

**Location:**

Bontang, East Kalimantan

Value:

US\$24 Million

Client:

PT. Indominco Mandiri

Contract Type:

Lump sum, EPC

Duration:

September 1997 to December 1998

Description of Works:

The project works for the coal handling facilities at the Bontang Coal Mine involved design, supply, fabrication and installation. Works also included handling and outloading facilities at the port. The project was divided into two separate areas of construction, the mine site and the port site, which included:

- Expansion of the existing mine stockyard to 150,000 tonnes including 3 kilometres of conveyor systems and 1 kilometre of stacker track to allow a 1000 tonnes coal handling per hour.
- Construction of a new 250,000 tonnes stockyard at the port including 2 kilometres of conveyor systems and 1 kilometre of stacker track, also for a 1000 tonnes coal handling per hour
- Construction of a 6 kilometre long 2000 tonnes per hour ship-loading conveyor from the port stockyard to the ship loader, of which 2 kilometres were constructed over water.
- Design and construction of all generator and electrical buildings and associated fuel farms.

Site works commenced with the construction of a 300-man camp and office site facility. Materials and professional services were sourced and expedited from all over Indonesian, and the rest of the world, including Australia, New Zealand, Singapore, US and Europe. A key innovation at the time of the project was the extensive use of electronic transfer of drawings was to transfer drawings of information to and from engineers based in Vancouver, Canada, along with various suppliers and subcontractors throughout the world.

A key challenge was the offshore erection of 1,500 tonnes of structural steel and mechanical equipment presented a difficult challenge. Pre-planning and pre-assembly of components ensured that the actual over-water erection time was limited to 12 weeks. The pre-assembled components included 46 by 40 metres long gantries each weighing 30 tonnes complete with walkways, stringer, idlers and rollers.

The largest and next-to-last component was assembled on shore completed with walkways, handrail, drives, pulleys and chutes, barged to the ship-loader, then erected with one lift.