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With UBH in administration, an agent has been appointed to try and find a buyer for the business



UBH goes into administration

The UK's only tank container manufacturer, UBH international went into administration just before Christmas last year, resulting in nearly 100 members of staff being laid off.

The company, based in Burscough, Lancashire, north of Liverpool, closed its doors on 17 December and was placed into the hands of administrators on 23 December, according to the UK's official public record.

Universal Bulk Handling (UBH) was established almost 60 years ago, employing generations of families who manufactured and supplied tank containers and road tankers to national and international customers.

The news came 20 years after UBH previously failed. In 1999, it was placed in receivership

resulting in the trial and conviction of the company's then finance director and managing director for falsifying UBH's accounts. The directors were jailed in 2003.

The company was then bought from the receivers by its employees who proceeded to run it as a co-operative.

In 2002, Baxi Partnership, a trust-owned investment company for employee ownership, bought a 50 percent stake in the renamed UBH International Ltd (UBHI) in return for a cash injection of £1 million. The remaining 50 percent of the tank builder continued to be owned by UBHI's employees.

Over the following years, UBHI built a seemingly stable business supplying tank containers to a regular client base. But output remained small

compared with the biggest tank builders based in China and South Africa.

In 2015, the latest year for which figures were published in the annual ITCO Fleet Survey, UBHI built 370 tanks. The same year, seven other regular tank manufacturers built multiple times that number.

Efforts were made to develop specialist tanks, such as cryogenic units, alongside products such as pressure vessels for the oil & gas industry. Then in 2017, UBHI also returned to manufacturing road tankers, ranging from general purpose chemical tankers through rubber-lined tankers for acids, vacuum tankers for the waste industry and cryogenic tankers for industrial gases and LNG.

In the company's annual accounts for the year ended 30 September 2018, the latest available,

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UBHI posted a loss of nearly £1.4 million on a turnover of £6.3 million, with similar losses in the previous two years.

A resolution was adopted under which Baxi's share would be bought back by the company, and this was effected in May 2019.

Nearby companies, including Ainscough Crane Hire, took to social media to offer redundant workers help after the business closure.

In the meantime, Sheffield-based law firm Graywoods is handling the administration and an agent has been appointed to try and find a buyer for the business.

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Stolt posts slight fall

Stolt Tank Containers reported fourth quarter revenue of \$US\$133.4 million, compared with \$135.2 million in the third quarter.

While total shipments were up slightly in the fourth quarter, transport revenue decreased by \$4 million, due to a higher proportion of intra-regional shipments, which generate less revenue. The decline was partially offset by a \$1.6 million increase in demurrage revenue. Performance for the quarter reflected continued price competition and softness in markets overall.

The total number of tanks in STC's global fleet was essentially unchanged in the fourth quarter. STC reported a fourth quarter operating profit of \$15.7 million, up from \$12.1 million in the third quarter. Results for the quarter reflected a \$5.9 million decline in fourth quarter operating expense, driven mainly by lower freight costs from the higher proportion of intra-regional shipments, lower repositioning and other move-related costs.



Book it right, pack it tight

A raft of guidelines – and warnings – about potentially dangerous cargoes were published either side of Christmas and New Year.

Insurance mutuals are urging the container shipping industry and participants in the global supply chain it serves to give ever more serious attention to the causes and consequences of ship fires, jointly issuing a guide outlining the responsibilities of all stakeholders in reducing risk.

1 January this year saw mandatory enforcement of the latest version of the IMDG Code, Amendment 39-18. As the incorrect declaration, packing, handling and stowage of dangerous goods of all types is seen as a primary cause of many container ship fires, UK P&I and TT Club have once more collaborated in publishing guidelines under the title 'Book it Right and Pack it Tight'.

The guide provides key insights for all actors in the freight supply chain responsible for preparing unitised consignments for carriage by sea. It gives an overview of the practical duties and responsibilities under the IMDG Code for each stakeholder.

Stuart Edmonston, UK P&I's loss prevention director, stated: "As mutuals, our chief aim is to minimise risk for our members and the industry we serve. The recent spate of container ship fires with the consequent loss of life, damage to ships and cargo, and trade

disruption has been a major concern to ourselves and TT Club. UK P&I continues to participate in initiatives that focus on the capability to detect, suppress and extinguish fires at sea. However, we share our sister organisation's desire to tackle the causes of such fires at source."

TT Club sees its core contribution as seeking significant improvements in cargo declaration and packing. "As so often the case, fires and explosions are merely the 'tip of the iceberg' of problems, which are inherent throughout the supply chain," observed Peregrine Storrs-Fox, TT Club's risk management director.

"There are far too many errors in classification and declaration of commodities to be transported. These are often amplified by poor decisions and practices relating to packaging, packing, segregation and securing. Such errors severely compromise safety in a variety of ways, but most critically when the goods should rightly be described as dangerous in a regulated sense and, here, in compliance with the IMDG Code."

For carriers Uffe Ernst-Frederiksen, head of cargo management at Maersk Line and chairman of the Cargo Incident Notification System (CINS) said he found the publication to be "tremendously useful and if only people would read one book this year that it should be this one."



The recent spate of container ship fires has been a major concern to insurance mutuals

Through its 'Cargo Integrity' Campaign TT Club has been for some time seeking to enhance awareness of the issues and to urge implementation of more rigorous practices relating to entering cargo into the supply chain. Its support of, and participation in CINS, is one such initiative. CINS comprises representatives of container shipping lines that together control over 85 percent of the world's container slot capacity.

A recent CINS report, which should be seen as complementary to 'Book it Right and Pack it Tight', demonstrates substantial effort by the industry to bring understanding to the complexities involved in the ship stowage processes. It seeks to develop a commonality of approach in order to improve safety. Entitled 'Safety Considerations for Ship Operators Related to Risk-Based Stowage of Dangerous Goods on Containerships', it underlines the irrefutable fact that proper declaration is a paramount prerequisite.

One of the expert companies involved in the preparation of the CINS Risk Based Stowage report was Exis Technologies, whose input was focused around its detailed knowledge of the IMDG Code Dangerous Goods List and stowage requirements. In collaboration with other industry experts Exis categorised each commodity on the list by UN Number, placing it in the appropriate 'risk zone' as defined by the CINS Stowage guidelines. In order to encourage the use of these guidelines, Exis has gifted the Hazcheck Risk Zone Data online as a free resource to all involved across the container supply chain.

Seed cake

More specifically, CINS also published new guidelines on the carriage of seed cake in containers.

'Seed Cake' is the term used for pulp, meals, cake, pellets, expellers and other similar cargo, where edible vegetable oils have been removed from oil-bearing seeds, cereals or commodities with similar properties. It is principally used in animal feeds.

Oil and moisture in seed cake cargoes can cause self-heating. Microbiological self-heating, driven by the inherent moisture content, can raise the temperature of the cargo to a point where oxidation of the residual oil occurs.

While all self-heating is usually initially slow, CINS points out, oxidative self-heating can be much faster than microbiological heating and may raise the temperature high enough for the cargo to ignite spontaneously.

The carriage of seed cake cargoes continues to cause confusion and the potential for misdeclaration remains high, CINS maintains.

The guidelines, published jointly with the International Group of P&I Clubs, identifies practices intended to improve safety and to ensure that it is declared, packaged and carried properly.

Modest outlook for container market

The outlook for the container shipping market remains soft despite the welcome boost of the 'phase one' trade agreement signed by the US and China, according to Drewry's latest Container Forecaster report.

Drewry is now predicting that world container port throughput will increase by 3.3 percent in 2020, following an estimated 2.3 percent rise last year. The current year forecast represents a downgrade of 0.7 points on the previous outlook given at the end of September 2019.

"A swift and amicable end to the US-China trade dispute has the potential to give the global economy a boost," said Simon Heaney, senior manager, container research at Drewry and editor of the Container Forecaster. "However, that outcome is still only a tantalising possibility and much more work is needed to be done to secure a more permanent trading arrangement between two countries that have a number of seemingly intractable differences to resolve.

"It's a step in the right direction that removes one layer of uncertainty, but as with previous truces the foundations are flimsy and there is still a reasonably high chance that hostilities will be resumed," he added.

The report also highlights the risk of further protectionist policies on the container market with the threat of extra duties being



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Evolution of smart containers

Lausanne, Switzerland-based Aeler is preparing for the launch of its IoT enriched C3 smart container to meet the demand for cargo logistics to be more intelligent, efficient and ecological.

With its roots in the heart of École polytechnique fédérale de Lausanne (Swiss Federal Institute of Technology Lausanne), Aeler Technologies benefits from decades of expertise in artificial intelligence (AI) research, composite industrial materials innovation and cutting-edge embedded systems design.

David Baur, co-founder and CTO, told *Bulk Distributor*: "Digitalisation is a must nowadays. With the increased pressure on the industry to be more environmentally conscious, standard containers are at risk of becoming obsolete in the supply chain and the desire for a more intelligent and efficient logistics process is growing."

It is no longer acceptable to have containers that are not optimised for their use, Aeler suggests, such as flexitanks with poor structural integrity or container insulation that is unsuitable for the transport of sensitive goods. Optimisation, Aeler continues, is key to efficiency, and increased efficiency is one way that the logistics industry can reduce impacts on the environment.

Naik Londono, CEO and co-founder, added: "The market is incredibly fragmented now, with around 30 stakeholders or more creating variations of smart components for containers. We do not want to be the 31st, we want to rethink from the ground up something that should have been revamped years ago."

The Aeler C3 smart container, available from March this year, is a dry container optimised for flexitank transport, with a view to reducing costs, increasing cargo protection and facilitating

ecological compliance. The containers produced are currently ISO 22GP to ensure compatibility with a wide range of handling tools.

The C3 container is capable of handling flexitanks loaded to 28 tonnes, which is 16 percent more than traditional steel containers. The transition from steel to composite materials enables the reduction of tare weight, improves rigidity, increases insulation and allows a web of sensors to be encapsulated into the structure itself, merging hardware with software.

Combining the reduced weight of the container, the increased load capacity and better container aerodynamics, Aeler says using the C3 container can reduce the amount of road fuel used by up to 4 percent during carriage. This efficient design can lead to over 5-tonne reduction in CO2 emissions a year, per container compared to using traditional boxes, making this a 'greener' choice.

The smart technology incorporated within the container monitors real-time conditions and security parameters, allowing for 'visibility out of the box' and offering alerts when the optimal conditions change, such as for alterations in temperature.

With the economics of ISO containers, dry tanks or reefers, usually based on economies of scale, the question of competition in the market is not unwarranted. Entering the flexitanks market first Naik Londono, said: "Getting cargo from A to B is not enough for today's market. The demand for service to be quicker, safer and more efficient means that innovation is a requirement that should be perfected before a bigger scale is adopted."

Aeler will be providing the containers and the data acquired by the incorporated software on a short-term lease basis, meaning that the containers themselves do not have to be bought outright by the user.

With strong interest from the market already evident, particularly from bulk liquid transporters, there is a great level of anticipation for the Aeler C3. Commercial pilots are under way with key players in the industry to ensure that the 'container as a service' business model, as well as the structural and digital advantages of Aeler's product, meet the industry's needs.

www.aeler.com



Aeler says using the C3 container can reduce the amount of road fuel used by up to 4 percent during carriage



OptiMate aids Lawrence

JE Lawrence & Son Ltd has been serving its customers throughout West Wales and beyond since 1936. The haulier's fuel division delivers to homes, farms and industry.

A MechTronic customer since 2011, in 2018, JE Lawrence invested in OptiMate, an electronic metering system for fuel oil distributors. Owner Richard Lawrence said: "I chose OptiMate as I felt this was a system that offered efficiency savings and increased reliability."

"Since we started using OptiMate we are seeing efficiency savings. The automatic line change procedure means that drivers don't need to return to the tanker to perform a line change; which means deliveries are faster and exact fuel calculations are automatically made, resulting in no fuel wastage."

"Driver feedback has been positive, they like the functionality that the system offers, and the fuel contamination prevention measures that are in place, ensure that OptiMate provides real peace of mind to both our drivers and us as fuel oil operatives."

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Nexxiot brings transparency to VTG tank fleet

Starting from this spring, Zurich-based Nexxiot will equip VTG's entire tank container fleet with IoT sensors.

The Swiss company signed a contract to this effect with VTG Rail Europe GmbH. All of the current 9,000 tank containers are being equipped with the 'Globehopper' sensors developed by Nexxiot so that they can be located and monitored worldwide.

Nexxiot says this brings more transparency and planning capability to VTG's processes and at the same time means added value for its end customers.

"The tank container industry continues to evolve and is becoming increasingly digital," said Nexxiot CEO Helmut Kaspers. "This offers operators of large fleets the opportunity to make practical use of the resulting data. Our solution enables VTG to call up information on the cargo, condition and punctuality of its tank containers at any time. Our service works worldwide and across all modes of transport. In this way, VTG can guarantee its customers more transparent transport for liquid and temperature-controlled products."

For VTG Tanktainer, managing director Jan Röbbken, shares the idea of a digital, transparent and secure supply chain.

"Security and transparency in the supply chain are enormously important for our tank containers and we welcome every opportunity to optimise this," he commented. "We want to make efficient use of the opportunities offered to us by new technologies. Nexxiot has extensive experience in the digitised supply chain, especially in rail freight,

and is now our strategic partner in the digitalisation of our global tank container fleet."

The IoT sensors provided by Nexxiot meet high safety standards. The new generation of Globehoppers introduced in May 2019 is certified with the ATEX markings IIC and IIIC. This allows their operation even in areas where there is a constant risk of explosion, especially during loading and unloading.

In addition to the hardware, Nexxiot has developed a software solution to analyse the information generated. The company offers the complete infrastructure with a cloud-based platform for processing the data from the sensors. For VTG, this information will be fed directly into the company's systems via an integrated solution from 2020. Nexxiot and VTG are working closely together to design the solution - from the devices up to the gained information.

Currently, Nexxiot has already equipped around 50,000 transport objects such as freight wagons and tank containers with sensors worldwide and provides the corresponding service. Between 3,000 and 4,000 objects are being added each month.

In October last year, Nexxiot was accepted as a member of ITCO.

With the establishment at its last members meeting of a dedicated work group, focusing on standards for communication and telematics, ITCO's membership is increasingly recognising the importance of IoT-solutions for the sector.

Nexxiot says it will play a central role within ITCO in the establishment of international



Nexxiot's solution enables VTG to call up information on the cargo, condition and punctuality of its tank containers

standards for the industry.

"Standardisation is an evolving practice," said Patrick Hicks, ITCO's general secretary, "with inbuilt adjustment mechanisms. ITCO involves as many stakeholder groups as possible, to enable a discussion comprising all the important technological and commercial concerns. For this reason, Nexxiot's contribution to ITCO's work, as an expert in digitalisation of the freight market, will contribute to work that the organisation is undertaking and provide benefits to our members."

"Standardisation is a key for a highly efficient digitised supply chain," added Tim Thiemann, segment head tank container at Nexxiot.

"Particularly in the area of IoT, there must be agreed standards to ensure that quality, safety and sustainability in the tank container industry are maintained in the future. Nexxiot works with the most advanced solutions for the supply chain and we have extensive experience in digitising large fleets of cargo assets. That is why we want to use our know-how to support the goals of ITCO."

New standards will potentially reduce conflicts among technology providers, as open and inclusive standards ensure the market is not

flooded with inappropriate IoT technology.

An agreed standardisation process will guarantee that business cases are supported and operability issues covered.

"The global supply chain stakeholders require interoperability which means inclusive standards for both hardware and software, open protocols for communication platforms and business processes. Interoperability standards will increase supply chain efficiency and enrich the market with better suited products which do not compromise on quality," explained Marianna Levto, commercial project manager at Nexxiot.

Among ITCO members, the value of standardisation is particularly important in the field of cargo quality. Since sensitive cargo is being transported, the ability to control its status strengthens ITCO members' position with beneficial cargo owners. Nexxiot believes great value is extracted from gaining a strong mutual understanding of the requirements and challenges and can help to define an industry wide vision which forms the basis of any consortium of interests and subsequent ongoing negotiations.

www.nexxiot.com



Carrs Billington opts for Microlise

UK agricultural supplier Carrs Billington is deploying the Microlise Solution, including its Fleet Performance and Journey Management products across its fleet of 60 vehicles.

Carrs Billington runs feed mills at Carlisle, Lancaster and Stone and has a network of 32 country stores throughout Northern England, Scotland and Wales. The Microlise products will be used to increase fuel efficiency, reduce mileage run and support improved driver performance.

Journey Management will allow the supplier to understand the location of its fleet against plan in real time, while data will also highlight performance against schedule and routes, alerting the team to any potential missed time slots before they've happened. Driver performance monitoring will support drivers and deliver

increased efficiencies across fuel usage as well as vehicle wear and tear.

According to Phil Rothera, national distribution manager at Carrs Billington Operations: "We have an ambitious target to deliver increased fuel efficiency and to support driver performance. When we realise these improvements, we will continue with our planned programme of investment to provide additional technological support to our drivers in the field."

"Carrs Billington has a keen focus on fleet efficiencies which is commendable," said Microlise CEO Nadeem Raza. "We are pleased to be providing additional tools to manage, monitor and positively impact on its operation and drive improved operational efficiencies."

AIS compulsory for inland barges in North Sea Port

Since 1 November 2019, inland vessels have been obliged to use the North Sea Ports automatic identification system (AIS) in Terneuzen.

This means that AIS is now compulsory in the entire port area, making it easier for North Sea Port to follow all vessel movements from Flushing (Netherlands) to Ghent (Belgium), which will promote safety in the port area.

Until recently, AIS was only compulsory for inland vessels in Flushing and in Ghent, but not in Terneuzen. Now that AIS is also required for Terneuzen, movements of inland vessels can be traced throughout the 60 km cross-border port area. This is important for vessels in transit as well as for ships moored at quays – a total of around 50,000 inland vessels a year.

As a merged port, North Sea Port can make operations of inland vessels, shipping companies and other companies more straightforward and consistent throughout the port area. This uniform method facilitates traffic management and increases safety, the port says. AIS tracking is also important for interaction between inland vessels.



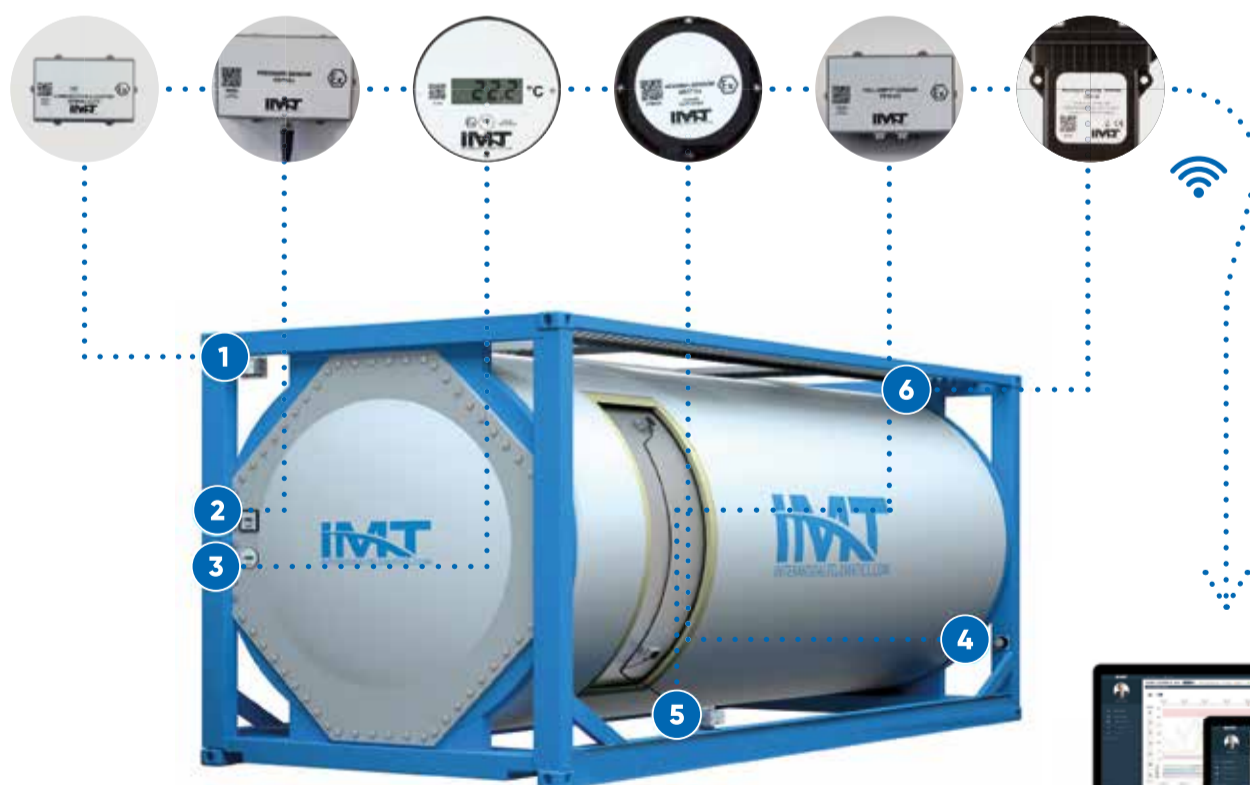
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It's not just the container, protecting the cargo matters, too

For more than 30 years, Anova has had a proven track record in industrial asset monitoring.

Specialising in the design, installation and maintenance of systems that employ advanced wireless hardware, software technologies and cloud-based analytics, Anova has become a leading provider of Industrial IoT (IIoT) solutions to manage industrial assets remotely – including cryogenic gases, LPG & propane, chemicals, lubricants, fuels, and water.

Headquartered in New Providence, New Jersey, USA, Anova has offices around the world, including Portugal, Germany, Australia and Malaysia. The company incorporates numerous brands, such as DataOnline, Wikon, WESROC, ISA and Silicon Controls (GASLOG), and with nearly 600,000 cellular, satellite and LPWAN devices monitoring a variety of assets, Anova believes it is connecting the industrial world for the better.

"We provide unmatched scale, service, and innovation to service over 1,500 customers in 70-plus countries," says CEO Chet Reshamwala.

As one of the first brands in the Anova family, WESROC's background is anchored in liquefied petroleum gas (LPG) distribution throughout North America.

Reshamwala explains that many LPG customers were looking to diversify into accompanying chemicals and refined fuel segments and asked the company to come along on that journey.

"We have a rock-solid LPG solution, and understood the similar distribution challenges in these other markets, so only needed to add the best sensing devices in the industry. This makes us a more valuable partner for our customers' end-to-end distribution needs," he says.

Over the years, the company has steadily extended its reach to cover numerous industrial assets, including ISO tanks containers. Lots of companies now offer remote tracking on such mobile assets, but Reshamwala maintains that what makes Anova's offering stand out from the others is managing not just the asset but also the cargo it contains.

"Fleet management organisations that have a track record in location monitoring may not have experience with secondary instruments," he comments. "At Anova, we fully understand the importance of understanding not just geographic location, but the physical properties of cargo for safety and spoilage prevention. And more importantly, we have 30 years of experience of monitoring multiple parameters in environments that lack traditional power sources.

This year, we're rolling out new tools to help our



Anova's offering stands out for managing not just the asset but also the cargo it contains

customers make better real-time use of that data. Tools to help embed data-driven decisions, delivering a variety of cost-saving benefits and ensuring that data isn't just informing customers' business, it's driving it."

Currently, Anova's remote monitoring solutions protect over 600,000 assets around the world, including both cryogenic and non-cryogenic ISO tanks, rail cars, road tankers, tube trailers, and various smaller mobile assets.

"And on all those, we monitor at least one other parameter besides location – including pressure, level, temperature, to name a few," adds Richard Adams, Anova's mobile asset product specialist. "On more complex ISO tanks, we monitor up to eight different parameters."

As the penetration of remote monitoring increases, it is going to become that much more important for companies to digitise their operations to remain competitive. "That means getting IoT up and running today - not down the road, not next year, now!" says Reshamwala.

"IoT is at the core of the future of remote mobile asset management. The data and insight it provides will drive greater automation, better decision-making, more efficient responses, and seamless workflows," Reshamwala continues. "For this reason, nearly 75 percent of remote monitoring customers are making significant IoT investments - and half believe it will be the most important cost-cutting technology for their business."

Anova sees ISO tanks as a significant opportunity for those operating in IIoT. "It requires a specific

solution, and we embrace the key challenges it brings," says Adams - and that stationary and non-stackable tanks do not.

"We're building solutions that cover the critical requirements – now and in the future – that we see in our markets and at key industry events like last year's ITCO conference," he explains.

These include providing a sensing device that was able to monitor a wide variety of cryogenic liquids, chemicals, oils, lubes and fuels - already a key market vertical at Anova; as well as sensing devices with a low profile that are not intrusive to the stackable capacity of the tank.

Adams goes on: "(Clients also want) the ability to have global access to GPS locations of their ISO tanks, all within one application environment. Our engineers and developers worked tirelessly to develop an industry-leading IoT solution and as a result, we're proud to support ISO logistic companies as they have been fantastic partners in helping the ISO tank market innovate and evolve."

In recent years, Anova has struck agreements with various other niche suppliers to the market to roll out a genuinely comprehensive range of products and services.

Most recently that meant a merger with Silicon Controls; in particular, Silicon's GASLOG equipment and services brand. "Silicon Controls has grown significantly in the past five years, a general trend in the adoption rate of tank monitoring in propane," says Robert Battye, VP and COO of GASLOG. "Sales, support and transformation services were primarily based out of its HQ in Sydney, Australia, requiring long overseas stints by the leadership team to maintain customer satisfaction and progress strategy.

"To build on its growth, Silicon recognised an urgent need for a global organisation to build the key capabilities their customers deserved, such as 'follow the sun 24/7 support', in-country sales and marketing, access to extended application engineering teams, and, of course, added depth in leadership."



Anova participated at last year's Tank Container Village at transport logistic



IoT is at the core of the future of remote mobile asset management

By merging with Anova, this otherwise significant investment in time and resources was resolved without risk to Silicon's customers, Battye explains. "While any merger takes time to realise, self-evidently the agility of both companies is rapidly bringing tangible benefits to our customers, suppliers and our teams. This inevitably will impact the growth rates and expansion of Anova, while simultaneously increasing our relevance to customers in its primary market segments - LPG/propane, chemicals, oils, lubricants, fuels and cryogenic gases," he says.

It also means that Silicon's Australia-based HQ brings top-end sales, support, and technical teams to Anova's customers in Asia-Pacific, as well as win-win benefits to both organisations for industry experience, thought leadership, and product development.

Last year also saw the acquisition of Portugal-based Intelligent Sensing Anywhere (ISA). ISA's product lines diversified Anova's offerings and expanded its global footprint to serve customers better.

"The results to date have been undeniably positive for Anova and its customers," says Reshamwala. "We have an increased presence in Europe, Latin America, Middle East and Canada, a more global customer support team with multi-language capabilities, and a powerful IIoT software platform with a scalable cloud-based architecture."

www.anova.com



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Digitalisation award winner highlights role in chemical transport

The European Solvents Industry Group (ESIG) Solvents Award ceremony took place in Brussels in November during the General Assemblies of the Oxygenated Solvents Producers Association (OSPA) and the Hydrocarbon Solvents Producers Association (HSPA).

As previously reported in *Bulk Distributor* (September/October 2019, p18), the award went to Packwise for its digitalisation project 'Smart IBC containers'.

Packwise, a start-up from Dresden, Germany, developed smart IBCs with automated circuits. The company's innovation improves time and cost efficiency, ensures that solvents are transported safely, helps save resources and creates a new approach to customer relationship management.

Packwise has now signed an agreement with IoT solution provider Diehl Connectivity Solutions to start mass production of the smart devices.

Following the award ceremony, Packwise CEO Gesche Weger told ESIG how the innovation was conceived and realised.

Tell us what led to the creation of Packwise and what was the idea behind it?

"My background is in economics and I did research in the field of global economic affairs at the Kiel Institute and worked as an economist for one of the major Swiss banks.

"I then spent a few years on parental leave and it was towards the end of it that one of Packwise co-founders came up with the idea of creating this start-up. He had been working for an intermediate bulk container manufacturer and had noticed that the processes regarding the reuse and organisation of containers were not sustainable.

"Therefore, the other co-founders and I decided to develop a technology that would make industrial containers as cost- and resource-efficient and safe as possible, in line with the concepts of sustainability and circular economy. The start-up was created in October 2017."

Why is the technology so innovative?

"The hardware we developed is really tailor-made for the chemical industry. The device that tracks the filling level and the location of the containers and several other parameters like temperature, shock, etc., is non-intrusive. It is placed on top of the container, which avoids the container losing its certification.

"This is very important in order to comply with industry standards. No additional equipment is required to send or receive the data. The device works autonomously and sends the data via the cloud through our platform. Our software enables companies to analyse

relevant KPIs and automate processes such as automated repeat orders."

Why did you apply for the ESIG award and what did it bring to your company to be the winner?

"We applied for the ESIG Award, because it recognises contribution to the sustainable handling and use of solvents. The packaging is one important element when using and supplying solvents and we felt our initiative fitted very well in this framework."



The Packwise device is placed on top of the container which avoids losing certification

"We feel very honoured to have won the ESIG award. It has increased our visibility in the industry. As a result, we have received a few media requests as well as several requests from potential customers."



L-r at the ESIG Solvents ceremony: Sophia Becker, Packwise; Marco Mensink, Cefic director general; Gesche Weger, Packwise; Cornelia Tietz, ESIG secretary general

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Hoyer, Dupré start US JV

With around 50 sites worldwide, representative offices in 115 countries and partners around the world, Germany-based Hoyer Group has access to a steadily growing global network.

The Hamburg logistics group joint ventures with strong partners are another key component in its consistent expansion strategy.

Most recently, Hoyer has teamed up with Dupré Logistics to consolidate its market position on the North American continent. Hoyer holds 49 percent of the shares in the joint venture under the name Hoyer Bulk LLC, while US transport company Dupré owns 51 percent. Dupré is headquartered in Houston, Texas.

As family-run businesses, both Hoyer and Dupré

place great value on reliability, safety, security and know-how in handling dangerous goods.

Although primarily operating road transport in Europe, Hoyer has at its disposal a sophisticated international network for intermodal traffic linked to its own business area for overseas traffic. Dupré specialises in transport operations within the USA. Together, the joint venture combines the specialisations of the two companies, thus enabling seamless order processing and high transparency. Initial transport movements in the USA began in January.

Ortwin Nast, Hoyer's CEO, said of the joint venture: "Partnership with Dupré is a logical expansion of our internationally aligned overseas activities by providing transport services in the



Hoyer will hold 49 percent and Dupré owns 51 percent in the joint venture Hoyer Bulk LLC



USA. We are thus enlarging our portfolio of services to meet the growing demand for transport capacities in the American market."

For Dupré Logistics, company president Mike Weindel added: "It is important to us to know we have at our side a partner that also represents customised logistics and technology solutions. We also give the highest priority to transparency and dependability in our operations. Hoyer has the same understanding, as we immediately noticed."

Sustainability

Late last year, Hoyer published its sustainability report covering activities in 2018.

The report states that as part of the internal corporate target to reduce CO2 emissions by 25 percent per ton-kilometre, Hoyer achieved a 4 percent reduction of pollutant emissions compared with 2017. This represented an improvement of more than 20 percent within scarcely a decade. Ortwin Nast stated: "This puts Hoyer well on the way to achieving the environmental targets that we have set."

The improved environmental performance has been achieved due to several factors, one of which is to move the maximum possible volume of goods by intermodal transport, using the company's fleet of over 40,000 tank containers. Hoyer has constantly expanded its fleet for this

purpose. Its Smart tanks enable more efficient resource planning, decreasing the number of empty runs, as well as reducing costs. Fitting tanks with sensors provides discrepancy alarms and considerably improves transport security.

Investments in vehicles with Euro-6 engines also have a positive effect on performance. Almost 100 percent of Hoyer's trucks in Europe are scheduled to be equipped with this drive technology by this year. The logistics specialist is also trialling the use of LNG and CNG trucks with significantly lower emission engines.

The intensification of staff training to prevent accidents, together with correct behaviour in emergencies led to a reduced rate of serious incidents. Training time of drivers was increased to 30 hours per person in 2018, almost double from 2017.

Hoyer sees great potential in further digitalisation, especially investments in intelligent logistics solutions which will be a main focus to increase efficiency and quality, and to improve customer service and environmental performance.

Among other things, the company intends to maximise payloads even further, reduce empty runs and improve fuel consumption by using larger interrelated volumes of data.

www.hoyer-group.com

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ITCO donates to Chinese university

The International Tank Container Organisation (ITCO) has donated a 20ft ISO tank container to Shanghai Maritime University, China's leading academic institution for the shipping, ports and logistics industry.

The tank will be used by the University for training and education purposes as part of a programme that includes six one-day training days, together with access by students to ITCO's on-line Tank Container E-learning Course.

The donation ceremony took place at Shanghai Maritime University in November 2019, when the ITCO/SMU co-operative and donation agreements were formally signed by SMU's vice-president Shi Xin and ITCO's president Reginald Lee.

The tank was provided by ITCO member Exsif Worldwide, with the fittings supplied by Fort Vale Engineering. The tank's manufacturer CIMC



The tank will be used by the Shanghai Maritime University for training and education

prepared the tank for the University and built the access ladder and walkway. Technical expertise and logistics were supplied by Stolt Tank Depots.

www.itco.org



Shi Xin, vice-president of Shanghai Maritime University (right) and Reginald Lee, president of ITCO sign the co-operation and donation agreement

Work starts on Chemion chempark site

To support chemical producers in Chempark Dormagen, Germany, logistics company Chemion is expanding its storage capacity.

Space for around 1,000 freight and tank containers on more than 1.4ha is being made available in the northwestern part of the chempark. The project started in summer 2018 with the submission of the necessary documents and construction started in September 2019 following official approval.

"We reached the milestone of laying the foundation stone and so fired the official starting signal for construction," explained Chemion managing director Dr Hans Richter.

A lot of earth has been moved and the construction pit has been filled so that the concrete work can begin. "Such a project has already been a real feat of strength just in the planning phase," Richter went on. "There was a lot to do before we could submit the approval documents for the construction of the Container Terminal Dormagen II to the responsible district government in Cologne and inform the public about the project."

"There are not too many ways to shape the future, but one is to invest in the right projects. I am convinced that our investment in the container terminal is a really significant project for Chemion," he added.

Chempark director Lars Friedrich emphasized the importance of the project for the location. "We are delighted with Chemion's plans, because the company is creating an infrastructure for the entire Chempark and so supporting its healthy growth. The manufacturing companies in the park continuously invest in their operations and therefore need well-developed, efficient logistics. With the laying of the foundation stone, we have come a bit closer."

www.chemion.de

Bibby keeps Mars Bars running

A new long-term partnership with food group Mars Wrigley has seen Bibby Distribution secure a multi-million pound investment in 12 of the most advanced ISO tanks ever used in the UK for bulk liquid chocolate transport.

The tanks, which are fitted with a live tracking and monitoring system, provide continuous updates to Bibby Distribution's food and ingredients team which can remotely monitor and adjust the temperature of the load, and manage stirring schedules as required – the first time such capability has been implemented in the UK food manufacturing industry.

The technology minimises the chance of any drop in agreed set point and ensures the chocolate delivered for Mars Wrigley arrives in optimal condition. The new tanks also provide an 18 percent increase in payload, allowing Bibby to reduce the number of journeys required – shrinking the supply chain's carbon footprint.

Rob Sharpe, Mars Wrigley's UK factory logistics manager, said: "We work with partners who share our focus on sustainability and Bibby Distribution's investment in this equipment proves they're committed to helping us reduce our environmental impact. As well as cutting food miles, Bibby Distribution gives us complete supply chain traceability and upholds our very high food quality standards."

The tanks will operate from the 3PL's Droitwich site, and plans are already in place to add more to the fleet in 2020, specified with the same temperature management, stirring and tracking capabilities.

Bibby's food and ingredients division also provides transport for bulk and palletised food products, as well as warehousing.

www.bibbydist.co.uk



Bibby's tanks will operate from the 3PL's Droitwich site



Chemion is making space for around 1,000 containers in the new Dormagen chempark site

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Bertschi posts gains in difficult market

Bertschi Group grew again in the 2019 financial year. But, a challenging market environment saw the rate of growth for the Swiss chemical logistics company slow considerably.

Sales rose to CHF985 million, with the earnings position remaining just about stable. Efforts focused on digitalisation and targeted expansion of services. The family-owned business plans to continue these efforts vigorously in 2020.

The second half of the year was shaped by economic headwinds. After a strong start, the world economy, and in particular the automotive industry, which is so important to the chemicals industry, lost momentum over the course of 2019. Bertschi was not immune to this trend and towards the end of the year was faced with weak transport demand, particularly in its European business units.

In the reporting year, Bertschi saw group revenues rise by 1.3 percent to CHF985 million. The workforce grew by 3 percent to 3,100. Adjusted for negative currency effects, revenue gains of 3.6 percent in local currency terms were posted. In addition to the economic downswing, the strength of the Swiss Franc also had a negative impact. In spite of the difficult economic environment, cost management enabled Bertschi to maintain earnings just about consistent with the previous year's figures.

Worldwide activities were the primary growth drivers in 2019, the company reported, while Bertschi's European business was increasingly tepid as the year progressed. The early-cyclical company was beset by significant economic headwinds toward the end of the year in Germany, in particular.

Bertschi was successful in its implementation of complex supply chain solutions in 2019. In this area, the company offers concepts encompassing order management, transport, storage, product handling and goods distribution. Such concepts are also increasingly used in global logistics chains. In-house hubs, such as the logistics centre in Singapore, play an important role in the storage, filling and distribution of liquid chemical products in South-East Asia.

Digitalisation pay off

Bertschi made significant investment in its future in 2019. In addition to expansion of its container fleet by 7 percent to 36,800 units, substantial facility expansion in Duisburg and Schwarzeide (Germany) boosted local capacity for modal shift from road to rail and for product storage, respectively.

Last year also saw the completion of the expansion of the headquarters in Dürrenäsch, Switzerland, and commencement of operations in the new facilities. With the new, modern office space, staff restaurant and outdoor relaxation areas, the company offers employees an outstanding working environment.

A focus of the company's digital transformation efforts in 2019 was the roll-out of the Bertschi TruckTracer app.

"Our drivers and all company partners receive their order data through the app and then record every step of the transport chain on it. This data flows into the Group's transport planning system and from there on to customers through various interfaces. This real-time data is used to optimise internal transport planning, while customers benefit from visibility and more planning security in their delivery chains," said Michael Baechler, group COO. By the end of



Sustainable intermodal transport – Bertschi's intermodal terminal in Rotterdam-Bolek

the year, Bertschi had been able to implement this transparency tool in 95 percent of all European transports.

Solutions for the future

Looking ahead to 2020, group CEO Jan Arnet is cautious: "Last year we saw a notable and steady cooling-off of the economy, and in Europe in particular important industry sectors have slid into recession. We expect this trend to continue in 2020, with corresponding effects on transport demand. I expect that our global orientation will allow us to offset regional sales declines to some extent. But we will continue to have a strong focus on cost developments in 2020 as well."

In this challenging environment, the ongoing digitalisation strategy will be continued in full force. The objective of the digital transformation is to enable efficiency gains in business processes while simultaneously generating added value for customers.

One component of this is the SmartTainer project, which will go into an initial implementation phase in 2020 following pilot testing last year. GPS and sensor technology in about 1,600 tank containers will enable parameters, such as the position of the container and the temperature of the loaded product, to be recorded and monitored in real time. This will enable the company to set new standards in terms of customer service, safety and efficiency, particularly in intermodal transport chains, such as rail and inland

waterways.

In terms of sustainability, Bertschi says it has played a pioneering role in this field for years. With this approach, CO2 emissions have reduced by more than 60 percent compared with road transport. In Europe, Bertschi conducts 90 percent of all overland transport by intermodal rail and will continue to expand this service in 2020. Sustainable concepts are also being implemented in other areas, such as the development of completely recyclable transport aids for loose plastics (the GreenLiner) and the campaign to replace non-recyclable flexitanks and barrels with tank containers in the transport of liquid chemical products.

Record anniversaries

The highlight of the traditional annual employees meeting on 18 January was the ceremony to honour long-serving staff. A new record was set with 142 employees receiving the thanks of group executive chairman Hans-Jörg Bertschi for 10, 20, 30 and even 40 years of service to the company. More than 60 of those honoured were celebrating their 20th anniversary of service with the company.

"The millennium year that began in 2000 was evidently a very special class with exceptional company loyalty," said Hans-Jörg Bertschi.

In addition to eight people celebrating 30 years of service, Bruno Steiner and Roman Fessler – both in leadership positions at the Birrfeld rail terminal – accepted congratulations on their 40th anniversary with the company.



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Digitalisation - Bertschi driver using the TruckTracer app

New regional structure at Leschaco

The Leschaco Group is reorganising its management structure.

In the future, market responsibility will be carried out at regional level, while central functions such as finance & control, corporate IT, safety & quality and corporate communications will be handled on a global level.

Jörg Conrad, owner and group CEO, explained the reorganization: "With this new structure we are creating a sustainable basis for the future and are able to increase the quality of our services by being even closer to our customers."

The Leschaco group has grown strongly in recent years and company growth requires changes in the organisation and structure. "We are convinced that now is the right time to reshape our business in a sustainable way," Conrad added.

With the new regional structure, which is aimed at even greater customer orientation, the logistics service provider is setting sail for growth, the company believes. Less control by head office and more flexibility on a regional level with a clear focus on the respective markets should make the group stronger and more agile.

The structure came into force on 1 January 2020. Martin Sack (formerly managing director Leschaco Mexico) has been appointed regional head for the Americas and Alexander Donau (formerly managing director Leschaco Thailand) for Asia Pacific. Oliver Oestreich, COO, assumes responsibility for the EMEA region on an

interim basis.

Leschaco's Malaysia operation has signed a lease with an industrial land developer for the construction of a new built-to-suit (BTS) logistics centre – specially designed for the storage and handling of chemicals, including dangerous goods. The entire 'BBR Industrial Gateway' area covers 39ha of prime land in the middle of a busy industrial area within the township of Bandar Bukit Raja.

The ground-breaking ceremony marked an important milestone in the project. Infrastructure works in the surrounding area are already underway and partially completed. The construction of the warehouse itself on the first of a total of 10 plots is scheduled to be completed by the fourth quarter this year.

Lothar Lauszat, managing director of Leschaco (Malaysia) Sdn Bhd said that business requires very particular design features from a warehouse. "As these requirements are fully met, the new BTS facility will allow us to provide high quality logistics services to our customers and the chemical industry in Malaysia, therefore strengthening and expanding our market position in Malaysia".

Contract logistics, particularly for chemicals, is a growing market in Malaysia, and the state-of-the-art facility will allow Leschaco to participate in this trend and consequently to grow and develop its global contract logistics business.

www.leschaco.com



ConFoot gives Rohe a leg up

Finnish energy supplier Rohe Solutions provides LNG for the needs of industry in the township of Lieksa, in the eastern part of the country.

LNG is brought to users in tank containers on trailers. However, so as not to keep the truck standing idle, the containers are placed on ConFoot container legs to wait until needed. Two 45 cbm tanks are present at the same time while a third tank is filled.

The use of the ConFoot container legs requires a low level of investment, and by using them the LNG tank containers also operate as a logistical solution. In the summer of 2019 ConFoot launched a new model with a capacity of 34 tons offering an extended range of use, particularly for tank container operators.

The system uses the air suspension chassis and dump valve of a truck's trailer for lifting and lowering. A single CF leg weighs less than 25kg.

"The starting point of the solution planning was to eliminate all separate container handling methods – such as reach stackers – from the container unloading area," says Mika Simola, Rohe's technical manager. "That would have entailed expensive investments, and require a large operational area compared with the container handling method we have chosen."

Working in the LNG container unloading area is now very flexible and can take place without any intermediate steps when a new container is brought to the area.

"We have used ConFoot container legs for over a year now, and they have proven to be an effective and cost-efficient solution," adds Simola.

Sami Seppänen, global account manager of ConFoot, comments: "We are very happy with the successful adoption of ConFoot container legs into Rohe's operations and are looking forward to years of continued collaboration."

"The feedback from companies working with tank containers pinpointed the fact that the previous 30 ton capacity CF wasn't always sufficient, and this led directly to the development of the 34 ton model which has had a great response from industry."

Rohe Solutions is a joint venture between Hamina Energy and Alexela Energy that sells natural and liquefied natural gas. Hamina Energy and Alexela are the forces behind the Hamina LNG Terminal, a 30,000 cbm LNG storage tank being built at Port of Hamina, which is scheduled to be completed in August this year.

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Dry hose delivery nozzles

When distributing fluids large quantities are commonly purchased and then filled in small quantities such as drums and IBCs.

For this open media transfer Elaflex now supplies a new version of its dry hose delivery nozzles 'ZL'. The ball valve construction is made of stainless steel and PTFE seals. It is suitable for universal applications in the chemical and petroleum industry.

A full bore of DN 50 enables flow rates of approximately 50–900 litres per minute, under a working pressure of 10 bar. In addition to the standard type 'ZL' with 2ins or 3ins BSP thread, other hose side connections of stainless steel in DN 50 and 80 are available with TW male adapters, camlock adapters, or dry disconnect couplings.

For improved handling it is possible to use a swivel of stainless steel between the nozzle and hose assembly.

In another move, UK-based Aljac Fuelling Components has joined forces with Elaflex. Elaflex Hiby Tanktechnik, based in Hamburg, Germany acquired a shareholding in Aljac, a specialist supplier of aviation refuelling systems and equipment.

Its product range is one of the widest in the aviation refuelling industry and is underpinned by branded products from



The ZL dry hose delivery nozzles are suitable for universal applications in the chemical and petroleum industry

internationally respected manufacturers, and by a wide range of its own products.

www.elaflex.de

Fort Vale unveils latest apprentice awards

In January, Fort Vale held its annual apprenticeship awards. Presented by innovations director Andrew Bryce, internal awards were given for most progress, workplace performance and apprentice of the year. Certificates were also presented to those who completed their apprenticeship last year.

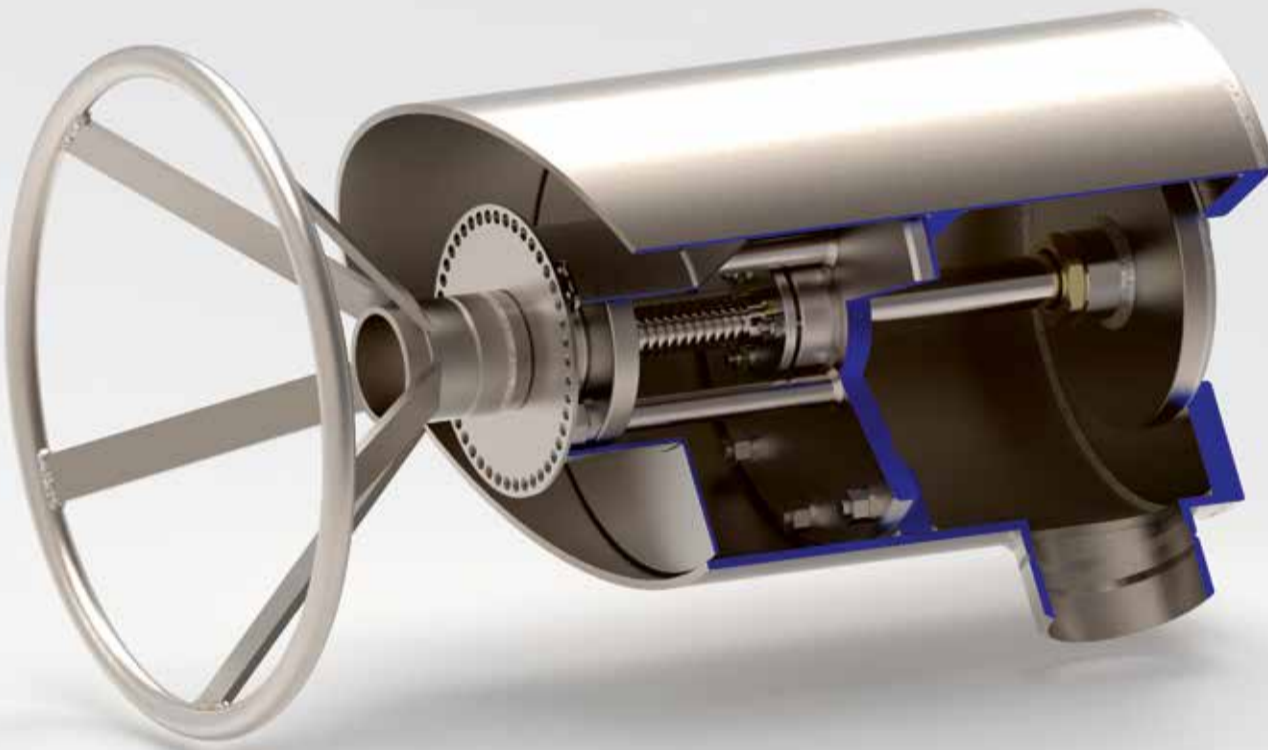
This year's competition was as strong as ever. The three judges commented that there were so many worthy winners it was difficult to pick just one. In two instances there were joint winners and there could have been even more.

Fort Vale has been committed to the training and development of apprentices for over 50 years. The UK components maker currently employs 25 apprentices undertaking apprenticeships in CNC mechanical manufacture, welding and fabrication, mechatronics maintenance, tool making and business (administration, IT, HR, accounts). A further 78 current employees have also completed the apprenticeship programme, many of whom are currently in senior management positions.

The award winners were:

- 1st Year Apprentice of the Year 2019 – Keiron Tighe and Harry Wilkinson
- The Simonstone Shield 2019 – Calum Kemp
- The Robert Fort Memorial Trophy – Matt Kitson and Steven Birbeck
- Apprentice Of The Year 2019 – Jack Thomas
- Completed the apprenticeship programme – Jack Thomas, Jake Lorimer, Calum Kemp, Harry Clegg, Austin Moore, William Peel and Josh McCoskery

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"The operation of the Fort Vale Reedley Hot Product Valve was very smooth and consistent compared to some others we have used in the past. You can tell straight away that you are working with a quality piece of kit."

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John Springer DTI
Hoyer Petrolog UK Ltd
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FORT VALE

Hygienic, easy tank access

Alfa Laval has launched tank covers that it claims are high-quality openings to provide easy and convenient visual inspection or entry to tank interiors.

Aimed at the dairy, food, beverage, pharma and home-personal industries, Alfa Laval offers a complete range of 3-A approved inspection and personnel entry ports available with a variety of surface finishes and seal materials.

The covers securely fit the openings of high, low or non-pressure tanks, both above and below the liquid level. For hygienic processes, there are two models from which to choose:

The oval-shaped LKD stainless steel tank cover is used on tanks or containers in various hygienic industries. For inspection purposes the cover can then be turned into the tank. For personnel entry, the cover can either be removed at the double hinge or swung out of the tank. The seal is hygienically positioned and is not affected by positive or negative pressure in the tank.

The circular LKDC stainless steel cover is used on top of tanks or containers. It is supplied with a unique replaceable, self-sealing double lip seal to prevent fluids from spraying out, for example, during CIP cleaning and similar processes.

The small and mid-sized LKD and LKDC inspection ports and the larger personnel entry ports are now approved in compliance with the American 3-A Sanitary Standard and the US Food and Drug Administration (FDA) Declaration of Conformity. 3.1 Material Certification in accordance with EN 10204 is supplied with the covers.

The tank covers are available in AISI 304 or AISI 316L stainless steel with EPDM, NBR, FPM or Q (silicone) seal materials. Surface finishes include electro-polished, brushed and acid pickled, and vary from Ra 0.8 to Ra 0.4 to meet the exceptionally high-quality requirements of hygienic processes.

www.alfalaval.com



Alfa Laval offers a complete range of 3-A approved inspection and personnel entry ports



Left: Gröninger installed a tank container cleaning facility for Cogent Logistics in Singapore

Top: Before and after - Gröninger has replaced entire control systems at three customer sites

New Gröninger installation in Singapore

Gröninger's Asian arm has had a busy time of late. In Singapore, the company has just installed a new tank container cleaning facility for COSCO-owned Cogent Logistics.

Featuring one 200-bar and three 100-bar steam cleaning bays, superfast four-minute tank drying and an air purification system for odorous and noxious products, the new facility boasts the ability to handle between 40 and 60 tank containers a day, including food grade units.

The system has a modern waste water treatment system, comprising a physical chemical and a biological part, which meets the strict parameters set by the Singaporean authorities. All the equipment is built into box containers, each one having a colour representing the activities.

In other news, Gröninger points out that many tank cleaning

systems have been built in the past decades that still run on the original controls.

However, aging control systems carry a number of risks. To start with, the control cabinets are situated in humid environments and have to endure a lot. Panels and components might not, or hardly, be available anymore. In addition, the passage of time might have caused cables to become brittle.

And as with other bits of technology, PLCs of the specific model might be difficult to obtain today. In case of a PLC failure this can lead to long downtimes. Moreover, the PLC software is probably outdated and will not be very flexible.

This is compounded by the trend today of digitalisation which demands more transparency in the cleaning process. New operating systems can offer this transparency and offer many possibilities for linking data. But the question is: how do you replace a complete

control system without downtime?

Over the past year, Gröninger has replaced entire control systems at three customer sites, both in the Netherlands and abroad. Control cabinets, PLCs, cabling, software, everything was replaced. These 'open heart surgeries' require thorough preparation and project planning, as over-run means downtime, and downtime means damage to reputation.

Each project had its own challenges, Gröninger says. One was out of action for two weeks because the floors needed replacing and the other had to maintain part of the control cabinet. The conversions were all done successfully and within the agreed timeframe, leaving customers with future-proof systems again and so serving their customers even better.

www.groninger.eu

Automatic IBC cleaning

CTW says its engineering team has created 'the best solution' for cleaning IBCs (plastic or metallic) and mixing tanks.

Developed with a modular design, the CTW washing machine can be configured to the customer's specific needs and even upgraded if production grows or changes over time.

The washing machine can be configured to clean multiple products with solvent, water or both cleaning media through a high-pressure jet or brushes.

Benefits include a three minute average cleaning time, 80 percent less waste disposal, 75 percent workforce reduction, improved safety and quality, modular design, a compact lay out, and cost efficiency.

Numerous options are available, such as different heating systems, external cleaning, remote assistance for just in time service, and multiple washing/rinsing circuits to reduce cross contamination.



CTW's IBC washing machine can be configured to customers' specific needs

www.ctwcleaning.com

Quala opens new site in Texas

In North America, Quala has opened a new location in Angleton, Texas, which was formerly operated by Premier Container Services.

Jeff Noble, senior vice president – operations, stated: "We are looking forward to adding the new Angleton location into the Quala network. This new site allows us to offer another convenient location to our customers in the Gulf Region, complementing Quala's nearby locations in Clute and Freeport. In addition to the chemical cleaning services, we'll be offering cleaning of FRAC tanks and roll-offs. Plus, equipment maintenance services are available, making this a convenient stop for customers."

The new Quala facility is located at 28138 FM 2004, Angleton, TX 77515, minutes from Highway 274 and East Mulberry Street.

www.quala.us.com

IFCO expands in Portugal

Reusable packaging provider IFCO Systems is opening a new washing centre for reusable plastic containers (RPCs) in Portugal.

The facilities contain improved technology to ensure an efficient label removal and drying process. The new washing centre will triple IFCO's washing capacity in Portugal to approximately 30 million RPCs a year.

The centre is located in Azambuja, near the capital, Lisbon, and is just 500m from IFCO's warehouse. With 7,200 sqm of covered area and 4,000 sqm uncovered, the facilities offer enough storage space to improve the availability of RPCs for both Portugal and Spain.

It includes more than 50 employees, eight loading and unloading truck docks and innovative technology. The facility has the capacity to wash 90,000 RPCs a day. By increasing capacity, IFCO will have the ability to wash RPCs from other markets, mostly from Spain. By washing them directly in Portugal, IFCO avoids the transport to Spain of approximately 4 million empty and dirty RPCs each year.

IFCO RPCs are used to transport fresh foods such as fruits and

vegetables, bread, meat, and fish, so IFCO ensures strict global hygiene and sanitation standards in all its washing facilities. RPCs are laundered to the highest standards and to the strict HACCP plan.

Each IFCO centre is equipped with state-of-the-art cleaning and drying equipment. The Azambuja facilities contain an innovative centrifugal drying machine, which meticulously dries out the RPCs to improve washability and ensure that there are no wet RPCs during winter.

IFCO has already installed water recycling equipment in several of the washing centres, which reduces the amount of water used during the washing process. Additionally, the company uses technology to save energy by combining heat and generated energy. The company's SmartGuardian system measures and monitors key parameters such as water flow and temperature, pump pressure, contact time as well as detergent and disinfectant concentration. The system continuously monitors washing processes and provides consumers with verifiable and proven data.



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Rishi ramps up flexitank capabilities

Rishi FIBC is well-known for producing quality FIBCs and liner bags.

But in recent years the company has been ramping up its design and production of bulk liquid flexitanks.

Joseph Fransis, executive director & CEO, points out that the flexitank market is growing in double digit figures, and the company wants to be a technology leader here just as in the FIBC business.

"Today, we are the second largest manufacturer of high end FIBCs in the world with a capacity of 10 million bags a year and now we have installed a new 7-layer barrier film plant supplied by Italian firm Bandera, the first 7-layer plant commissioned by Bandera in Asia.

"With a total investment of some US\$15 million we have created a facility with a capacity to make 300,000 flexitanks a year in a 250,000 sq ft fully air conditioned facility in Mysore, near Bangalore. This is the largest flexitank manufacturing plant in the world under one roof."

Similarly, both the woven and LDPE container liner businesses are also growing sectors and Rishi now has the capacity to make 500,000 container liners a year. Another growing business is container liners with barrier properties (EVOH & Nylon) where the aroma of the filled product needs to be retained during transport.

"The advantage of the 7-layer film plant is that it is used to deliver high dart impact and better mechanical properties to the flexitank and container liner which will improve the overall performance of these two products," says Fransis. "This 7-layer plant will help us in producing barrier flexitanks mainly for the transport of wine, edible oil, fruit juices, etc."

Maintaining the aroma of products like wine and fruit juices during transport is an extremely important factor and a high quality EVOH and nylon film can ensure this. EVOH film prevents oxidation and keeps aroma of the wine intact, and Rishi has developed its own flow control valve in the past two years to ensure the quality of the product. With the development of the



L-r: Arvind Nopany, Rishi managing director, and Joseph Fransis, executive director & CEO

valves, all the materials needed for manufacturing the flexitanks are now produced in-house to ensure quality of product.

Since the beginning of operations 12 years back, 95 percent of Rishi's products have been exported to various countries in the world, mainly the USA, Europe, Australia and Japan.

"For the flexitank as well, our main target is exporting to those same markets as we have created a solid reputation over the past 12 years as a quality manufacturer," Fransis adds. "We have been growing at a CAGR of 41 percent in the past 12 years which is one of the highest growth rates in the manufacturing sector worldwide. We are just as confident of having the same growth in the flexitank business.

"We have been importing films in the past three years to make flexitanks. In-house film manufacturing will definitely lead us to a respectable position in the flexitank and container liner market in the world in the years to come."

India is also an important source country for the transport of edible oil to various European markets and Rishi has been supplying to this business over the past three years.

In terms of quality control, the new facility can manufacture flexitanks with food grade certifications. All Rishi's factories are BRC 'AA' rated certified units since inception which reflects the company's obsession with cleanliness, hygiene and quality levels.

Rishi has created a world class quality control laboratory, costing €1 million, in the new facility by installing various types of testing machines. These include LS1 Lloyds from USA for checking tensile properties and puncture resistance, BYK Gardner - Haze Guard I from Germany for checking optical properties, a breakdown voltage testing machine from Labordata, Germany, FTIR

and UV Vis spectrophotometer from Agilent Technologies, USA for checking composition analysis, light transmission & reflectance studies, QUV weathering testing machine from QUV Lab, Xenon Arc weathering from USA for checking the weatherability of film, and various other testing machines for checking surface resistivity, flow characteristics of polymer, drying/conditioning, mechanical properties, dissolution of polymer, surface characteristics, MFI, etc.

Fransis says the company wants to ensure quality of the product from the manufacturing stage itself rather than understanding it from the market.

Rishi's offering is not restricted to the containment and shipping of the product. The company also provides a number of value-added services that are now seen as crucial in the flexitank business.

"We provide the owner of the cargo the financial protection through product insurance against all risks of physical loss or damage from any external cause," adds Fransis. "The insurance provides risk coverage for ocean, air and road freight and our skilled technical staff provides detailed insight into the product.

"Moreover, to ensure safe fitting of each flexitank we have produced a video of the installation procedures and we share this with all shippers for their better understanding and safe handling. We also consider ourselves as a special cargo loading supporter and all applicable procedures and guidelines are followed as per the COA Flexitank Code of Practice.

"Furthermore, we have product liability insurance to cover all issues of flexitanks related to possible leaking, fitting issues, manufacturing defects, etc."

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Rishi installed a new 7-layer barrier film plant supplied by Bandera, the first 7-layer plant commissioned by Bandera in Asia

40ft flexi launched by Hillebrand

The latest release from Hillebrand is a new versatile 40ft flexitank that can be used in both dry and temperature controlled containers.

Designed to carry bulk liquid products in 'to-the-degree' conditions, Hillebrand says the flexitank also increases supply chain efficiency and saves emissions because it allows larger quantities to be moved in one container.

Now customers can fix the exact temperature for their liquids depending on their thermal sensitivity and specific requirements during loading, shipping and unloading.

"We have successfully transported beverages around the world since Hillebrand was founded in 1844. We will continue to evolve the services we offer our customers, constantly innovating to answer industry needs and deliver a service that exceeds expectations," said Cees van Gent, CEO and chairman of the executive board

Thanks to the logical design of the flexitank, the liquid carried can also be loaded and discharged from a single point, with minimal residue. It also incorporates unique and patented technology to mitigate risk by dampening the surging of the liquid during transport and preventing container bulging.

Jacob Moe, COO of Hillebrand's Bulk Division, added: "This new flexitank is the result of careful research and our promise to build bulk shipping solutions in response to customers' needs. Born from the original request from a fruit juice-producing customer – to find a solution for moving product in frozen conditions and a latex customer to move product in hot conditions – this flexitank was designed to manage any non-



Hillebrand's 40ft flexitank is designed to carry bulk liquid products in 'to-the-degree' conditions

hazardous product; whether cold, warm or ambient. This is a sustainable option for customers wanting to move large quantities of liquid in a flexitank that is 100 percent recyclable."

In December 2019, Hillebrand bought US warehouse and transport beverage only provider Royal Logistics and Royal Service Transport (Royal).

The acquisition of the Baltimore, MD USA company is part of Hillebrand's business plan, which commits to grow both organically and

through acquisition. The move facilitates that aim, with storage, cross-docking, distribution, drayage and other value-added services now more accessible in the mid-Atlantic and Northeast regions.

Scott Moorad, COO Hillebrand North America, commented: "This acquisition demonstrates Hillebrand's commitment to invest in the North American network and to reinforce our services for the beer sector. Royal shares a similar culture and core values with Hillebrand; and both

companies serve the same industries."

"The acquisition of Royal marks our second in less than six months and confirms our strong ambition to grow our business and extend our service portfolio in key markets such as the US," added Cees van Gent. "Bringing Royal and its services under the Hillebrand name and into our network strengthens our position and offering as a one-stop logistics partner."

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- In the same 20-feet container, Flexitank can load 40% more product, resulting into significant saving.
- Reduces packaging and handling costs.



Actual photograph taken during testing by American Rail Road Association

Rishi's Fluid Flexitanks are tested and approved by American Rail Road Association (ARA).

Being a responsible member of Container Owner's Association (COA), Rishi's all Fluid Flexitanks are manufactured, tested and distributed in accordance with 'Code Of Practice For Flexitanks' developed by COA.



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Ag approval for Mauser

Mauser's Reidsville, North Carolina facility has received approval from the Ag Container Recycling Council (ACRC) to process used HDPE plastic pesticide containers collected through the council's container recycling programme.

This certification was granted following a site review conducted by the ACRC to ensure the council's stringent guidelines for handling and recycling recovered HDPE containers were met.

The Ag Container Recycling Council is a not-for-profit organisation founded in 1992. The council promotes and supports programmes in the United States related to the collection and recycling of used agricultural crop protection, animal health, and specialty pest control product containers.

Since its founding in 1992, more than 190,000,000 pounds of plastic have been recycled through the council's recycling programme. The resulting recycled resin can be used in specific, approved end products such as drain pipe, highway sign posts, and utility conduit. Mauser is an affiliate member of the ACRC.

"This certification supports our continued commitment to reducing the amount of waste sent to landfills," said Jen Kiemen, director, of the company's PCR division. "We continue to look for new ways to close the packaging lifecycle loop and give raw materials a second life."

EFIBCA meeting outlines industry direction and challenges

Members of the European FIBC Association (EFIBCA) confirmed the council at the association's annual general meeting in Amsterdam.

EFIBCA's president Roelof Veld (Boxon GmbH) was unanimously confirmed for two more years in his post. In addition to the two vice-presidents, Seref Orhun (Chempack) and Christian Leeb (Starlinger) as well as the other council members, who were also re-elected, the board was strengthened by two additional members, Marcel Schouten (LC Packaging International) and Lou Blockx (Louis Blockx nv).

Following the traditional open meeting numerous non-members sat through practical presentations from the FIBC world.

Seref Orhun gave a background to current FIBC market. The statistics show the market for FIBCs is more globalised and competitive than ever, he said, with a steady shift to countries that have ever lower labour costs.

Against this backdrop of price-driven markets, the challenges for the industry will be addressing and improving quality and safety standards, sound business ethics and social standards, and

conforming with the highest environmental standards.

Orhun added that EFIBCA will continue to help the European FIBC market develop in a responsible and sustainable manner through initiatives such as the EFIBCA-Q Quality Pledge and Code of Conduct, other member services and information for end users.

A presentation on the circular economy was of wide interest. Christoph Noppinger and Horvath Martin from Starlinger demonstrated in their presentation that it is already possible to recycle used FIBCs and produce new bags from them. The most important prerequisite for this is the design for recycling of FIBCs, so next year EFIBCA will spend more time on this issue and develop a recommendation about it.

A new training workshop of the 1st FIBC Academy took place, and this is now held monthly by EFIBCA together with expert Dr Amir Samadijavan. In three different modules, participants learn all about the manufacturing processes of FIBCs and also receive instructions on how to select the right bag for their respective applications.

The next EFIBCA meeting will be a dinner reception on 6 May, the evening before the start of the Interpack trade show, at the Hyatt Regency Hotel in Düsseldorf, Germany.



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Starlinger demonstrated in their presentation that it is possible to recycle used FIBCs and produce new bags from them

New IBA partner

Sascha Siebel has become a partner in Intermediate Bulk Alliance GmbH (IBA).

As a long-serving company director, he has acquired 20 percent of the shares held by Liquid CONcept GmbH, the sole shareholder to date.

Founded 10 years ago, IBA supports the core operations of Liquid CONcept through individual transport solutions, with a focus on the development and marketing of disposable aseptic bags for transporting liquid foodstuffs.

Siebel aims to drive the business forward with existing and new customers by implementing specially tailored and unconventional packaging solutions.

In the future, the company intends to make sustainability a stronger focus of its logistics solutions. This is just one of the reasons why Ulrich Schnoor, managing director and executive partner of Liquid CONcept, predicts a bright future with continuing high demand for IBA.



Sascha Siebel



In the wine press house of the Kreutzenberger winery, the owner's son, Jan Philipp – a trained vintner – works with the Schütz Wine-Store-Age IBC



Guests at the opening of Schütz's new Australia factory received an impression of ultra-modern IBC production

Schütz wine IBC 'good for Europe'

The Schütz Wine-Store-Age IBC says it has successfully demonstrated that it is highly suitable for the European market.

Following a number of practical tests conducted

in Germany and Austria, the model is certified in accordance with the highest industrial standard for foods, FSSC 22000, has an EVOH permeation barrier that prevents oxygen, nitrogen and other

gases from permeating in and out of the container.

With a filling volume of up to 1,000 litres, the IBC can be used in many phases of wine production, for the storage of must to mash fermentation, for the maturation of fine wines, subsequent ripening, storage or simply for the transport of grape must, young wine or finished wine. Three years ago, these characteristics were confirmed in a series of tests conducted by experts from the Australian Wine Research Institute on Shiraz red that is extensively grown down under.

Late last year, Schütz opened its new Australia factory with a festive programme that also

featured traditional elements of Aboriginal culture.

Some 100 guests, including numerous customers and suppliers as well as representatives from the media, came to the opening in Yatala, south of Brisbane.

As well as good logistics connections, the 19,000 sqm site has state-of-the-art facilities for the production of new IBCs, IBC and drum reconditioning as well as high performance storage. The plant is an investment that will optimise supplies to customers in the eastern part of the country.

www.schuetz.net



Winegrower Jochen Kreutzenberger, of Kindenheim, in the German Palatinate, in front of the wine storage facility filled with fine wines from his vineyards

Flexicon's safety cage

A new Bulk-Out model BFF bulk bag discharger from Flexicon features a steel safety cage to prevent contact with moving parts during operation and automated unloading of bulk bags.

The enclosure features externally-mounted controls and full height doors with an intrinsically safe relay (ISR) that halts operation when the door is open. The discharger is equipped with top-mounted receiving cups and a removable bag-lifting frame for forklift loading of bulk bags.

Z-Clip strap holders at the frame extremities allow rapid, secure insertion and removal of bag straps. A manual Spout-Lock clamp ring positioned atop a pneumatically-actuated Tele-Tube telescoping tube provides quick, dust-tight connections between the bag spout and hopper, and maintains downward tension on the spout as the bag empties to eliminate creases, folds or bulges that could hinder material flow.

Additional flow promotion is afforded by Flow-Flexer bag activators that raise and lower opposite bottom sides of the bag at timed intervals, loosening compacted material and directing it into the discharge spout. As the bag lightens, the stroke of the bag activators increases, raising the bag bottom into a steep 'V' shape, while top-mounted Pop-Top extension devices elongate the entire bag, promoting total discharge with no manual intervention.

The universal flanged outlet of the hopper



The steel safety enclosure ceases operation of moving parts when safety interlocked doors are open

allows connection of a rotary airlock or charging adapter to feed optional pneumatic or mechanical conveyors, or other downstream equipment.

This unit is constructed of carbon steel with durable industrial finish, with stainless steel material contact surfaces, or in all-stainless steel finished to food, dairy or pharmaceutical standards.

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Wincanton wins Watson contract



Wincanton has been awarded a new, five-year contract with Watson Fuels to run all of the distributor's artic fuel activity across the UK.

A division of World Fuel Services, Watson Fuels has been supplying fuels and lubricants to agricultural, commercial and industrial sites, as well as private homes, since 1957.

As part of the agreement, Wincanton will use its specialist shared-user EnergyLink tanker fleet to deliver fuel into Watson Fuels' national depot network, as well as directly to its artic customers across the UK.

Wincanton will manage artic vehicle routing through the use of its transport management system (TMS), providing an optimised, safety-focused service. Watson Fuels is implementing the same TMS, a synergy which will allow the two organisations to combine to deliver better customer service.

Scott Roberts, operations and logistics director at Watson Fuels, commented: "Working with a specialist artic haulier like Wincanton will add real value to our customers and our organisation."

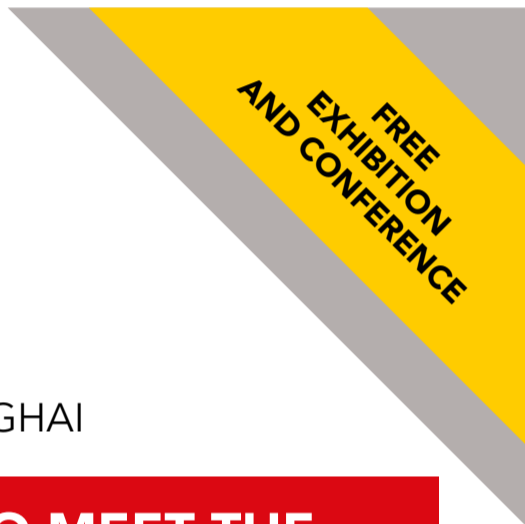
"Wincanton, like Watson Fuels, is committed to service excellence and continuous improvement. Our agreed solution is both flexible and scalable, providing us with the support to grow our activity while achieving industry-leading service metrics."

For Wincanton, managing director of industrial and transport Chris Fenton said: "With our experience in the bulk fuel distribution market, spanning retail and commercial grades through to aviation fuels, we are confident that our expertise and knowledge will help Watson Fuels to provide the level of service which its customers expect."

Today Wincanton runs a fleet of more than 200 petroleum, aviation, lubricant and bulk gas vehicles.

This deal, which follows Wincanton's recent fuel distribution contract renewal with Valero Energy, and its long-term arrangement with Phillips 66, arrives as Watson Fuels continues to enhance its UK operations through multi-million pound investment in both its 350-strong fleet of rigid trucks and its network of depots.

www.wincanton.co.uk

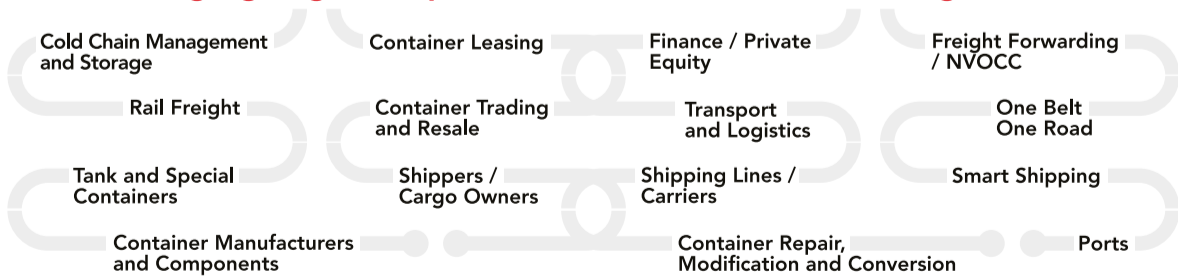


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New terminal to link Ostrava and Antwerp

A new container terminal is set to rise in the Mosnov Zone of the Czech Republic.

It will connect Ostrava Airport and industrial zone with the Belgian Port of Antwerp by rail.

An agreement was signed late last year between the Moravian-Silesian Region, City of Ostrava, the Czech Railway Administration Authority (SZDC), Concens Investments and Antwerp Port Authority.

The partners hope that as a result a substantial share of cargo will make the modal shift from road to rail.

"Improving the environment and road traffic safety in the Moravian-Silesian region is our main priority. This is why we support any technical measures and business activities directed towards launching the operation of the terminal and its seamless operation and development," said Ivo Vondrak, governor of the Moravian-Silesian Region.

"By building a new branch of the Studenka-Verovice railway line directly connected to the second railway transit corridor, SZDC will better link Mosnov Airport and industrial zone with the rest of Europe. A substantial portion of container cargo transport will move from the road to the railway, thus reducing the environmental burden of transport."

"The strengthening of commercial links with Port of Antwerp, and the completion of the cargo terminal logistics complex at Mosnov, will certainly bring substantial economic benefits including an influx of new investment not only to Ostrava, but to the entire Moravian-Silesian Region," said Ostrava Mayor Tomas Macura.

The terminal is expected to come into operation in early 2022.



The developers hope that a substantial share of cargo will make the modal shift from road to rail

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Carbon black plant set for Rotterdam

Carbon black recovery specialist Black Bear Carbon is developing its next tyre recycling plant at Port of Rotterdam.

Over several past months, Black Bear, which recovers high quality carbon black (rCB) from end-of-life tyres, explored multiple locations in the Netherlands for a new tyre-carbonisation plant. This plant will decompose granulate from end-of-life tyres into carbon black, pyrolysis oil and gas.

After an extensive process of evaluation and careful consideration, Black Bear's preference for developing its next plant went to Rotterdam.

Carbon black is a crucial component in rubber, plastics, inks and paints and is used to modify their properties into usable products. Almost everything that is black in colour has carbon black in it. Current manufacturers produce it by combusting oil (the 'furnace process'), emitting

CO₂ and thereby polluting the environment. Black Bear recovers carbon black from used tyres in a clean and sustainable way.

"Port of Rotterdam shows great appetite to facilitate our next plant and has a significant potential for optimisation and synergy of our technology within the Rotterdam industrial complex," said Silvio Ghyoot, CEO of Black Bear Carbon.

"We welcome Black Bear Carbon with its cutting-edge circular technology to Rotterdam. To bring our port and industrial complex in line with the Paris Climate Treaty we have to move towards circular production processes. Black Bear has a good fit with the existing chemical industry in Rotterdam," said Port of Rotterdam Authority CEO Allard Castelein.

Both parties will work together with local and national partners on the funding structure of a special purpose vehicle. Starting this new project at a promising location is considered the next important step in the roll-out.

Black Bear says that when it reaches its full potential of repurposing every end-of-life tyre with its circular solution, it will reduce global annual oil consumption by more than 215 million barrels. After six years of testing and two years production experience, Black Bear is now ready to roll-out its concept worldwide and start producing on large commercial scale.



Black Bear recovers carbon black from used tyres in a clean and sustainable way

Vesta Antwerp expands

Vesta Terminals is expanding its subsidiary Vesta Terminal Antwerp NV with 150,000 cbm for storage of (bio) jet fuel, gasoil or diesel. This will bring the total capacity at the Antwerp facility to almost 950,000 cbm.

The expansion consists of five new tanks of 30,000 cbm each. Dedicated pipeline systems for (bio) jet fuel will be built to ensure product quality requirements. The capacity will be connected to the jetties and the CEPS pipeline system, connecting the terminal to most major airports in West and North-West Europe. To ensure that stringent quality requirements for jet fuel are met, the investment is compliant with the latest health, safety and environmental standards and includes investments in water draw-off and (multiple) filtering systems, additivation and round pumping systems.

The terminal is a make and breakbulk location for liquid fuels (biofuels and petroleum products) and can handle product tankers up to 160,000 dwt.

European jet fuel supply has been under increasing pressure due to growing demand and logistical constraints, the company explained, so more storage capacity is needed to meet this demand.

Tanks and pipeline infrastructure will be built with maximum flexibility and allow the storage and handling of different grades and products simultaneously. Most of the capacity at Vesta has been built for multiple product use, reducing risk for customers in negative market structures.

Vesta Terminals is a 50/50 partnership between Mercuria Energy Asset Management BV, Geneva and Sinomart KTS Development, of Hong Kong.

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I Squared buys stake in Rubis Terminal

France-based Rubis is selling 45 percent of Rubis Terminal to global infrastructure investor I Squared Capital.

The Rubis holding company previously held 99.4 percent of Rubis Terminal, which operates 13 facilities with a capacity of 3.5 million cbm across four countries (France, Belgium, The Netherlands and Turkey).

The joint venture will accelerate Rubis Terminal's strategic plan to strengthen its position within its current footprint, diversify its product offerings and explore potential expansion outside of Europe, the company said in a statement.

Rubis will retain approximately 55 percent of the shares in Rubis Terminal and will jointly control Rubis Terminal alongside I Squared Capital. As a result of the change in governance, Rubis will no longer consolidate Rubis Terminal under the full consolidation method, but instead account for its ownership under the equity method. The existing management team will remain in place.

The transaction values Rubis Terminal at €1 billion, or 11.2 times its 2018 EBITDA (including its 50 percent share of Antwerp), and will result in substantial deleveraging of Rubis's balance sheet.

As part of the transaction, Rubis Terminal has obtained a financing commitment from affiliates of JP Morgan, Crédit Agricole CIB and Société Générale for a refinancing of up to €425 million. The completion of the transaction is subject to anti-trust clearance in Europe and Turkey, and approval under the French foreign investments control.

In the Alsace region of North East France, Rubis Terminal is teaming up with Elengy to launch preliminary studies for an LNG storage facility at Reichstett, near Strasbourg. The project is targeting the retail LNG needs of west-central Europe for the industrial and transport sectors.

The planned site will be able to handle an annual volume of 85,000 tonnes of LNG. Its location will guarantee a competitive price to a vast area, including eastern France, Austria, southern



Germany, and Switzerland, the two partners claim.

Furthermore, the project will contribute to reducing road traffic and transport environmental impact as the satellite storage will be supplied by rail from one of Elengy's terminals (Fos Tonkin or Montoir-de-Bretagne). Customers will then have their LNG delivered by trucks charged directly on the site.

The facility will foster the connectivity between retail LNG infrastructures in Europe contributing to a secure LNG supply. Commissioning is scheduled for 2022.

Sandra Roche-Vu Quang, CEO of Elengy, commented: "The co-operation with Rubis Terminal is in line with Elengy's strategy to boost the development of the LNG as alternative fuel by bringing the supply closer to the clients. Elengy is pursuing its industrial ambition to offer innovative energy transition services, particularly for road transport."

Bruno Hayem, CEO of Rubis Terminal, added: "The development of LNG projects is part of Rubis Terminal's approach to adapt its services and infrastructure to the changing energy demand."

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Dunkerque's LNG terminal berthed 72 calls over the full year



LNG boosts Dunkerque

LNG trading drove results at France's Port of Dunkerque in 2019.

Total liquid bulk rose 71 percent to 9.4 million tonnes. The port's new LNG terminal berthed 72 calls over the full year representing a total traffic of 5.1 million tonnes (+320 percent).

Overall, gas traffic (LNG and industrial gas) posted a gain of 232 percent at 5.6 million tonnes. Petroleum products were down 2 percent at 3.34 million tonnes, while other liquid bulk posted growth of 4 percent to stand at 0.5 million tonnes.

The port's annual traffic reached 53 million, up 3 percent from 2018 (51.6 million tonnes). Over the past five years, growth in traffic has reached 22 percent (43.5 million tonnes in 2013). In the container sector, a significant increase in volumes was also in line with the trend observed in recent years.

General cargo was stable at 20.1 million tonnes. There was a downturn in cross-channel traffic (15 million tonnes) as the market

prepared for Brexit. The number of trucks and trailers decreased by 2 percent to 583,000 freight units while that of passenger cars stood at 579,000 vehicles (-16 percent).

Containers again posted a record year at 450,000 TEU, up 7 percent. The increase was due in particular to Dunkerque's positioning as a transshipment hub. The year was marked by the commissioning of the extension to the quai de Flandre in the West Port. The completion is a major step in the development of the container sector as the port can now simultaneously berth two of large container ships.

A shoreside electricity supply has been developed at the same time, making Dunkerque the first French port to provide such a facility.

Solid bulk was down 9 percent to stand at 23.5 million tonnes. The economic downturn affecting the European steel industry weighed on ore and coal traffic, which fell by 10 percent and 19 percent, respectively, to 13.3 million tonnes and 5.3 million tonnes. The coal



The year was marked by the commissioning of the extension to the quai de Flandre

sector is also undergoing the more structural effect of the drop in demand for steam coal.

Boosted by a good start to the 2019/2020 campaign, grain trading posted a significant increase of 43 percent at 2 million tonnes. Traffic in 'small' solid bulk fell 9 percent (2.9 million tonnes).



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BE RECOGNIZED FOR YOUR OUTSTANDING SUPPLY CHAIN ACHIEVEMENTS

The 4th edition of GPCA Supply Chain Excellence Awards are returning stronger than ever with a revamped structure. This year, the awards will feature three new categories focused on recognizing excellence and achievements of regional logistics service providers and petrochemical producers.

The awards will bring together the industry network, share best practices and celebrate achievements over the past 12 months. The winners will be felicitated at the awards ceremony to be held on 14 April 2020, during the 12th GPCA Supply Chain Conference at InterContinental Dubai Festival City, UAE.



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WHO CAN PARTICIPATE?

The GPCA Supply Chain Excellence Awards are open to all organizations engaged in supply chain and logistics operations in GCC countries, who have excelled in their achievements and developed innovative solutions for their operations. Performance of the participating organizations during 2019 will be considered for evaluation.

AWARD CATEGORIES

<p>0101 1101 001</p> <p>Supply Chain Innovation</p>	<p>Excellence in Sustainability</p>	<p>Ibtikar - Rising Star in Supply Chain</p>
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