SHIPLOADER PORTFOLIO PRESENTATION

MGA Engineering

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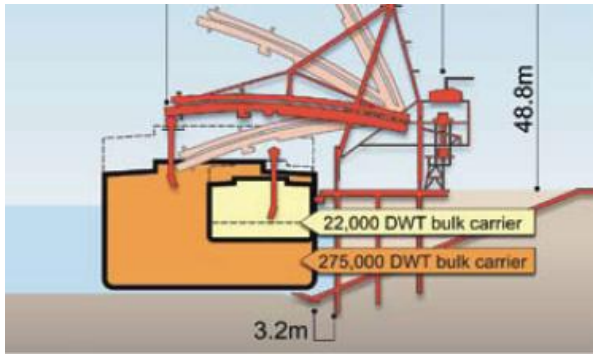
ABOUT MGA

MGA Engineering Inc. is a master designer of structural and mechanical systems, utilized across the globe in the marine, mining, energy, infrastructure, and building sectors. Founded in 1996, the firm is headquartered in Calgary, Canada, and operates regional offices in Canada, USA, and Egypt. Throughout the decades, MGA has lent its expertise to owners, operators and fabricators of large-scale bulk materials handling equipment such as conveyors, ship loaders, stackers/reclaimers, crushers, storage tanks, vessels and transfer stations.

Over the decades, MGA has worked with all major Original Equipment Manufactures (OEM), including Takraf, Thyssen Krupp, PHB, FAM, MWS, FL Schmidt, Shinhan, and Sandvik.

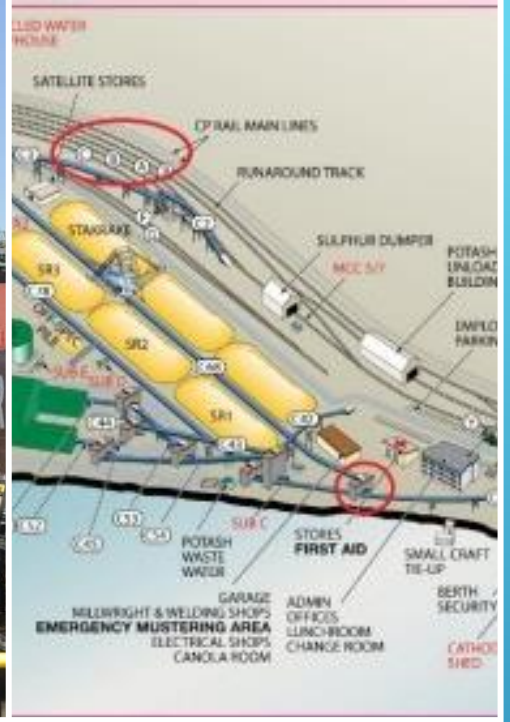
- Design Audit
- Fabrication supervision
- Site rehabilitation

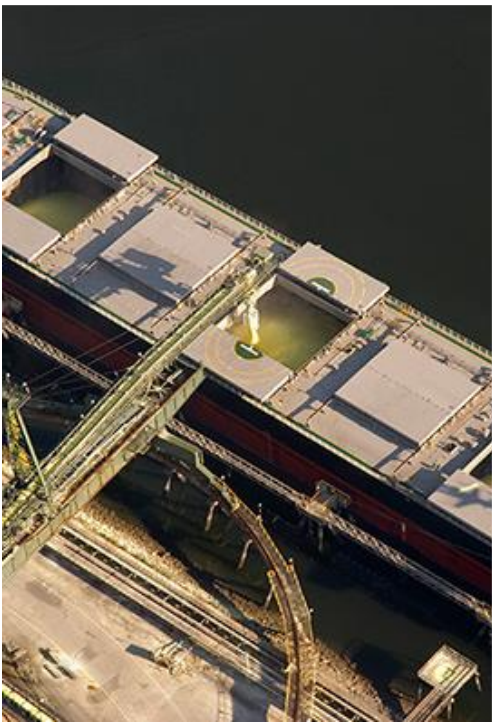
COLLAHAUSI SHIPLOADER, KRUPP CANADA 1996-1999

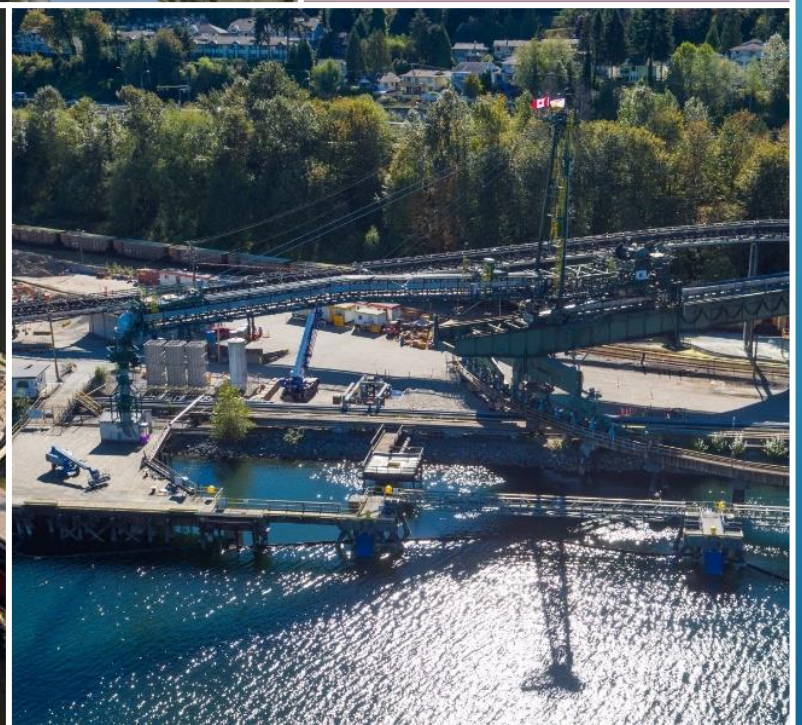


LAXT, KRUPP CANADA 1997

- Trouble shooting for the hoisting system
- Design audit

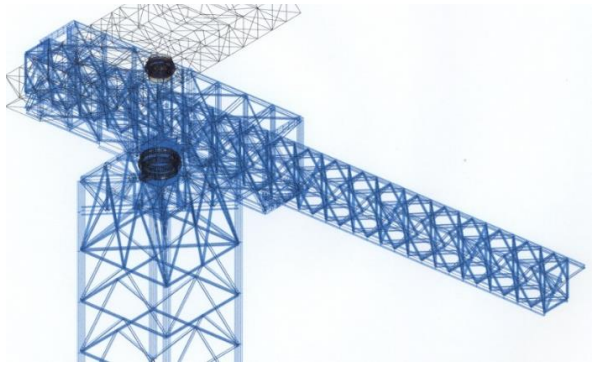


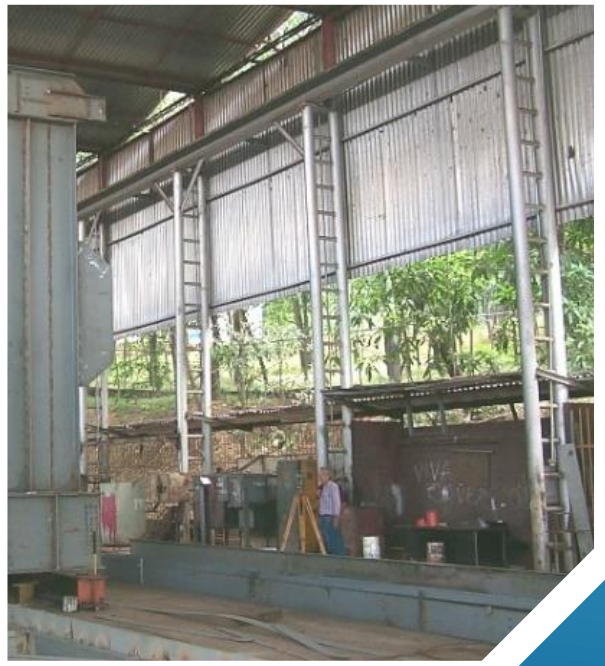




- EOR for the Potash conveying system
- Design audit for the quadrant Shiploader/ EOR for the boom replacement

PACIFIC COAST TERMINALS 1996 & 2016





COASTAL ARUBA-KRUPP ROBINS 1997-2000

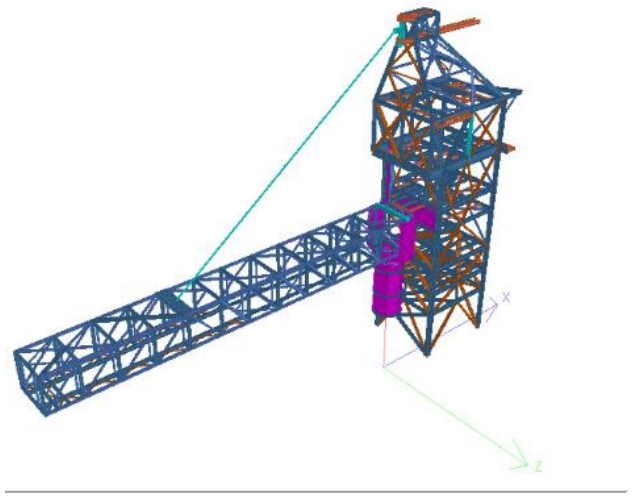
- Design, fabrication and erection supervision

HOVENSA SHIPLOADER, KRUPP CANADA 1998-2001

- Design, Fabrication, and site erection supervision

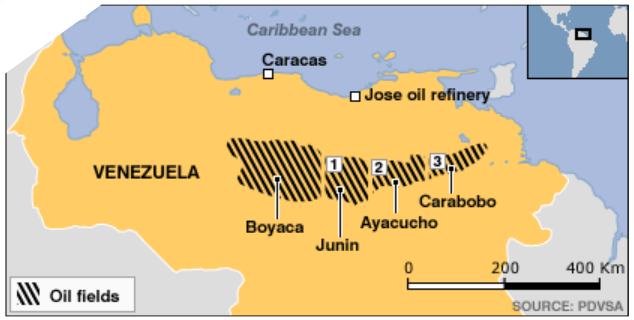
- Structural evaluation of seismic damage
- Structural design criteria-Seismic provisions

ILO SHIP-UNLOADERS 2001



- Repair and rehabilitation
- 2500 t/h pet coke radial shiploader for the Texas City materials handling terminal-Texas.

AIMCOR SHIPLOADER 2001-2003



PETROZUATE SHIPLOADER-VENEZUELA 2002

- Fire damage investigation and troubleshooting

- EOR for two concentrate mobile hoppers, nickel (Sandvik)

VALE LONG HARBOUR PROCESSING PLANT

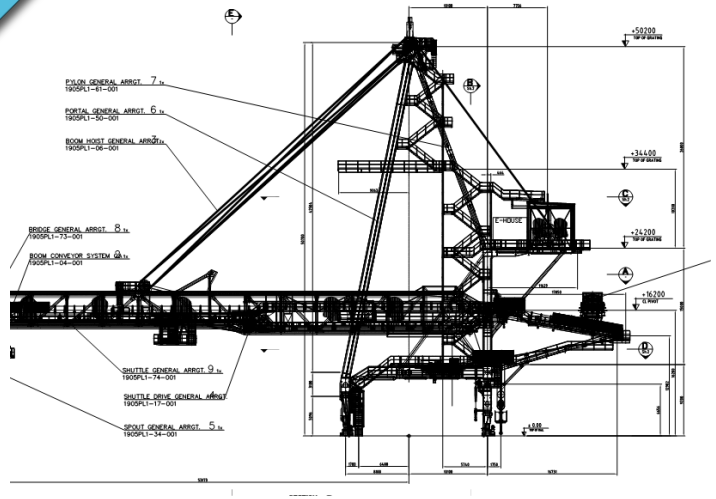
SANDVIK SHIPLOADERS 2004-2017

EOR for several shiploaders in Canada and USA

- Port Of Sept Iles
- Cliffs
- Oregon (Canpotex)
- Louisiana-Burnside
- Westshore Terminals
- Prince Rupert Potash Terminal-Canpotex

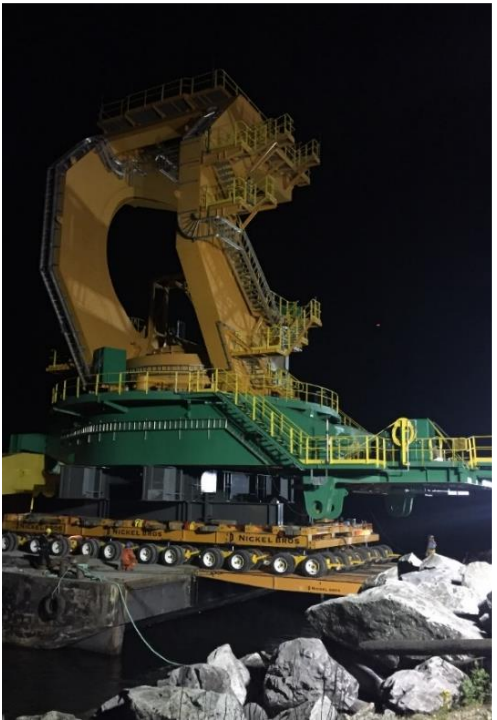
- Bituminous coking coal and thermal coal with varying fines and moisture content
- Ship Loader
- 3 Bucketwheel stacker/reclaimers

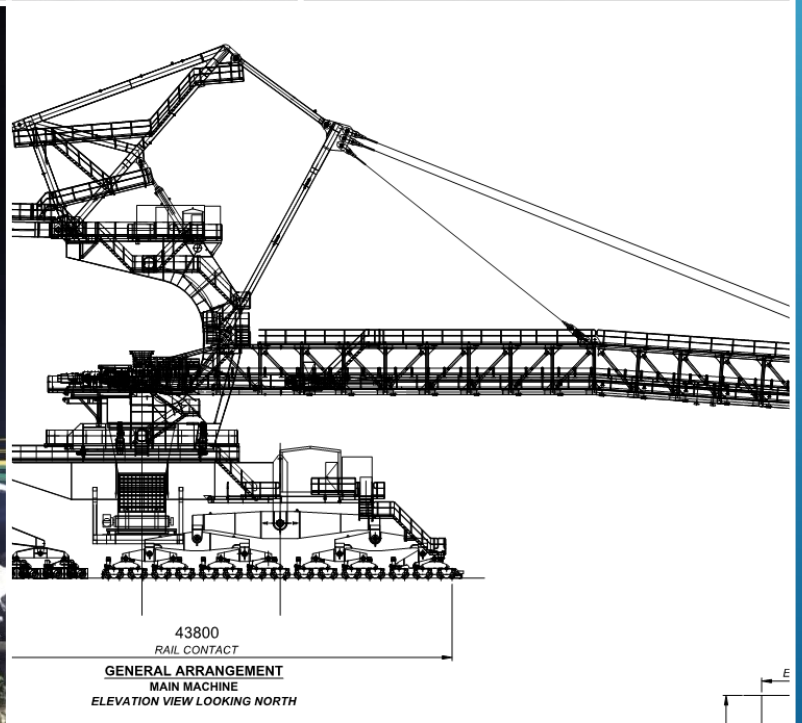
WESTSHORE TERMINALS
DELTA-BC-CANADA (2013-2018)



WESTSHORE SHIPLOADER

Shiploader: 8000 tph
Belt width: 2440mm
Belt speed: 4.8m/s

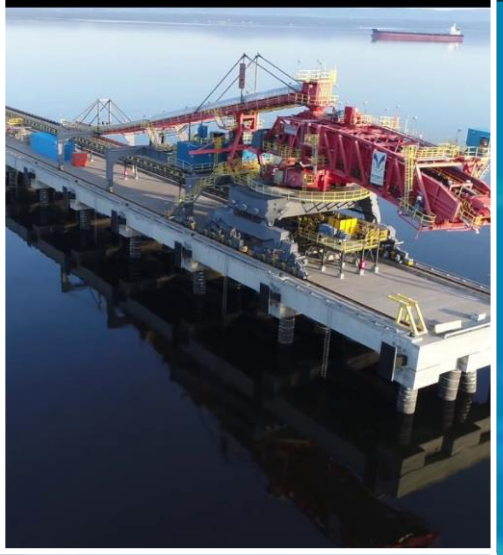




- Capacity: 7100 tph
- Belt: 2130mm
- Belt speed: 4.84 m/

WESTSHORE BUCKET-WHEEL STACKER/RECLAIMERS

PORT OF SEPT-ILES

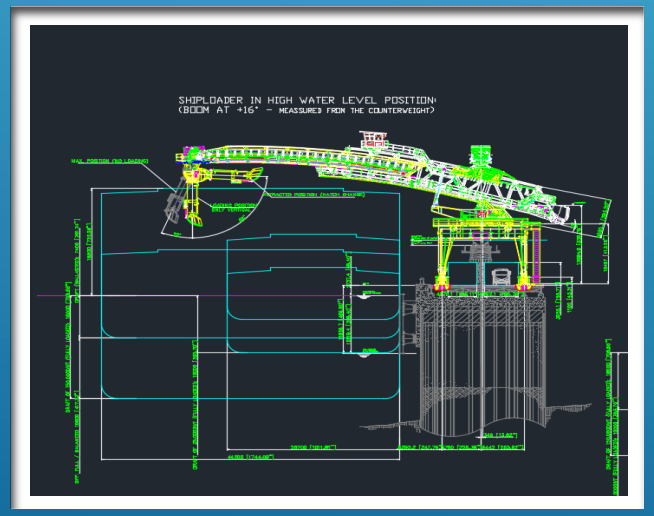


- 2 Shiploaders + trippers
- 2 Harbour conveyors (195 & 360m)
- Iron Ore
- 8,000 TPH (Design)
- 2012/2014

PORT OF SEPT-ILES POINT-NOIRE QUAI NO. 35

BURNSIDE TERMINAL DEVELOPMENT DARROW, LOUISIANA (2011-2013)

- Bituminous and Sub-Bituminous Coal, multi – grade, heterogeneous properties.
- Design Capacity6600 to 8300 tonnes per hour
- Shiploader conveyor: 872’
- Travelling Shiploader w/tripper



BURNSIDE-LOUISIANA

About This Project

Canpotex is currently working toward the completion of a feasibility analysis. This analysis covers environmental assessment, First Nations consultation and detailed design engineering activities. The company hopes to have regulatory approvals before the end of 2012.

The Canpotex Potash Export Terminal will include the following components:

- A marine wharf, access trestle, causeway and all weather ship loading facility capable of receiving vessels of up to 180,000 dead weight tonne (DWT)
- A 180,000 tonne potash storage building with associated conveyor and dust collection systems
- An automated railcar unloading and conveyor system
- A settlement pond for storm water and wash down water
- Administration, personnel, maintenance, and storage buildings
- Site services including water supply, natural gas and sewage.

- Special Shiploader Study (All weather Shiploader)

CANPOTEX-PRINCE RUPERT/BC

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