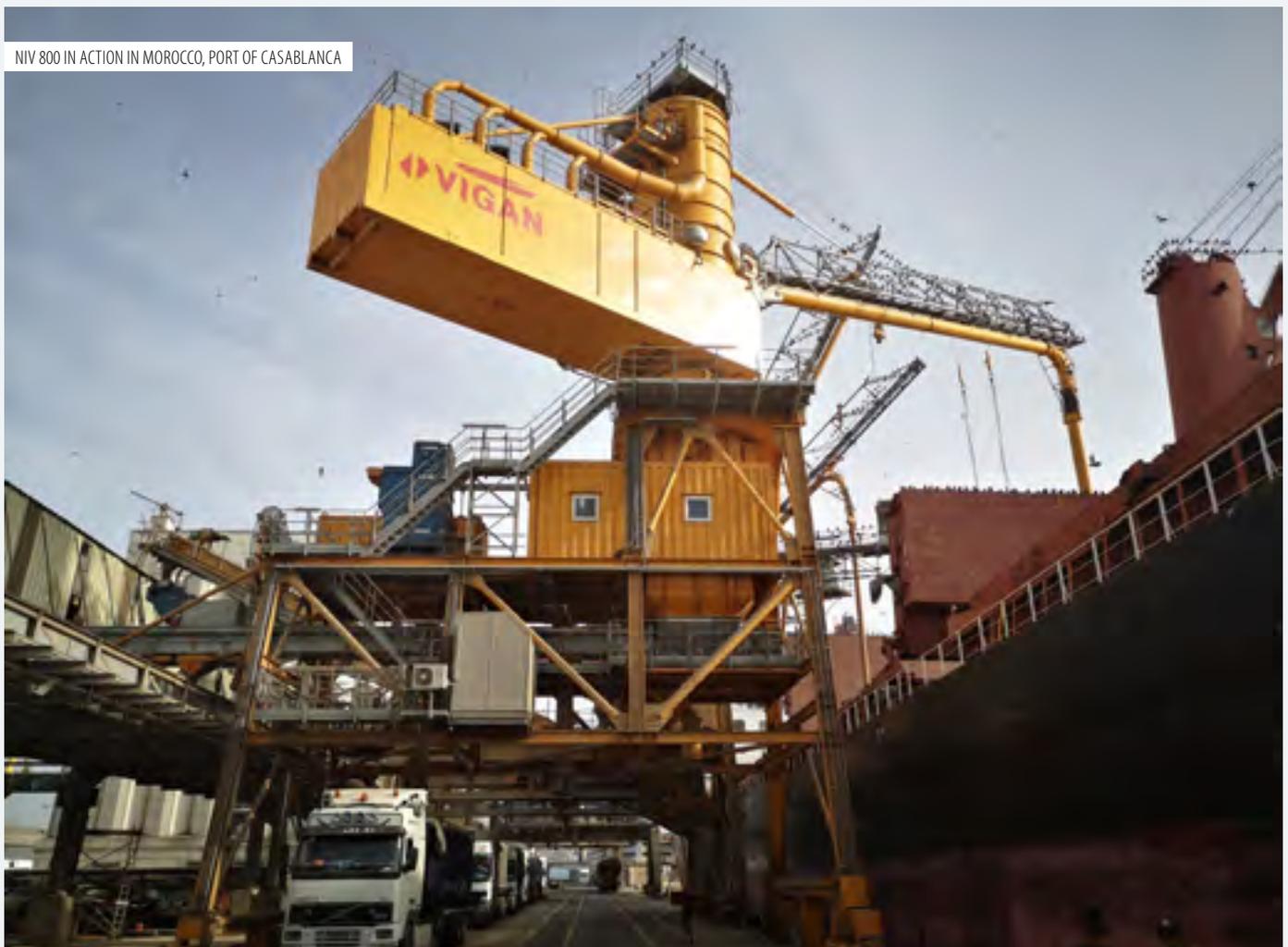


VIGAN LESSENS THE LOAD

COMPANY NEWS



Billions of tons of cereals circulate around the world every year to feed the world's growing population. Grains are mainly carried in bulk by sea and are then transported overland by truck or train, bringing the cargo to its final destination.

This is where VIGAN comes in, by offering continuous ship-unloading and loading solutions, by pneumatic or mechanic systems.

Our special handling technology maintains all the physical and chemical characteristics of products during their transport. Challenges for grain bulk logistics are energy, labour and demurrage costs, while safeguarding the quality of the discharged product and ensuring reliability over a long period of time in a demanding environment. VIGAN offers tailor-made solutions to meet these challenges.

VIGAN's equipment offers a fast return on investment by optimising operational costs:

- » Low energy consumption: 0.6-0.8kW per unloaded ton
- » Highly efficient cleaning of the vessel or barge hold: maximising discharge efficiency (75% and more) leads to minimised demurrage costs
- » Reliability results in low maintenance costs and time-out reduction
- » Durability (machines with a life expectancy of 30 years and more) and cost efficiency lead to long-term investment with short-term pay-back
- » Ease of operation (simple high tech) means limited manpower and low operating cost.

Although the coronavirus pandemic has made entrepreneurs more careful in their decisions, 2021 looks more promising. As the policy of having fewer trucks on the roads spreads, the tendency of companies in Europe and other continents to use waterways for cargo transport has created more opportunities for our barge unloaders. More logistic operations will include pneumatic unloaders in the near future.

The VIGAN NIV 600 pneumatic ship unloader has now become the standard, representing on average 60% of NIV-type pneumatic ship unloaders sold by VIGAN over the past few years.

Each machine is customised and optimised according to customers' technical requirements and site specifications: gantry type (stationary, self-propelled on rubber wheels or on rails); unloading capacity (from 160 to 800 tons/hour); boom length (up to 30m); diesel/electrical power unit, and many other specific optional devices.

VIGAN NIV-type pneumatic ship unloaders are typically suitable for medium-size vessels up to post-panamax, mainly due to their boom length, which can reach up to 30m, and the high suction capacity, up to 800tph.

VIGAN's pneumatic equipment will handle most free-flowing products with densities, between 0.5 and 0.9 and a natural angle of repose less than 40°. These include all kinds of grains (corn, wheat, barleys), oilseeds, raw materials for animal feed, wood pellets, specific chemicals such as soda ash and also slightly compacting products such as soy bean meal.

As each case is specific, VIGAN helps customers to make the right choice. It is important to ensure that the selected machine is the most suitable for the required job, which is generally a rather complex matter. To unload, for example, up to five million tons of seeds per year, VIGAN usually recommends the use of one or two pneumatic ship unloaders on a gantry. For higher unloading rates, VIGAN recommends a mix between NIV and SIMPORTER (mechanical ship unloader). In this case, a pneumatic ship unloader would also be dedicated to assist in the cleaning of ship holds, which is the least efficient phase during the unloading with mechanical equipment.

Our unloaders are all designed, manufactured and pre-assembled in VIGAN's factory in Belgium. Its central position in Europe makes it possible to exploit the excellent network of top-quality suppliers in Europe.

VIGAN's international network of agents enables the engineering team to adapt its equipment to any specific local customer's requirement.

For more information, visit: vigan.com



NIV 500 AT PORT OF TAICHUNG, TAIWAN