Impala Terminals Burnside in Ascension Parish, Louisiana is Impala’s state-of-the-art bulk facility in the US for coal, petroleum coke, bauxite, alumina and other dry commodities.

Located at mile marker 169 on the Lower Mississippi River, Impala Terminals Burnside is a multi-modal terminal with access to ocean, river, and truck connecting the US coal and petroleum coke producing heartland to domestic and international markets.

This strategic location provides ready access to the entire 25,000 nautical miles of the US Inland river system, immediate access to the US Interstate highway system, all class one railroads and direct access to the Gulf of Mexico via the Mississippi River shipping lanes.

Since acquiring the site in 2011, Impala has invested significantly in the terminal transforming it into one of the top bulk exporting facilities in the US. To date USD 300+ million has been injected into the project with a further USD 150+ million envisaged for a further phase of redevelopment incorporating a state-of-the-art rail unloading system.

Impala Terminals Burnside not only offers immediate storage on a soil-cement pad and blending facilities but operates a mid-stream berth with both barge-to-ocean vessel and ocean vessel-to-barge transfer capabilities. The mid-stream vessel operation is capable of transfer rates up to 20,000 tons per day of all types of bulk cargoes, including coal, petroleum coke, grain products, ores or alloys and fertilisers.

Impala Terminals Group is delivering on our promise of running a state-of-the-art facility with a focus on quality, efficiency, environmental stewardship and reliability.

$450M+
TOTAL ENVISAGED BUDGET

25,000 MT
GUARANTEED MINIMUM LOAD RATE PER DAY VIA MAIN BERTH

Impala Terminals Burnside is an essential part of the commodities supply chain to Central and South America, the Caribbean, Western Africa, and the Euro-Mediterranean region. Further expansion of the Panama Canal in 2015 will allow larger vessels to cross-transit, making it possible for exporters from the terminal to reach Asian customers at more competitive rates.
1. **Continuous Barge Unloader**
Your product is unloaded via a continuous barge unloader (CBU) with discharge rates of up to 5,000mt per hour to either the soil-cement stockpile or directly to ocean vessel. Unloading to the stockpile alleviates costly barge demurrage and allows some cargoes to reduce moisture content prior to loading the product on to an ocean vessel.

5,000
MT PER HOUR CONTINUOUS BARGE UNLOADER PEAK CAPACITY

2. **Storage**
Your product is unloaded onto the soil cement stockpile area, the product is shaped for storage into piles. The stockyard includes the latest technology for eliminating fugitive emissions. All storm water and water runoff is collected, stored and treated on site in line with the latest environmental regulations.

600,000
MT CONTINUOUS STORAGE SPACE

3. **Loading Ocean Vessels**
Your product is collected from the stockyard using a series of dozer traps. It is transported via conveyor to the main berth and is loaded on to ocean going vessels of up to Capesize in class. Materials can be sampled and analysed by your laboratory of choice as it is loaded aboard the vessel.

8,000
MT PER HOUR SHIP LOADER PEAK CAPACITY
SAFETY
Impala Terminals Burnside follows the highest standards of health and safety. We take the safety of our employees, suppliers, contractors and partners seriously and we ensure the provision of a safe and healthy workplace. We identify any hazards, risk and unsafe behaviours and implement controls that ensure these risks are minimised to the lowest level practicable.

COMMUNITY
In keeping with our aim to hire locally, 87 percent of recent new hires are residents of Ascension Parish and or the state of Louisiana. We have also made significant steps to invest in and respond to the needs of the Ascension Parish community. We engage in ongoing dialogue with all local stakeholders including state and local government representatives.

ENVIRONMENT
We have taken a large range of measures to minimise our potential environmental impact. These measures include designing surface water retention ponds that are four-times greater than the regulatory requirement, implementing system designs that reduce potential emissions and installing modern systems for reclaiming and recycling surface water run-off to eliminate fugitive emissions – reducing water dependency on the area.

BLENDING
Our blending capabilities meet the varied and specific needs of our customers, with quality and reliability as our highest priorities. We manage the entire blending process via a centralised control system to ensure optimal performance. An independent third-party maintains our sampling system to ensure exact specifications are met.

RAIL UNLOADING
As part of our continual investment and upgrade of the facility, we plan to incorporate the latest rail unloading features into the existing infrastructure. Our facilities will provide for rapid-discharge bottom dump cars to minimize the unloading time for all rail cargoes.

MIDSTREAMLOADING
The terminal operates a barge mounted Gottwald Series 8 crane that is the largest and most efficient midstream transfer crane available today.

150
PROJECTED CAR UNIT TRAIN RAIL CAPACITY (PROJECTED)

2,500
MT PER HOUR LOADING RATE AT MAXIMUM-RATED CAPACITY

6,000
MT PER HOUR DUMP DISCHARGE RATE (PROJECTED)
OUR GLOBAL NETWORK OF TERMINALS

NORTH AMERICA
USA
Burnside

LATIN AMERICA
Bolivia
Oruro
Brazil
Porto Sudeste
Chile
Copiapó
Colombia
Barrancabermeja
Barranquilla
Bogotá*
Tópaga
Mexico
Manzanillo
Peru
Callao
Uruguay
Montevideo*

EUROPE & THE MIDDLE EAST
Belgium
Antwerp
Spain
Huelva
Switzerland
Geneva*
United Arab Emirates
Dubai

AFRICA
DRC
Kolwezi
Lubumbashi
Mozambique
Beira
Namibia
Walvis Bay
South Africa
Durban
Johannesburg*
Tanzania
Dar es Salaam
Zambia
Ndola

ASIA
China
Guangzhou
Shanghai

*Impala offices

IMPALA PORT FACILITIES
IMPALA TERMINALS & OFFICES
In this publication, the terms “Impala”, “the company”, “the group”, “we”, “us” and “our” are used for convenience to denote Impala group and/or one of its subsidiaries. These terms are used where no useful purpose is served by identifying a specific company or entity in the Impala group.