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Stolt joins INTTRA, Infor Nexus networks

Stol Tank Containers (STC) has become the first tank container operator to join the INTTRA by E2open (INTTRA) & Infor Nexus networks.

INTTRA is the largest neutral network at the centre of the ocean carrier industry and the platform gives customers the option of making bookings and tracking shipments online. Infor Nexus is one of the world's leading cloud-based networks for multi-enterprise supply chains. The network connects businesses to their entire supply chain — from suppliers and manufacturers, to brokers, transporters, and banks.

STC president Mike Kramer made the announcement at the transport logistic trade fair in Munich, staged in June.

STC says its mission has always been to make shipping bulk liquids as easy and convenient as possible. Central to this is a desire to look for new and innovative ways to help customers be successful in efficiently managing their supply chains.

"We found that our customers have a need for new, non-traditional and more digital ways of placing and managing their shipments," commented Mark Bertens, director marketing, pricing and optimization at STC. "We want them to connect with us through the channels they prefer and to offer them the most convenient service possible."

"INTTRA is the shipping industry's largest neutral network. Many of our customers are already connected directly to the platform, or are connected via one of INTTRA's many technology partners. For us, it makes sense for the INTTRA



The connection with INTTRA makes it possible to place electronic bookings with STC via INTTRA's web-based portal

platform to be one option we want to offer our customers to simplify their interactions with STC."

The new connection with INTTRA makes it possible to place electronic bookings with STC via INTTRA's web-based portal, and via the INTTRA system-to-system integrations. Customers can view their bookings, check the status of shipments, get track and trace information, and opt to receive booking confirmations electronically.

For customers working with multiple suppliers via INTTRA, it also means the information on their bookings with STC will be visible in the same

location as the information from other suppliers.

This allows for an easier overview and more efficient management of their shipments.

If they have their own systems connected to INTTRA, they will have the additional benefit of less manual work as all updates will come into their system directly.

Together with the availability in the Infor Nexus network STC now offers a broad choice for customers to book their shipments. Whether a customer already uses one of these networks or wants to start using them, STC now offers service

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Asset Management
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through these networks regardless of customer preference.

"At STC, we already use the INTTRA platform to manage bookings with our own suppliers," added Shane Robertson, principal business analyst at STC business applications. "We've experienced the benefits of digitising our supplier booking management using INTTRA, and we're confident our customers will enjoy these same benefits, regardless of network of choice, when using the platform to manage their bookings with STC."

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The open standard will start with refrigerated containers, but then be expanded to cover all container types

COA to launch telematics interoperability standard

The Container Owners Association (COA) says its Telematics/Track Trace Work Group will take the unprecedented step of providing an open standard (at the application layer level) to permit interoperability of telematics device data from the various solution providers in the maritime shipping sector.

The open standard, which will start with refrigerated containers, but then be expanded to cover all container types, will pave the way for container owners to have multiple choices of vendors and platforms for their container fleets when choosing telematics systems. This will reduce risk and provide a more competitive and innovative marketplace of solutions to be explored and deployed.

Commenting on the initiative, Brian Darnowski, COA chairman, stated: "We are very pleased that

the COA has been able to facilitate the coming together of all the prominent telematics vendors in the market today and support them to agree to take this vital step that is essential for the growth of technology solutions in our industry."

He continued: "This new open standard will allow container owners to explore more complex IT, artificial intelligence and even blockchain applications to bring efficiencies and cost savings to our members."

The first step of this open standard is at the application layer, but the COA Work Group has also drawn up a roadmap to be expanded right down to device level in terms of specification. The open standard is scheduled to be published in October 2019

www.containerownersassociation.org

EPCA unveils Berlin programme

The European Petrochemical Association (EPCA) has released programme details for its 53rd Annual Meeting, on 6-9 October in Berlin, Germany.

On Tuesday 8 October the meeting, this year themed 'Writing Together the Next Chapter of the European Petrochemical Industry', will be officially opened by EPCA president Marc Schuller, executive vice-president of Arkema Group.

Karin Helmstaedt, presenter and reporter at DW Culture, will for the first time moderate the Meeting.

The opening session will look at how the petrochemical value chain can contribute to a sustainable and sustained growth in Europe. Paul Romer, co-winner of the 2018 Nobel Prize for Economics, professor at NYU and former chief economist at the World Bank, will deliver the keynote introductory address.

Professor Romer will share his perspective on the key factors for long-term sustainable and sustained growth in a physical world determined by resource scarcity and sustainability challenges. Exploring the strengths of the European ecosystem, he will also investigate how the regulatory framework and social norms can help shape innovative ideas.

It will be followed by two response addresses by captains of industry. Tom Crotty, director, Ineos Group, will present the key factors for long term sustainable growth in Europe that motivate Ineos' large-scale investments in Antwerp.

Laurent Auguste, senior executive vice-president development, innovation and markets, member of the executive committee, Veolia, and representative of Veolia within the AEPW (Alliance to End Plastic Waste), will share the vision of Veolia as a major downstream player on how it contributes to drive Europe's growth.

Later the same day, a Digital Café Workshop will discuss 'Innovation & Digitisation in the Petrochemical Supply Chain'.

Facilitated by Prof Ann Vereecke, full professor and partner, Vlerick Business School, the workshop will provide an opportunity to engage with peers on issues such as the circular economy, low-waste, and maximum reuse of assets and resources, and how these might impact the petrochemical supply chain.

On the morning of Wednesday 9 October, the Logistics and Supply Chain Session will highlight the strategic importance of infrastructure in Europe as a key asset for sustained and sustainable growth of the petrochemical sector and industry at large, in the current turbulent trade and market conditions.

Speakers will share their vision on the current status of European infrastructure and on the key priorities they see for a more efficient, competitive, reliable and sustainable European logistics and transport network, connecting countries, including Russia and the Far East.

During the session, the contribution of transport and storage facilities in meeting the economic, energy and sustainability challenges of today and tomorrow will be emphasised as well as the need to foster investment in new facilities or in upgrading existing equipment.

The importance of shifting to intermodal transport, and in particular to increase the share of rail transport to absorb the planned increase of 30 percent in freight transport at the horizon 2030 will also be debated during the session, together with the role of digital technologies and technical innovation to support this modal shift and leverage the logistics sector sustainability ambitions.

The welcome address will be given by Dirk Verstraeten, chairman of the Supply Chain Program Committee (SCPC) and director global logistics procurement, Covestro Deutschland AG. Jacques Vandermeiren, CEO, Port of Antwerp, Clemens Först, spokesman for the board, Rail Cargo Group, chairman of the CEO Taskforce of UIC and CER, and Bernhard Kunz, managing director, Hupac Group, will share their vision on this crucial theme for the sector.

The Pavilion and Garden Lounges I & II on the ground floor of the Hotel InterContinental will host the 'Logistics Village'.

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Delivering Advantages

Shippers should pray for continued alliances

Shipper opposition to deepsea liner shipping alliances may be dangerously misplaced, delegates at the TOC Container Supply Chain event in Rotterdam heard.

Lars Jensen, chief executive and partner of Sealintelligence Consulting, said that efforts by some to bar container lines from operating in alliances, claiming that they have become anti-competitive – such as the International Transport Forum's report earlier this year – would result in freight rates "skyrocketing".

The EU's Block Exemption Regulation (BER), which is the de facto legislation covering liner alliances and vessel sharing agreements (VSAs) on container trades to and from Europe, is set to expire on 25 April next year, and European Commission regulators are currently assessing whether to extend it for a further five years.

"If the anti-trust exemption isn't extended that doesn't necessarily mean that shipping lines can't run alliances, it may well just mean that the lines have higher hoops that they have to jump through, and I have no doubt that they will do that, but it will mean a lot in legal costs and the

carriers will have to recoup those costs and the only way they can do that is through higher rates," Jensen said.

"However, if shipping alliances are outlawed altogether then freight rates will skyrocket because alliances are the only way that carriers can operate ultra-large container ships (ULCVs) effectively."

He explained that on its own, Maersk Line could only run two Asia-Europe services a week with its fleet, and even then it would have a much more limited port rotation than currently under its 2M alliance with MSC.

"I think you would see these services calling at just three Chinese export ports and making three main European port calls," he said. "If you are shipping from Shanghai container yard to Rotterdam container yard then that's fine, rates will stay relatively low, but for any other origin or destination you will have to use far more transhipment and shippers will be faced with an enormous jump in freight rates."

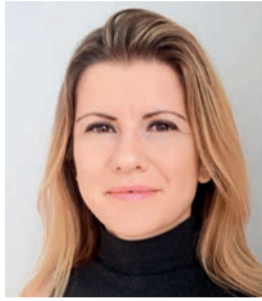
"So I am of the opinion that shippers should pray that lines are allowed to continue to operate alliances," he concluded.

Greif Green Tool supports sustainability goals

Greif is seeing a continued rise in demand for its Greif Green Tool as companies proactively explore new ways to reduce their environmental footprint.

The Greif Green Tool, developed in 2010, is a flexible calculator that uses independent lifecycle data of its industrial packaging products. The tool is designed to help customers make informed decisions about which industrial packaging best suits their products and to achieve their sustainability goals.

Recent significant updates to the capabilities of the Greif Green Tool include enhanced analysis to allow detailed modelling, plant specific analysis and improved classification of Greif's sustainable products and processes.



Aysu Katun, Greif's director of sustainability – 'The Greif Green Tool provides robust information for strategic decision making'

The Green Tool allows customers to review and compare the environmental impact of plastic drums, steel drums, IBCs, fibre drums and big bags specifically related to their business. Using a range of cross-functional data, such as geographic scope,

product specifications and transportation, the Greif Green Tool allows multiple stakeholders within a business to discover shared improvement opportunities.

Results can be used to create an environmental baseline and help customers make meaningful comparisons between different packaging types and track their progress over time.

"As more companies develop sustainability goals, specifically carbon emissions goals, they start

looking for ways to reduce their carbon impact, which includes the performance of their suppliers and the products they use", said Aysu Katun, director of sustainability at Greif. "The Greif Green Tool provides robust information for strategic decision making, in a very easy to use format. With strategic sustainability decisions involving bigger groups of senior leaders, Greif's Green Tool can help multiple parties understand and agree on the need to change."

"Both Greif and our customers are concerned about the global waste crisis. By helping our customers compare the environmental impacts of different packaging options such as new versus recycled versus reconditioned packaging, we assist them in making decisions that will proactively help them mitigate against future damage to the environment."

One of Greif's largest global customers has this to say about the Greif Green Tool: "The tool is very user-friendly and contains lots of useful and customized data. We use the data provided by Greif for our internal carbon emissions reporting to track our reduction progress over time. The findings allow us to have informed sustainability discussions."

"I haven't seen a comparable tool in the industry yet. Generally, LCA (life cycle assessment) studies tend to be very generic whereas the Greif Green Tool gives us the option to quickly tailor parameters that result in much greater support and acceptance from internal stakeholders."

The Greif Green Tool (<https://sustainability.greif.com>) is used by more than 70 of the company's largest global customers.

Meanwhile, Greif's steel drum plant in Cologne has successfully completed the Together for Sustainability (TfS) audit with a score of 98 percent. TfS is a joint initiative of chemical companies for



Greif's new blow moulding machine at its Casablanca plant delivers up to 30 percent less energy consumption

sustainable supply chains, founded in 2011. It has developed and implemented a global program to assess, audit and improve sustainability practices within the supply chains of the chemical industry.

The on-site examination carried out by Intertek assessed sustainability performance against a defined set of criteria across various aspects of the business in Cologne including management, health and safety, environment, quality, energy management and social responsibility.

In 2018 Greif was awarded Gold Recognition Level in sustainability performance by EcoVadis - an independent rating agency specialising in the evaluation of corporate social responsibility (CSR), including sustainable development and performance monitoring of suppliers. This achievement placed Greif among the top five percent of all companies evaluated by EcoVadis.

Located in Nordrhein-Westfalen, Germany Greif Cologne produces approximately 1 million steel drums a year including tight head, open head, zinc plated and combi drums. It serves the petrochemical, chemical, flavours and fragrances,

paints and coatings, pharmaceutical and food industries.

In Morocco, Greif has made a large scale investment in a new blow moulding machine at its Casablanca plant.

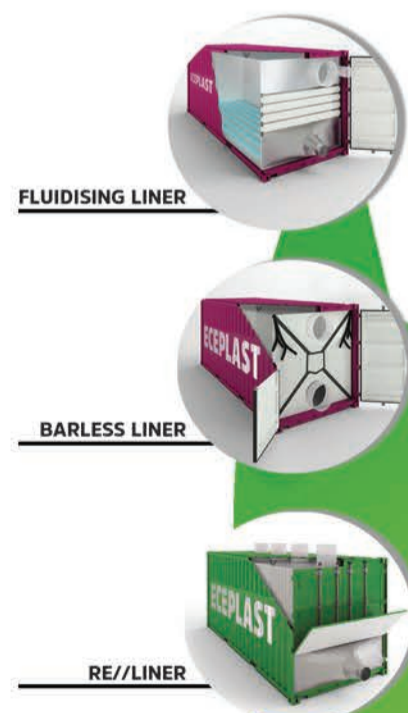
Delivering up to 30 percent less energy consumption than older generation machines, the blow moulder is designed to offer significantly higher productivity levels. The new equipment will be used to manufacture Greif's plastic jerrycan range and is expected to increase capacity by up to 25 percent for its one to five litre bottles for the lubricants market.

Equipped with built in safety features and a state of the art automatic weight control system the new machine is designed to optimise and reduce raw material usage.

The Casablanca plant produces jerrycans of up to 25 litres capacity. It also manufactures steel drums. It serves the lubricants, chemicals and agro-food industries.

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Schütz keeps the production line clean



Efficiently stacked: the filled Schütz IBCs ensure that space is more efficiently used in the customer's central warehouse

The sustainability and product integrity factors associated with IBCs become particularly important when the packaging is used to support industrial supply chains that are in the spotlight more than others.

That applies to the automotive industry. The sensitive coatings used on today's vehicles are applied in layers that are only a tenth of a millimetre thick.

It is therefore crucial to avoid any kind of contamination with surfactant substances, such as silicone oils and fats. These products frequently lead to wetting defects in the coating which impair both the appearance and the perfection and can also severely compromise the coating's protective function. This leads to follow-on processes which generate considerable additional costs.

A critical issue is that viscous coatings require stirring before they can be used. However, even the immersion of a stirrer carries the potential risk of contamination, and each time the packaging is opened or closed can also cause contamination, along with any form of contact with other equipment.

Schütz has been supplying coatings manufacturer Karl Wörwag Lack- und Farbenfabrik with IBCs since 2003. The coating firm, headquartered in Stuttgart-Zuffenhausen, develops and produces

high-quality paints for a wide range of industrial applications: from vehicle interiors and exteriors to car bodies, commercial vehicles, household appliances and the furniture industry.

The relationship with Schütz has grown steadily over the years. Schütz also works closely with Samvardhana Motherson Peguform (SMP Automotive), a major customer of Wörwag. The specialist for plastics-based components supplies major automobile manufacturers in Europe, China, Mexico, Brazil and the USA with ready-coated bumpers and other car body parts.

Wörwag and SMP were looking to minimise the risk of contamination during filling and subsequent processing of clear coatings and primers. Schütz had the ideal packaging: an IBC from the Cleancert line configured to support the process with an impeller and an S56x4 bung. Thanks to the integrated impeller, the container can remain closed throughout the entire supply chain from filling to emptying.

At the same time, the contents can be easily stirred. Conventional stirrers are no longer required and the risk of contamination is significantly reduced. The system is available for all 1,000l and 1,250l Ecobulk types with DN 150 and DN 225 filling openings. "These advantages absolutely convinced us, and that is why we use Schütz's



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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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The Schütz IBC with the Impeller and agitator drive is directly connected to the production line with a 2ins camlock

Cleancert IBC for clear coatings and primers as these products are particularly sensitive to surface defects," says Benno Beuter, application engineer at Wörwag. The coatings specialist orders empty IBCs which are delivered and stored in-house as a further safety and hygiene measure.

At Wörwag's customer, SMP, the filled containers are also delivered to a covered area and stored under roof. The Cleancert IBCs score yet again at the automotive supplier's central warehouse, particularly in comparison to the steel containers that were often previously used. Up to four IBCs can be stacked on top of each other – instead of only two steel containers, meaning that the Cleancert models also ensure that the available space is used more efficiently. The downtime of empty containers is also reduced to a maximum of seven days thanks to collection by the Schütz Ticket Service. Empty steel containers remained in the plant for up to one month, which occasionally caused bottlenecks in the company's warehouse.

Gentle stirring

During processing in the air-conditioned paint mixing room, clear coats, primers and base coats are continuously stirred to ensure a homogeneous consistency. In order to determine the advantages of the Cleancert IBC + impeller closed packaging system in practice, SMP conducted a series of tests, each lasting several weeks. The disposable stirrer is connected to the screw cap of the IBC and is fitted at the Schütz factory. A conventional drive system can be connected without requiring major modifications or conversions.

In the SMP test series a model by agitator manufacturer Planetroll was used. If required, as part of its services, Schütz will arrange contact with Planetroll, which is very familiar with the system, and the company's portfolio includes complete drive solutions with all the necessary components such as transverse, couplings and steel shafts.

The drive is placed above the screw cap and fixed to the steel grid with a frame. The drive shaft is inserted into the hollow shaft of the Impeller and fits in the hub; the rotation of the shaft is passed on to the Impeller inside the container. The three movable blades of the impeller's bucket agitator

change their position depending on the centrifugal force. The speed can be individually adjusted to the filling level.

The result of the comparative test: with external steel stirrers, 140 to 200 revolutions per minute were required for homogenisation. This high speed led to increased microfoam formation due to air intake into the product. When stirring with the Schütz impeller, however, 80 to 110 revolutions were sufficient. The lower speed ensured gentle stirring with optimum results.

Anton Krojer, the SMP application engineer in charge of the test series, says: "Thanks to the efficient stirring processes, we no longer need preparatory homogenisation measures prior to a container change."

Since the IBC including the impeller and traverse drive can be transported flexibly and considerably less time is required for homogenisation, it was possible to connect the container directly to the production line after the drive had been installed and feed the paint in directly. This eliminates the need for a previously required preparatory step at an additional station. The company uses the S56x4 bung to take samples for viscosity measurement and/or to add setting or correction agents, if necessary, during the stirring process.

"The use of the Impeller as a disposable system completely rules out the risk of contamination due to residual product adhering to the stirrer. This greatly increases process reliability," explains Manfred Guttman, head of the paint shop at SMP. "This eliminates the complex and time-consuming cleaning process for the agitator, as well as other risks. Employees no longer have to handle solvent-based cleaning agents, which greatly improves workplace safety."

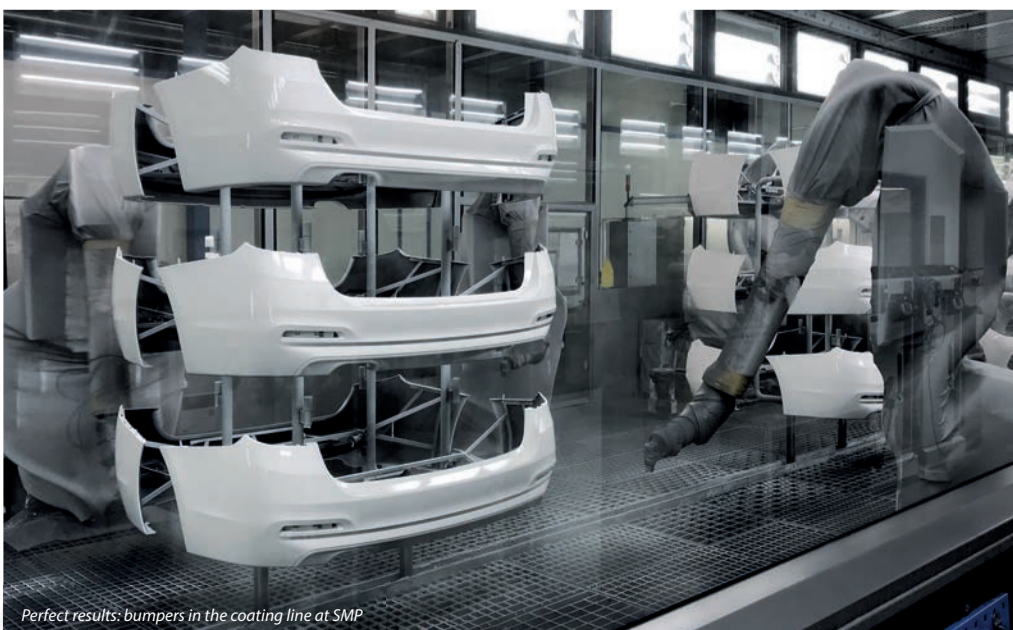
The multiple-week test phase in the production of components for bumpers using Cleancert IBCs and Impellers confirmed all theoretical aspects of the optimisation and revealed business management advantages. For example, SMP was able to reduce dramatically the amount of work spent on corrections.

Just-in-time

Schütz manufactures the Cleancert packaging just-in-time on the basis of specific customer orders: the IBC inner bottles are transferred to the final assembly stage and installed immediately after the blowing process. Each production step and each component can be clearly assigned to the corresponding packaging. Identification via a barcode system enables complete traceability, right down to the batch and process level. On request, Schütz can also assign individual identification numbers for articles or packaging materials.

Finished Cleancert IBCs are loaded indoors and shipped directly without intermediate storage. Pre-produced components such as screw caps, outlet valves or bung plugs are also hygienically packed in small quantities and stored separately. If dispatch is to take place at a later date, the containers are stored in special closed rooms. Optional plastic covers offer additional protection. Combined, all of these precautions make a considerable contribution to maintaining the quality of the subsequent filling product.

www.schuetz.net



Perfect results: bumpers in the coating line at SMP

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Packaging process chain in the spotlight

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NÜRNBERG MESSE

Fluid-Bag, Teamster raise the bar

A Finnish and a Swedish company claim to be raising the bar for handling liquid products in the automotive industry.

Fluid-Bag, based in Finland and Swedish firm Teamster are launching a new co-operation for the transport, handling and automated application of high-viscosity products.

Fluid-Bag manufactures flexible 1,000- and 900-litre containers that can be emptied efficiently using its discharge rollers. Teamster completes the Fluid-Bag set-up by providing the necessary automation solutions to connect the Fluid-Bag system to robot cells and integrate the system into the manufacturer's production line.

A new demo hub has been set up at Teamster's facility in Gothenburg showing Fluid-Bag's containers and how they are filled and discharged. Teamster also demonstrates how the Fluid-Bag system can be integrated with a robot cell, for example, for applying liquid sound deadening to a car body. The Fluid-Bag system can be used in several manufacturing stages, such as body in white, painting and assembly, for a variety of products including adhesives, sealants, sealers, wax materials and liquid sound deadening



A Fluid-Bag in the automatic discharge roller

products.

The main advantages include: reduced material consumption thanks to the efficient discharge method, reducing residue to 15kg instead of 40-50kg using steel totes; improved logistics as after discharge, seven empty Fluid-Bag pallets that held 7,000 litres take up the same space as only one 1,000-litre steel tote; reduced waste as the user only pays for the disposal of 15kg compared to 40-50kg; reduced changeover



The Teamster-Fluid-Bag showroom

time with fast, clean and easy to switch containers making no need for cleaning or changing of expensive O-rings; reduced cleaning and maintenance as the Fluid-Bag inner liner is made for single use; and improved quality with no large open surface exposed to air.

"We are jointly looking forward to inviting individuals and groups within the automotive sector, including trucks and buses, general industry and suppliers within the OEM industry, to come and visit the Demo Hub in Gothenburg. Typically, we can offer a half-day seminar where we provide information about the technology and estimate the cost for such a setup," said Ulf Mill, managing director at Teamster.

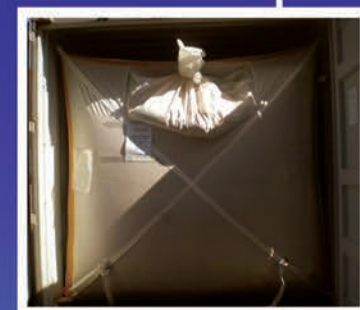
"We strongly believe this is state-of-the-art in terms of material handling solutions of the future, in combination with an industry solution for material distribution at the OEM," added Peter Larsson, executive senior advisor at Fluid-Bag.

www.teamster.se
www.fluid-bag.com



Thanks to Fluid-Bag's discharge method residue is reduced to 15kg instead of 40-50kg using steel totes

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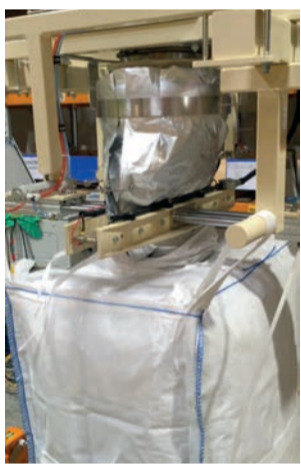
Spiroflow extends shelf life

Spiroflow is offering businesses a supply chain cost benefit by including foil or plastic bag liners within their woven bulk bags.

Working closely with leading bag liner suppliers, Spiroflow's bulk bag filling equipment can now integrate these liners, which, following a nitrogen purge and heat sealing process, can significantly extend product shelf life. The solution will be of particular interest to producers of nuts, seeds, coffee beans, dried fruits or any manufacturers in the pharmaceutical or chemical sectors who could benefit from extended product storage.

Commenting on the initiative, Spiroflow's James Podevyn, said: "Traditionally when bag filling, the bag would be inflated with air before filling commences. Filling it with nitrogen instead eliminates any oxygen within the bag and after fill the bag can be left inflated or vacuumed, then heat sealed, thereby no air can get in or out. Bacteria feeds on oxygen so by removing it, products can last longer and shelf life will be increased.

"The foil or plastic bag liner could be used with any bulk bag filling construction we make and the customer may choose the perfect, bespoke bag for their product, enabling us to build the equipment to meet their exact requirement. This enhanced bag process could benefit any product that has a shelf life, is affected by



Spiroflow's filling equipment can now integrate bulk bag liners, which, following a nitrogen purge and heat sealing process, can significantly extend product shelf life

contact to air, or is hygroscopic in nature. The scope of uptake may well go beyond the food and pharmaceutical industries and we are excited to see how this process solution can innovate a breadth of businesses."

Spiroflow offer two types of bulk bag fillers. The C Series, for low to medium volume applications, has a modular construction which has the capability to be scaled up from a basic set-up, to be modified when a change in production requirements demands it.

The Cone Table Elite (CTE) Bulk Bag Filler has a densification system that can increase bag stability and filling quantity suited to high volume filling or where considerable densifying is needed. By increasing the densification, the cost of shipping is reduced as the bags can be filled with more product. By increasing the stability of the bags they become safer to handle and to ship which could reduce costs.

www.spiroflow.com

Plastic pallets a perfect platform for ospreys

Goplasticpallets.com has donated seven plastic pallets for use in the Rutland Osprey Project which aims to return the previously extinct bird of prey to England.

The plastic pallets are to be used to provide artificial nest platforms to attract breeding pairs of ospreys back into the Rutland area.

Historically, ospreys were widespread throughout the UK, but were driven to extinction by man. In 1954, ospreys naturally returned to Scotland and began breeding, but due to their instinct to return to the place they are born, they were not spreading south to England.

The Leicestershire and Rutland Wildlife Trust and Anglian Water worked together to instigate a reintroduction project to bring the osprey back to England, and it was a success. Since the first breeding took place in 2001, 117 young ospreys have fledged from nests in the Rutland area, of which there are now eight.

Goplasticpallets.com donated seven of its heavy duty Qpall 1210 HR 5R pallets, which are made from recycled polypropylene for use in the project. Volunteers from Lincolnshire Wildlife Trust built and installed the platforms on farmland in South Lincolnshire with assistance from Western Power.

To make the platforms, the central webs were removed from the plastic pallets to make a socket for the pole. The nest was then built by fixing twigs to a weld-mesh base, which in turn was fixed to the pallet. After installation the nest was finished by adding moss, grasses and other nest material.

www.goplasticpallets.com

Rikutec launches all-plastic twin drum

Blow moulding specialist Rikutec Group has introduced what it says is the industrial packaging industry's first all-plastic Twin Drum that meets the highly stringent demands of ADR Packaging Group 1 regulations.

The blow moulded 'tank in a tank', which requires no secondary container, also meets UN-sanctioned approvals in Europe and US Department of Transportation regulations.

"Rikutec has developed the highest rated dual-containment drum in the industry," said Rikutec America president Andreas Amberg. "This first all-plastic Twin Drum is the next generation of industrial packaging which sets a new benchmark for high purity with the lowest metal and particle content while meeting the highest safety standards."



Rikutec's all-plastic Twin Drum requires no secondary container

The 200-litre drum stores and transports highly aggressive chemicals in an ultra-clean environment for a range of industrial markets including the pharmaceutical and semiconductor industries. The all-plastic drum delivers numerous advantages over competing metal and plastic-metal drums including corrosion resistance, high pressure resistance, and 100 percent recyclability. Another advantage is that the Twin Drum can be filled and dispensed by

using QC-Dip tubes which prevents any contamination of the contents. The Twin Drum successfully withstands the 45-degree 'on rim' drop test (three times) from 2.8m (9.2ft) and absorbs the impact and energy from falls for the highest safety performance for transport. The Twin Drum is a 320 kPa (46 psi) pressure-rated container for packaging group 1(X) rated high-density materials up to 1.9 kg/dm.

It consists of a two-layer inner drum made of high-purity, totally virgin high-density polyethylene (HDPE) with no additives or stabilisers. The two-layer outer drum is made of UV-stabilised HDPE, providing safe secondary containment. The two tanks are inserted together and a hot plate welder joins the two tanks together with an HDPE cap.

All three drum structures are manufactured on Rikutec's patented multilayer coextrusion blow moulding machine in a cleanroom environment at the company's Westerwald, Germany plant.

www.rikutec.com



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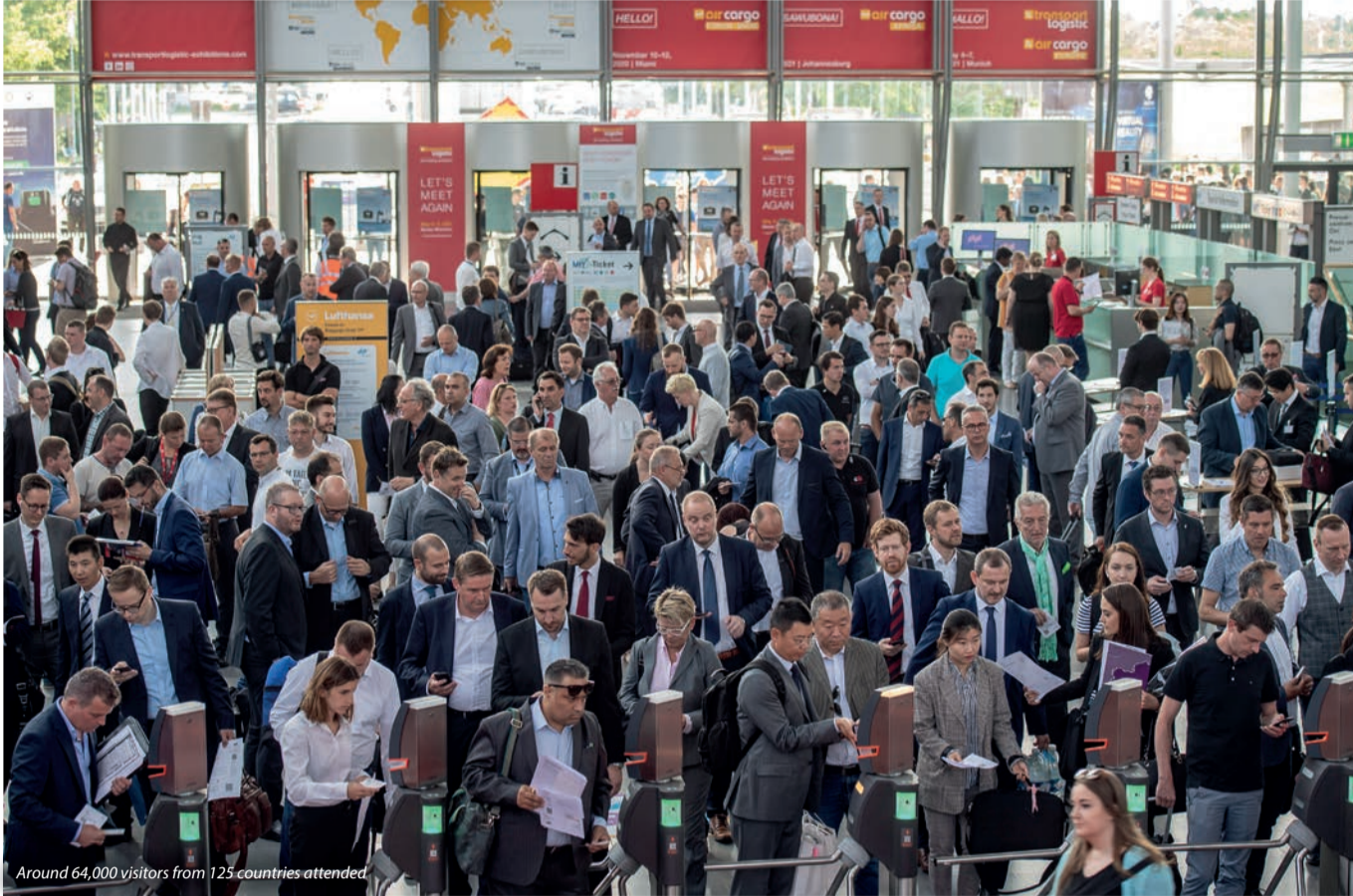
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Around 64,000 visitors from 125 countries attended



Marvellous Munich



Perolo hosted its customary wine tasting at the end of Day 2

Munich once again hosted the largest logistics fair in the world. transport logistic took place on 4-7 June at the Munich Messe posting record figures.

The top topics were the trade war between the USA and China and the shortage of drivers, but the New Silk Road was clearly noticeable at the same time and great hopes were pinned on artificial intelligence in many areas.

“transport logistic has confirmed its role as the world’s largest intermodal logistics hub. There were 2,374 exhibitors, an increase of 10 percent, and around 64,000 visitors, an increase of 5 percent,” Stefan Rummel, managing director of Messe München, reported. The trade fair has grown by one hall to 10 halls and has once again become significantly more international, an increase of 3 percentage points to 56 percent for exhibitors and also by 3 percentage points to 47 percent for visitors.

“We saw strong growth from China, where the number of exhibitors almost doubled by 30 new ones to 64,” Rummel stated. “Chinese companies are increasingly looking for co-operation partners in Europe as part of the Silk Road Initiative.”

The driver shortage was also one of the dominant topics. In addition to more attractive working conditions, artificial intelligence could help in the long term; this should make logistics chains more transparent and efficient overall.

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RED DOT
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Hoyer displayed its safety training tank container



Currently, 21 percent of all jobs in freight transport alone are vacant.

Five discussion forums were devoted to this issue alone. IRU launched a 'Tackling Driver Shortage in Europe' campaign to raise public awareness of the importance of this issue and to provide solutions and attract new talent to the sector. The least used talent pools are young people and women, so the challenge is to recruit these types of candidate while keeping experienced drivers at work.

These and other major challenges facing the industry were discussed at the opening of a high-profile round panel discussion. "We need to make the growing traffic flows more efficient and affordable as well as environmentally and climate-friendly," said Federal Minister of Transport Andreas Scheuer.

In reference to the global economy, DHL head Dr Frank Appel expressed restrained optimism, "even though current relations between governments in the US and China are not conducive at the moment." However: "Goods find their way despite customs disputes," he said. The situation is currently also challenging for air freight, "which is a very volatile business. We have to be open to options and think in the long term," said Dorothea von Boxberg, managing director product and sales at Lufthansa Cargo.

Alexander Doll, director of finance, freight transport and logistics at Deutsche Bahn, distinguished between global and intra-regional trade flows: "We still see decent growth in the latter". And Rolf Habben Jansen, CEO of Hapag-Lloyd, explained that his company is well prepared: "We have been an active driver of consolidation in our industry over the past five years, enabling us to strengthen our overall market position significantly."

At transport logistic 2019, 2,374 exhibitors from 63 countries were present, an increase of 10 percent (2017: 2,162). Around 64,000



visitors from 125 countries attended, an increase of 5 percent (2017: 60,726). Around 30,000 visitors came from abroad. The exhibition covered 10 halls and an outdoor area, totalling 125,000 sqm.

The top 10 exhibitor countries after Germany were: Netherlands, Italy, Belgium, France, Poland, China, Austria, Spain, UK, and the Czech Republic.

There were some 25 international joint pavilions, including Sri Lanka, Romania, Lithuania, Poland and Turkey.

Village life

As usual plenty of visitors came to the ITCO Tank Container Village.

With 68 booths and 73 ITCO members exhibiting, this was the biggest Tank Container Village so far organised by ITCO.

The opening day concluded with a cocktail reception and dinner in



the Village, sponsored by CIMC. Visitors were welcomed to the Reception by CIMC Tank general manager Jee (Guoxiang Ji) who thanked them for their long-term co-operation.

Thanking Jee for sponsoring the welcome reception, Reg Lee, ITCO President, wished CIMC every success for the future.

On day two of the event, Perolo hosted its usual wine tasting reception following the close of business.

Outside the exhibition hall, Hoyer once again displayed its 'open' tank which is used for safety training. The three compartment swap body tank with a length of 7.15m is used for training course, presentations and at trade fairs. Hoyer also makes it available to emergency services, public authorities, organisations with safety-related tasks and to customers, so that they can familiarise themselves with the structure of a tank container.



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Bison CEO Greg Fahey



Bison gives boxes a lift

New Zealand company Bison has pioneered a line of portable container lifting equipment that extends the benefit of container logistics by, for example, enabling heavy containers to be offloaded and collected without a crane or heavy handling equipment.

Established in New Zealand in 2014, with a sales office in Europe and a network of sales and service partners around the globe, Bison Group supplies a range of container lifting and weighing solutions to the shipping and logistics industries. This includes container scales and the Bison C-Lifts. Notable customers include government agencies, such as NASA, NATO and the US Air Force, as well as multinationals, such as BOC Gas, Kuehne + Nagel, Hellmann and DSV.

Bulk Distributor caught up with Bison CEO Greg Fahey to learn more about how the company's C-Lifts are changing the game for both mainstream shippers and project logistics teams.

What exactly are Bison C-Lifts?

The C-Lifts are portable container handling systems that equip companies to lift loaded shipping containers safely on and off trailers in more locations and at a fraction of the cost of traditional container handling equipment.

How do your container lifting solutions differ from others on the market?

Other systems typically require much higher capital expenditure as well as specialised training for the operators. Particularly large reach stackers and top-loaders may also require reinforced concrete pads to handle the weight of the equipment as well as that of the container it is lifting.

Bison C-Lifts are far more flexible and cost-effective. They can be stored easily, and the M and P Series are designed to be used on uneven terrain and in almost any location.

What C-Lift models are there?

We have three models in our range, starting with the compact and portable C-Lift M Series. This is a manually operated system that can lift containers weighing up to 20 tonnes (44,000 lb). Our customers love it because it can be easily taken apart, transported, and re-assembled for immediate use - wherever you may be. It is our most economic container lifting jack, and a reliable performer with no electronics or hydraulics to maintain.



The M Series C-Lift is a manually operated system that can lift containers weighing up to 20 tonnes

The next step up is the C-Lift P Series. This is another portable container lifter, but this one handles containers weighing up to 32 tonnes. It uses short hydraulic cylinders and a hydraulic power unit to lift the container and runs single phase electric supply from the mains or a portable generator.

Both the M Series and P Series are ideal for project logistics in that they are portable, robust and easy to move around and operate on rough surfaces.

The third and premiere model in the range is the C-Lift A Series. This is a portable container hoist suited to sites with regular container throughput. It is fully automated and in 3-4 minutes will lift a fully loaded container weighing up to 32 tonnes from ground

to 1.65m. Not only is the entire system controlled by a wireless remote, but the four hoists also communicate with each other wirelessly, for safe and synchronous lifting.

C-Lifts are really versatile, handling all ISO container types and lengths, including reefers, high cubes and flat racks.

Who would most benefit from a C-Lift?

Our typical customers range from those who need to handle only a few containers a year, to those shifting 30 or 40 a month.

Generally, the higher your container throughput, the more you would benefit from a C-Lift.

Who is using the equipment?

So far, C-Lifts have been adopted by many different operators: on-site, off-site, remote sites, importers, container rentals, project engineering, exporters, container storage, construction, warehouses, container transport, military, container depots, removals, aid & development, container modifications, event logistics, and oil, gas & mining.

Why do organisations choose Bison C-Lifts?

Our customers have chosen them for a variety of reasons: lower operating costs and avoiding delays; improving safety; backing up existing equipment; and avoiding transloading and extra cargo handling. Regardless of the operation and application, our customers have something in common - they value the independence and control a C-Lift gives them.

A good example of this is Tower Inspection, a US company that inspects and services large towers at remote sites around the world. Access to cranes and handling equipment at these sites is difficult and expensive. With a C-Lift P32, Tower Inspection now has independence and control over its container logistics. They can move containers in and out of project sites and position them without the expense and delays of crane hire.

And then there's Morris Industries, a Canadian exporter of agricultural machinery. Given the bulky nature of their machines, they prefer to load containers on the ground. Previously they would ground position empty containers on the ground with multiple forklifts, but this wasn't safe. After loading, they would hire a crane, for around C\$1,000 a visit, to lift the containers back onto truck trailers. By installing a C-Lift A32, Morris has improved safety for its people and plant and will get a return on its investment in less than 12 months by not hiring a crane.



Your tank container experts

TWS has more than 25 years of experience in renting out standard and special tank containers for liquid products to the chemical and food industries. TWS also provides various sizes of spill troughs. Customers rely on the outstanding quality of its fleet and value its flexibility in terms of volume and technical features.

For more information: E-mail: tws@tws-gmbh.de and web: www.tws-gmbh.de

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Weighing things up

In addition to the Bison C-Lifts, the company's container scales are used by customers in bulk logistics.

Fish produce company Talleys, for example, uses the scales to optimise the weight of containerised flexitanks for its fish oil exports.

The scales can also be used for weighing ISO tank containers.

Generally, ISO tanks are weighed to determine the amount of contents inside, or the remaining contents. This needs to be done to comply with SOLAS VGM regulations, and to determine accurately commercial quantities.

A common method for weighing tanks is to weigh a truck with chassis and container on a weighbridge.

One option is to weigh the truck and trailer without the tank, but this requires the tank to be lifted off the trailer with expensive handling equipment, which may not be available.

Another option is to use the declared tare weight of the truck and trailer, but this also has drawbacks.

The variation in the truck's fuel load means that the weight calculation can easily be out by hundreds of kilograms. This is compounded by the accumulation of mud or ice in winter months.

The presence or absence of the driver or a passenger, or other equipment can also throw off the readings.

Moreover, in some regions weighbridges are scarce, making them uneconomical to use.

An alternative is weighing a tank with portable scales. As well as providing accurate weight measurements, Bison's C-Jacks can be used at the site where the tank containers are situated, providing immediate information to the producer or consumer. It provides real-time information when filling a tank container, or when consuming the contents, and it allows the quantity of residual contents to be easily determined.

C-Jacks can be used to weigh tanks on the trailer-chassis, or on the ground.

To weigh tank containers, the C-Jacks are used with stands. Four C-Jack scales are fitted to the lugs on the lower corners of the container, and the stands are placed under the scales. The container is then lifted with hydraulic bottle jacks a small height above the trailer-chassis, to bring the full weight of the container to bear on the scales. Finally, the weight is read with either the master display, or a smartphone app.



C-Jacks: the entire process, including setting up and packing away, takes one person around five minutes

Weighing tank containers on the ground is even easier. The C-Jacks are attached to the container in the same fashion, but the hydraulic bottle jacks are placed directly on the ground. The tank container is lifted a few centimetres clear of the ground and weighed. The entire process, including setting up and packing away, takes one person around five minutes.



The P Series handles containers weighing up to 32 tonnes

What support and training is available for your customers?

Every Bison container lifting and container weighing solution is supported by a through set of training videos and manuals. These are accessible from our website though we also arrange demonstrations and other training. In addition, we provide onsite training when a customer purchases a new system such as the C-Lift A-Series.

Any plans for future products?

Innovation at BISON is driven by our customers' needs. We work closely with them and are always looking for ways to solve their specific problems.

For example, we are currently working on a proximity warning safety system. These will alarm the spotters and driver if the truck chassis gets too close to any of the C-lift legs.

How did you get the idea for C-Lifts?

We began by producing container weighing equipment to enable exporters to comply with SOLAS VGM requirements. As we talked to our customers, we realised that they also had problems with getting containers on and off trucks safely - and the C-Lift concept was born. In 2017, we produced the P-Series, our high-capacity portable system, and then last year we released the A-Series - our automated system - and the M-Series - our most cost-effective and transportable option. Now, we are working on increasing production to meet our orders!

www.bison-jacks.com



The C-Lift A Series is suited to sites with regular container throughput



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Thielmann WEW rebrands

Thielmann WEW is to be rebranded as the defense business line of Thielmann in September 2019.

The business line will continue to be represented by a specialist defense team at its existing factory in Weitefeld, Germany, where it has been based for more than two decades.

As part of the Thielmann company, the defense team will serve its new and existing military and expeditionary customers around the world with deployable fuel and water solutions for forward deployed operations.

Since buying WEW some three years ago, Thielmann has focused on incorporating the former's defense capabilities into its wider container portfolio, while bolstering the unit's financial position and strengthening its market position with the signing of new contracts and development.



Thielmann's defense business line will continue to focus on tailored water and fuel containers for armed forces

A major focus of the evolution has been the establishment of a strong team at Weitefeld. The business line is led by Falko Pfeuffer, head of defense, with the support of a knowledgeable team including Branislav Jurisic, deputy head of defense; Ulrich Bernhardt, chief representative government; and Daniel Jahn, head of project management. The team is supported by Tanya Collier-Jackson, proposal manager; and a team of specialist designers, engineers,

technicians and production staff.

The Weitefeld facility has also undergone significant investment and modernisation, with updated equipment and tooling to enable it to support its growing order book and provide integrated logistics services, while strengthening its capacity to innovate on new products to support its customers as they face the fuel and water logistics challenges of the coming decades.

"We acquired WEW Container Systems GmbH in 2016 knowing that its water and fuel capabilities would perfectly fit with our goal: to become a true one-stop shop for each and every need within the container industry, supplying containers with storage capacity between five and 50,000 litres," said Bernd Loeser, CEO of Thielmann.

"With our Weitefeld team and upgraded facilities, Thielmann now has a specialist capacity to support military and expeditionary customers globally, providing durable mobile fuel and water logistic solutions that increase autonomy and minimise environmental impact."

"As a full business unit of Thielmann, we are looking forward to the next stage in our evolution as the market leader of tailored, modular water and fuel solutions for defense and expeditionary customers worldwide," added Pfeuffer. "We have gone from strength to strength over the past three years and I am excited to lead the team into new market areas as we look to the future."

The team has already established a number of new partnerships as it looks to support its customers in new ways, including fully integrated and scalable fuel and water base camp infrastructure capabilities, last tactical mile support and the 'containerisation of the forces' re-deployable infrastructure necessary for temporary and remote bases.

"We strive to innovate in these areas while continuing to support our existing customer base, which includes the German, US, British, Austrian, Lithuanian, Slovenian, Irish and Belgian armed forces, among others, with our mobile and re-deployable 'drop and go' water and fuel capabilities," said Pfeuffer.

www.thielmann.com

Ermewa buys Raffles

France's Ermewa Group is consolidating its tank container leasing position by buying Singapore-headquartered Raffles Lease and its 14,000-plus tank containers.

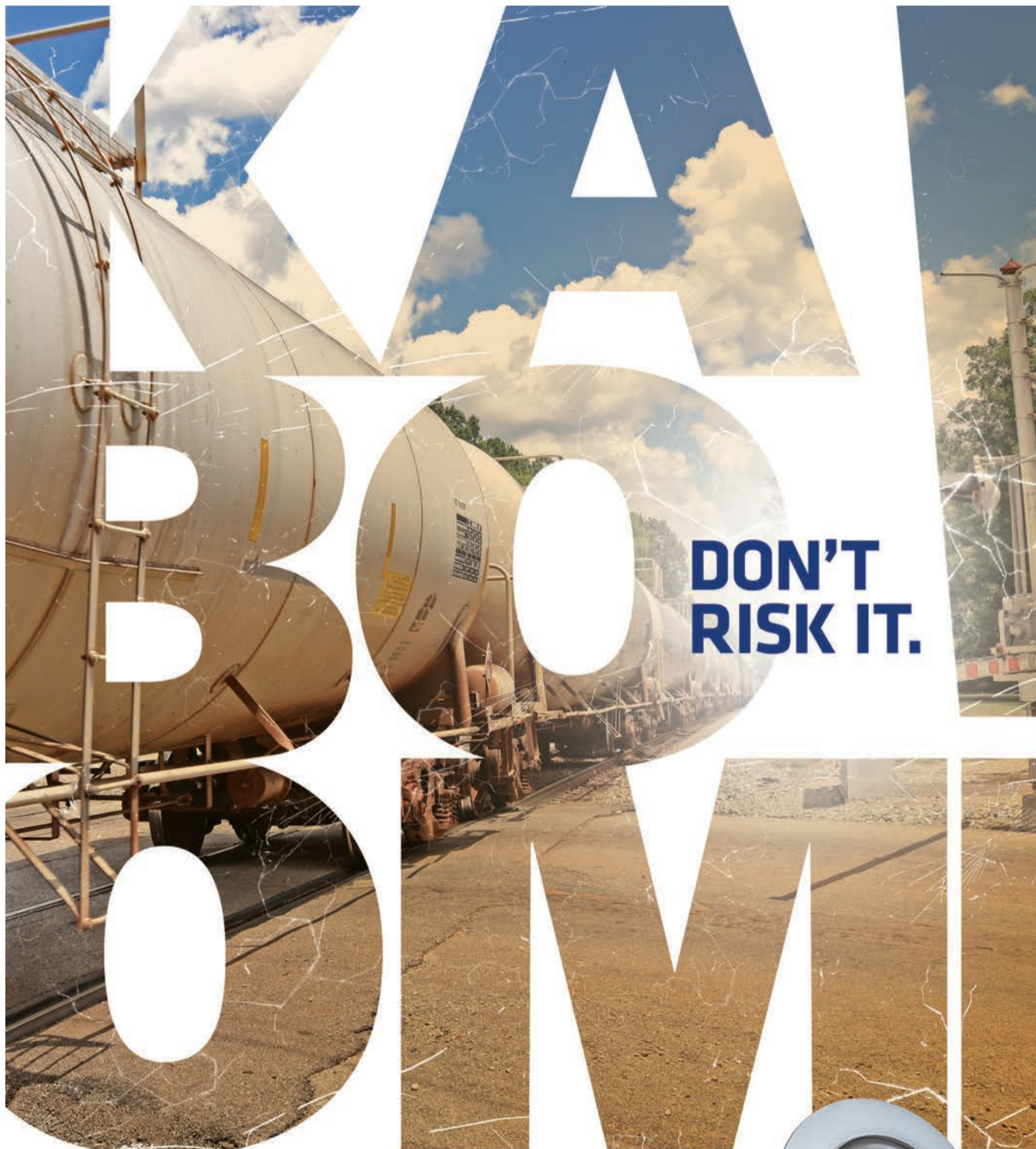
Raffles was previously owned by Hamburg logistics group Buss. With the transaction, Ermewa says it is confirming its ambition to grow in the tank leasing business. Already present in the market through its subsidiary Eurotainer, Ermewa had already in 2017 integrated the small portable tanks business following the sale of CCR's IBC business to Hoyer Group, while last year it bought Taylor Minster Leasing (TML), a specialised owner-managed tank leasing company.

Within the Ermewa Group, the tank fleet now stands at more than 60,000 units, nudging it just ahead of Exsif Worldwide as the largest tank lessor.

www.ermewa.com



Buying Raffles adds 14,000 tank containers to the Ermewa/Eurotainer fleet



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Gardner Denver's TR20 screw compressor provides compressed air for the efficient unloading of dry bulk products from road tankers

Gardner Denver drives home compressor performance

At this year's CV Show, held in Birmingham, UK, Gardner Denver demonstrated the capabilities of its transport solutions for the commercial vehicle market, in particular by highlighting compressor performance.

Gardner Denver exhibited an Iveco Daily 40C14N V CNG van operated by Cadent Gas and fitted with Gardner Denver's latest DLG Drive Line compressor and generator system.

The vehicle is the first CNG-fuelled Iveco Daily van in the UK to feature on-board power. Meeting the latest market demands, the system is lightweight, compact, quiet and easy to use, delivering 100 CFM (cubic foot per minute) at 6 bar and 80 CFM at 7 bar. Gardner Denver's on-board power technology uses the energy generated by the compressor to operate paving breakers, air lances and pneumatic mole equipment, while the 6 kVA generator will be used to power fusion welders, pumps and other hand tools.

Andrew Savage, Gardner Denver UK highways & utilities sales manager, explained: "With new government legislation coming into effect, we saw an opportunity to install our DLG Drive Line compressor/alternator systems onto alternatively-fuelled vehicles. This takes advantage of changes to the category B driving licence, allowing drivers to operate alternatively-fuelled vehicles plated at 4,250kg. This provides them with a greater carrying capacity when

responding to emergency call-outs."

Alongside this, Gardner Denver also highlighted its TR20 screw compressor, which provides compressed air for the efficient unloading of dry bulk products from road tankers. The was fitted on a DAF CF FTP tractor unit on the company's stand, courtesy of Gardner Denver's long-standing customer, Whitworth Bros Ltd.

The UK flour milling business, which has been a loyal customer of Gardner Denver for a number of years, specified the compressor to be fitted to a fleet of 16 new DAF tractor units, growing its fleet of GD compressors to more than 80. The vehicle is also be fitted with a remote-controlled tipping system, which allows the driver to operate the tipping tanker from a safe location while discharging the flour at a customer's site. Gardner Denver works closely with its customer base to ensure that all their safety requirements are met.

The TR20 screw compressor provides flexible airflow, which means it can discharge all types of bulk powder products from a road tanker. The solution for Whitworth Bros Ltd has been set to provide the perfect airflow of 750 cbm/h, ensuring flour products can be discharged safely and efficiently.

www.gardnerdenver.com

Alltec's 2nd gen monitors

Alltec has released the second generation of its floating roof tank monitors (FRTM).

This new generation has a smaller foot print, coming in at half the size of the original. That means half the weight as well. Additionally, the new version activates at 2 ohms, against the previous 10 ohms.

The GroundGuardian FRTM detects hazardous changes in resistance of the electrical bond between the floating roof and the storage tank's grounding system. The unit will continuously monitor for unsafe deviations in resistance produced by corrosion, product/wax accumulation, or shunt breakage. By using an intrinsically safe ground loop supervisor circuit, the state of the existing shunts are monitored. If a dangerous state change occurs, the GroundGuardian can notify the process control monitoring system.

Features include: unit status indicating lights, dry relay contacts (DRCs) as standard, with other interface protocols available, initiating external alarms, activating product transfer interlocks, updating time/date stamp records, triggering lightning protection bonding inspection/maintenance, housed in a NEMA 7X, UL 1203 explosion-proof and dust-ignition proof enclosure suitable for installation in hazardous locations.

Downtime and recovery costs from potential lightning strikes can be very expensive and have possible safety consequences for personnel, strategic infrastructure and critical storage tanks. Tank replacement costs, losses due to operational shutdowns, and safety liability issues can be minimised with the appropriate use of modern lightning protection methods. These can entail an engineered mix of structural air terminals, equipotential bonding, and grounding. The GroundGuardian is claimed to offer an easy way to monitor existing lightning strike mitigation measures.

From the monitor's intrinsically safe rated subsystem, current is passed to the optional remote I/O enclosure, which is rated for installation on the storage tank shell wall.

The remote I/O enclosure connects to a self-retracting insulated monitoring reel with a bond to the tank's floating roof. A simple reference connection is made from the monitor's supervisor circuit to the EFRT's earthing/grounding system.

During conditions of less than 2 Ohm resistance, the green LED will be on in the monitor's front panel. When resistance exceeds 2 Ohms, the GroundGuardian initiates an alarm state; two dry relay contacts change state and the green LED on the front panel will shut off.

www.alltecglobal.com



GroundGuardian detects hazardous changes in resistance of the electrical bond between the floating roof and the storage tank's grounding system

Loadtec sells marine arm division

Woodfield Systems has bought Loadtec Engineered Systems' marine arm division.

Woodfield has been manufacturing marine arms since the 1950s. Loadtec said the division's sales have been very strong, from a standing start, but it has reached a point where it needed to develop and grow within a like-minded business.

Woodfield has the resources and ambition to support the Loadtec product range and will complement the established Woodfield marine arm brands. The core Loadtec marine team will also transfer to Woodfield.

Loadtec Managing Director Alec Keeler said: "We have long enjoyed a friendly relationship with Woodfield Systems and their enthusiasm for this transaction made the offer a very compelling proposal for both companies. We are excited to see how they will develop the Loadtec marine arm brand using their resource and support activities and we wish them well. Our people were key to the success of this and we were very fortunate to have an excellent team on board."

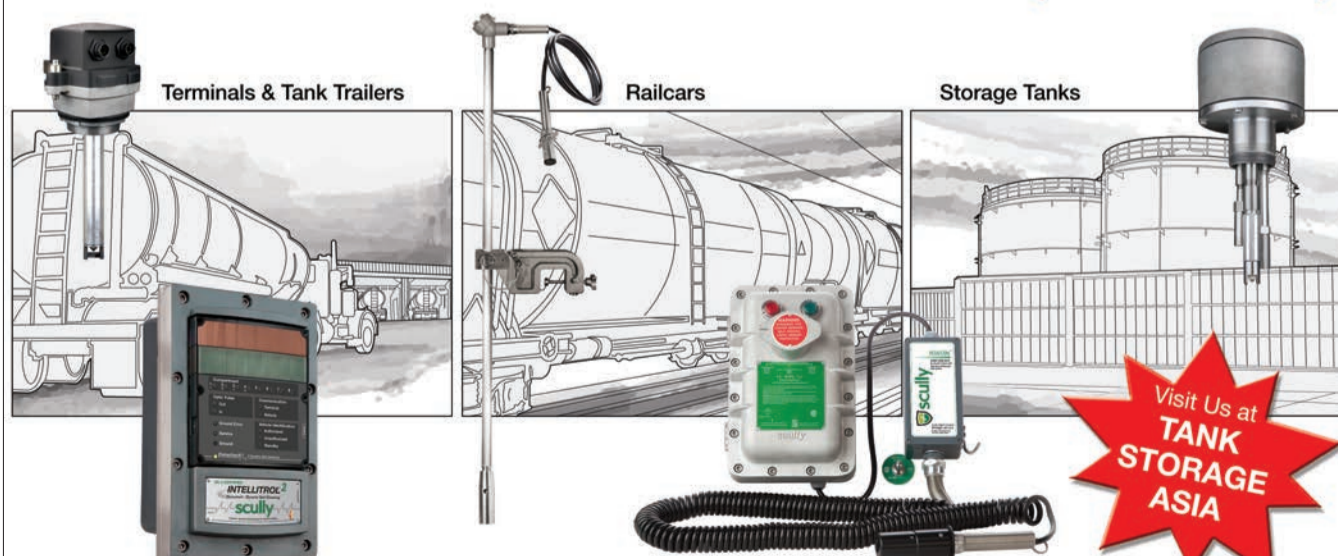
David Williams, sales director of Woodfield, said: "This is an exciting time for us and the acquisition of the Loadtec marine loading arm division will complement our existing range of marine loading arms. Additionally, the extensive knowledge that comes with the personnel joining from Loadtec, will strengthen and enhance the Woodfield team."

Loadtec Engineered Systems will continue to focus on its core competence, road and rail tanker bulk liquid transfer, fall prevention systems and marine gangways. Keeler stated: "The markets are seeking more sophistication in their automation of manual processes along with increased safety assurance. We are taking strong and positive steps to lead the way with new products and packages that represent the cutting edge of what is achievable in chemical plants and terminals."

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Watson Fuels has introduced nearly 90 new DAF rigid trucks, ranging from 12 to 32 tonnes

Watson rolls out new truck fleet

UK fuels and lubes specialist Watson Fuels has begun the replacement of its 350-strong fleet of trucks with newer, more efficient and more environmentally-sensitive vehicles.

The company has introduced nearly 90 new DAF rigid trucks to its fleet, ranging from 12 to 32 tonnes.

The DAF vehicles feature one of the most efficient engines available on the market – boasting lower fuel consumption and drastically reduced NOx and particulate emissions – as Watson strives to increase the reliability of its fleet and reduce downtime, while lowering running costs and minimising its impact on the environment.

Running one of the largest fleet operations in the UK fuels sector, Watson says it is ideally-placed to offer expert assistance to maximise the efficiency of vehicle fleets with the right fuels and lubricants.

Covering nearly 25 million km annually, the roll-out of the new fleet will deliver efficiency improvements, while improving customer service levels with even greater reliability as the firm adopts an automation programme.

Automation will form the next phase of the firm's ambitious drive to enhance service levels and improve efficiency.

Scott Roberts, Watson's operations and logistics director, said: "This is a huge investment for the business which heralds a period of transformation for the brand.

"We've always been seen as a trustworthy and reliable partner to our customers; we want to build on those qualities while leading the way in the fuels sector by renewing our fleet of vehicles and adopting an ambitious automation programme. This step is part of a phased approach to what is an exciting period of change for Watson."

With over 60 years' experience and an extensive fuel supply network of more than 50 depots, Watson provides a local service to its diverse customer base across the UK.

"We have vast experience in the supply of fuels and lubricants to fleets of all sizes; getting this element right can have a dramatic impact on fleet costs and reliability. Recently teaming up with Esso, we can now offer the latest Esso Diesel Efficient fuel to help businesses maximise their vehicle fleets – another example of our drive to offer the latest technology alongside our local approach to customer service," Roberts added.

www.watsonfuels.co.uk

LAG brings silo trailers to UK

Last autumn, LAG Trailers reintroduced its non-tipping silo trailer for the transport of cement in Europe.

Just recently the company presented this product in the UK with success and managed to convince several big names to purchase the most recent addition to its product range.

In the UK, LAG has been working with local partners Williams Trailers Services and TIP Trailers for 20 years to feed the market with fuel tankers, tipping silo trailers and stainless steel tankers. The company has established itself in the top three of the tanker market.

The non-tipping silo trailer was presented during the Commercial Vehicles show, and the company has now sold 40 units with several orders still in the pipeline.

Customers include Cemex, the world's largest supplier of building materials. Turners, one of the UK's largest carriers with 3,400 employees, has also been convinced.

The Belgian manufacturer took its time to deal with re-entry into the market. According to CEO Rob Ramaekers, the trust it is receiving is not misplaced.

"We are not taking a leap in the dark here. We know the product and have studied the market," said Ramaekers. "The non-tipping silo trailer is a natural addition to our range of silo products. We now offer the total package. This early success doesn't totally surprise us; we were already doing quite well in the local market."

www.lag.be



LAG introduced its non-tipping silo trailer to the UK market during the CV show

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An 'L' of a challenge

Low-noise, lightweight, long-running, Logistics-enabled, lifecycle cost-oriented – the freight wagon of the future should meet all five of these basic criteria, according to a new report.

The Technical Innovation Circle for Rail Freight Transport (TIS) published a white paper* at this year's transport logistic. The white paper details TIS's roadmap to make rail freight more competitive and outlines its positions on key issues surrounding innovation, digitisation and automation.

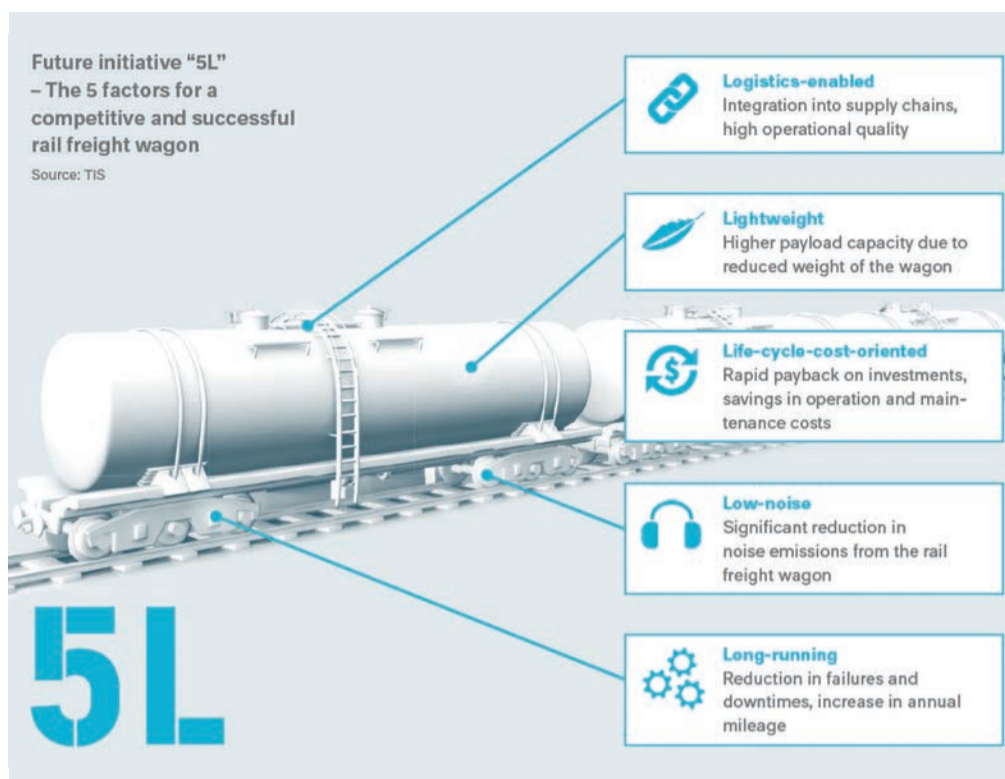
It explains the steps on which participant companies will focus their research and development work in the future in the various fields of innovation – from the automation of braking tests to the definition of harmonised interfaces for energy and data management to efficient, condition-based maintenance.

In 2012, TIS published a first white paper 'Innovative Rail Freight Wagon 2030 – The '5L' Future Initiative'. This did more than formulate ambitious goals. It also presented the sector with a new approach for developing basic innovations using the concept of a demonstrator train.

The '5L Future Initiative' is now firmly established in the rail freight sector. There is a broad consensus that innovation in accordance with the 5L criteria is a necessity for rail freight wagons.

In this second white paper, TIS aims to provide an interim assessment of its initiatives for the innovative freight wagon, and identify the challenges the rail freight industry is about to face and set goals for the future.

Until now, most activities have concentrated on



Five Ls for a competitive and successful rail freight wagon

the development potential of the freight wagon. But improving the competitiveness of rail freight transport will require more than the development of isolated innovations in freight wagon design. TIS is therefore going a step further and looking at the freight train as a whole. The future will depend on the ability to combine innovative freight wagons into intelligent freight trains.

This has the potential to trigger an enormous boost in productivity and pave the way for the

digitised, automated rail freight transport of the 21st century.

In November 2018, the companies involved in TIS officially acknowledged the need for the rapid introduction of digital automatic coupling (DAC) in conjunction with an energy and data management system.

To achieve a significant increase in the proportion of total freight transported by rail, successful developments in various commercial and technical fields will be essential. However, it will be equally important for the rail freight sector and political authorities to initiate the necessary structural improvements. This applies, in particular, to the development of an efficient infrastructure and ensuring a level playing field for competition between the various modes of transport.

The conditions for achieving these results are better than ever before. Politicians are promising to increase the market share of rail freight. With their Rail Freight Master Plan, political authorities and the sector have presented a blueprint for the future. The challenge is now to obtain the funding programmes required to implement it.

Companies and organisation participating in TIS include BASF, DB Cargo, DB Systemtechnik, ELH Waggonbau Niesky, GATX Rail Germany, Waggonbau Graaff, Ermewa, Knorr-Bremse Systeme, SBB Cargo,

J.M. Voith, Wabtec Europe, Wascosa, Dresden University of Technology and Berlin University of Technology.

*The Intelligent Freight Train. The TIS roadmap for competitive rail freight.

www.innovative-freight-wagon.de

1st prize Savvy

Savvy Telematic Systems was awarded first prize at the IVS Prize for Innovation of Schaffhauser Platzbanken for its algorithm which is able to identify defects on trains at an early stage.

The company has developed the product for Wascosa which is able to detect automatically wheel flats and can be used on the railways. In tandem with a tracker attached to a rail car, the algorithm can identify and detect wheel flats, which allows damage to be identified at an early stage.



Buying Genesee & Wyoming is costing Brookfield Infrastructure and GIC \$8.4 billion

Freightliner owner to be bought

US rail operator Genesee & Wyoming is being bought by an institutional investor.

Toronto-headquartered Brookfield Infrastructure and Singapore-based GIC are paying US\$8.4 billion for G&W, which owns a number of short line railways in North America, Australia and Europe, including the UK's Freightliner intermodal carrier.

G&W's six North American regions serve 41 US states and four Canadian provinces and include 114 short line and regional freight railroads with more than 13,000 track-miles.

The firm's Australia region serves New South Wales, Northern Territory and South Australia and operates the 1,400-mile Tarcoola-to-Darwin rail line. The Australia Region is 51.1 percent owned by G&W and 48.9 percent owned by a consortium of funds and clients managed by Macquarie Infrastructure.

The transaction will result in G&W becoming a privately held company. Through its subsidiaries, G&W provides transport infrastructure services over more than 26,000 km of track.

"We believe this transaction is an excellent outcome for all G&W stakeholders," said Jack Hellmann, G&W chairman and CEO. "For our current stockholders, the sale price realises significant value and represents a 39.5 percent premium to our 8 March share price. And for long-term investors who have owned our shares for the past two decades, the sale price represents a return of more than 5,400 percent."

"For our customers, employees, and Class I partners, the long-term investment horizon of Brookfield Infrastructure and GIC as seasoned infrastructure investors is perfectly aligned with the long lives of G&W railroad assets, which are integral to the local economies that we serve in North America and around the world," Hellmann continued.

"They are also fully supportive of our business plan, which will continue to be focused on safety, customer service, and growing our footprint to provide more opportunity for our people. We also expect this transaction will allow us to enhance our business as we benefit from Brookfield/GIC's expertise in real estate and technology, as well as relationships with their rail-centric and complementary portfolio companies."

Brookfield CEO Sam Pollock added: "This is a rare opportunity to acquire a large-scale transport infrastructure business in North America. G&W will be a significant addition to our global rail platform and will expand our presence in this sector to four continents. The company's cash flows have proven to be highly resilient over many years."

Each G&W share will be converted into the right to receive \$112 per share in cash.

The Transaction is expected to close by year end or early 2020.

Brookfield's investment will be approximately \$500 million of equity. The remainder of the business will be owned by Brookfield's institutional partners and GIC.

www.gwrr.com

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Hupac and duisport will work more closely on activities as part of China's 'Belt & Road Initiative'

Hupac, duisport to bolster China-Europe connections

Swiss combined transport operator Hupac Intermodal and Duisburger Hafen (duisport) are intensifying their co-operation to develop combined transport.

The focus will be on strengthening the Duisburg terminal area and co-operating on transport between Europe and China.

At transport logistic in Munich, Hupac and duisport agreed to develop the Duisburg terminal area and so create transshipment capacities for new intermodal connections. Hupac has a strong interest in expanding its traffic in the Rhine/Ruhr region by using additional terminal capacities as a hub. By setting up a concept of virtual operation, the various terminal locations of duisport are to be networked.

Another priority is improved connections to the ports of Antwerp, Rotterdam and Zeebrugge. This should strengthen Duisburg as a gateway for onward transport of maritime freight within Europe.

In addition, Hupac and duisport will work more

closely on activities as part of China's 'Belt & Road Initiative'. Both partners will jointly develop terminals along the Silk Road and work on solutions to reduce journey times for trains originating in China.

"We see great potential in strengthening our decades of co-operation," said Michail Stahlhut, CEO of Hupac Intermodal. "The aim is to implement Switzerland's modal shift targets on the north-south axis, and to connect the Hupac network in central Europe to transcontinental traffic flows on the east-west axis. To this end we are jointly building a pipeline, strengthening the Duisburg location and using the strength of the respective partner, duisport."

duisport CEO Erich Staake commented: "Through this co-operation, we are developing additional services for our customers and expanding our international network as a premium port and our position as the most important European hub in intra-European and international trade."

Abbey doubles BC chocolate volumes

UK road tanker operator Abbey Logistics has announced that it has increased the volume of bulk chocolate it transports for Barry Callebaut by 100 percent, following a competitive tender process.

The volume increase follows several service improvement initiatives on existing volumes over the past 12 months, implemented as a result of the two companies working to improve the service Barry Callebaut's customers receive.

Abbey said this latest increase in volumes reinforces its position as the UK's largest bulk chocolate tanker operator.

The new contract went live in April and sees Abbey increasing utilisation on existing vehicles already working on the contract and drawing on its own specialist heated chocolate tankers and drivers from its wider chocolate tanker network, as well as continued investment in its fleet and specialist driver team.

Abbey will operate vehicles from its new depot near Barry Callebaut's UK manufacturing site in Banbury, Oxfordshire.

Dave Coulson, Abbey's commercial director, said: "Our relationship with Barry Callebaut is now 15 years old and throughout that time we have



Abbey Logistics has a fleet of specialist heated chocolate tankers

focused on continuous improvement and working in partnership to understand and support Barry Callebaut overcome its distribution challenges."

Louise James, UK supply chain manager at Barry Callebaut Group, added: "Our customers expect the highest quality products from us, so in turn we expect our transport providers to possess the specialist knowledge and skill required to distribute large volumes of high value chocolate."

"Abbey Logistics has continued to improve its service to us since the last tender period which has given us the confidence to increase the volume we place with the company. We know Abbey well and are pleased to extend and strengthen our partnership."

www.abbeylogisticsgroup.com

Hillebrand buys 3W

JF Hillebrand has acquired German transport operator 3W Logistik, enabling it to expand its European wine transport services.

Both companies work within the wine, beer and spirit sectors with JF Hillebrand specialising in containerised freight and 3W Logistik focused on intra-europe groupage services and road freight.

The acquisition of 3W Logistik offers both businesses the means to grow and support their

customers better.

Tilo Raab, managing director of JF Hillebrand Germany, said: "3W's services are complementary to the services JF Hillebrand offers today and we serve the same customer base."

Cees van Gent, CEO of JF Hillebrand Group, continued: "This acquisition confirms our strong ambition to grow our business organically and via acquisitions and to extend our service portfolio with road services, both in Europe and the US."

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Bulking up the distribution network

Paul Goulard, marketing director at Clugston Group, discusses the complex challenges and opportunities surrounding the construction of large-scale warehouses and distribution centres

Handling and storing bulk materials can present a myriad of challenges, from ever more stringent regulatory requirements to health and safety risks, blast proofing and even security.

Most dry bulk commodities are prone to spillage and dust pollution, contamination and even combustion if not stored correctly. Warehouses which handle bulk materials, from fuel to flour and grain, steel, cement or more, therefore, present unique design challenges for bulk logistics providers and construction companies alike. The manufacturers, carriers and logistics providers who store and transport these products must adhere to a complex array of regulations, from specialised COMAH Regulations to ATEX, DSEAR and the Health and Safety at Work Act 1974 (HASAWA), each aimed at minimising the risk to both employees and the wider public.

Due to the varied nature of products stored in such facilities, and the regulatory constraints placed on them, the potential implications of improper storage and handling must be carefully considered at all stages of the design, build and post-build care of facilities.

Add to this advancements in sophisticated warehouse automation to deliver improvements in efficiency, speed, reliability, accuracy and (in the long-term) cost savings, and the challenge of constructing such facilities becomes even more apparent.

With a new wave of automated technology from storage and retrieval appliances to state-of-the-art conveying systems now in operation in many warehouses, the required process capacity, site constraints and local planning can all impact the layout and building design, meaning no two facilities are the same.

A bigger, better future

One of the most noticeable impacts this has had is an increase in the number of large-scale warehouses and distribution centres being built to meet the demands of the sector. Facilities are not only becoming bigger, taller and wider, but also smarter, and more flexible than ever before.

To meet this challenge, leading construction companies are now using building information modelling (BIM) – an intelligent 3D model-based process – to model sophisticated warehouse designs before on-site work begins. This ensures businesses get the space they require for equipment, products and employee movements.

To accommodate both the storage systems, machinery and handling equipment, facility layouts need to be completed to an incredibly high level of accuracy as even a minor degree of inaccuracy can cause major problems.

The utilisation of innovative BIM technology allows building data to drive efficiency, boost sustainability and minimise waste during the construction process. Prototyping structures virtually guarantees facilities not only meet the requirements of the end-user, but also maximise efficiency for day-to-day activities taking place at the facility.

Robustness should be central to the design and construction of any bulk or semi-bulk storage and handling facility – particular in instances where blast proofing may be required – and therefore should form part of the underlying design requirements.

Evolutions in construction methods are enabling warehouses and distribution centres to be built to withstand larger blast loads than ever before, but careful consideration should be given to both the construction procedures and materials utilised during the build. The glass, bricks and cladding of a facility, for instance, can be constructed to high blast proof overpressure specifications, while innovative construction methods such as including additional brick ties throughout the structure can bolster the strength of the building.



Clugston has expertise in construction, property, facilities management and logistics

Operational efficiency

Efficiently stockpiling large amounts of bulk powders in any given space is fundamental to ensuring operation efficiency, as well as reducing risk to employees.

Bulk products are more complex and difficult to store and, indeed transport, meaning storage facilities not only require a greater level of attention when it comes to safety, as well as extensive training for handlers and more careful planning, but it also often requires specialised storage systems to accommodate the potentially sensitive goods.

Large and complex storage systems, such as steel bulk silos, hoppers and IBC containers, are often required to store all types of powdered products. The way that such systems are installed and arranged can make a huge amount of difference to the number of products that a building can accommodate. When it comes to storing sensitive goods, special attention should be given to making sure that storage systems installed are correctly designed and constructed to ensure stability at all times. However, perhaps more importantly, spacing and positioning of such storage solutions should also be a key consideration during the design of a warehouse.

Warehouses are dynamic environments, in which employees, vehicles and machinery are continuously on the move. It is essential that the layout of each warehouse is carefully planned and custom-built for the specific requirements of the facility.

Typically the storage area will be determined by the most hazardous property of the bulk powder and the potential risks it could pose should an incident occur in the facility. For instance, if a material is flammable it would be appropriate to store with other flammables. Electronics and electrical wiring may also need to be guarded and protected more, due to the risks of sparks that could lead to combustion. Such ignition sources can be avoided with clever workspace planning and diligent construction processes, with careful planning from the outset.



Redhouse Interchange is a joint venture between Clugston Estates and Cromwell. The 200 acre distribution, office and leisure park is located near Doncaster, South Yorkshire



It is essential that the layout of each warehouse is carefully planned and custom-built for the specific requirements of the facility

To avoid dangerous situations and to spare the environment sometimes storage tank protection is needed. This often means tanks must be fitted with adequate means of operational and emergency venting, and explosion protection devices for use in potentially combustible atmospheres. This will ensure systems comply with industry standards such as ATEX & ISO 16852 (Flame Arresters) and API2000/ISO28300 & NFPA30 (Venting & Storage of Combustible Vapours & Liquids).

Value added logistics

The completion of a bulk material warehouse project, complex and involved from the early consulting and planning stages, through design, build and final handover, is not the end of the story. Indeed, it is just the beginning of another chapter in the lifetime of a facility.

A well-organised bulk storage warehouse ensures that fulfilment is as streamlined as possible, and having an effective distribution network in place can not only ensure the capacity to transport a multitude of different products, but also provide valuable flexibility, short lead times and enhanced customer service for dry and granulated products across a diverse variety of sectors.

Despite the critical role it plays, however, less than a fifth (18 percent) of UK companies are happy with their third-party logistics suppliers (3PLs), according to the latest research from supply chain and logistics consultancy SCALA.

Streamlining the transition process from completion of the build to day-to-day operations can provide a competitive advantage for supply chain professionals in the bulk and semi-bulk sector. Working collaboratively with one organisation, such as Clugston, which has expertise in construction, property, facilities management and, perhaps most crucially, logistics, which already has in-depth knowledge of a site, ensures a fluid handover.

Antwerp extends night-time ops

Container terminals on the Right bank of the Scheldt in Port of Antwerp began opening at night on 3 June.

This means that the PSA Europa and Noordzee terminals are now open 24 hours a day on weekdays. In addition, the MedRepair empty container depot on the Right bank opens one hour earlier, at 5 am.

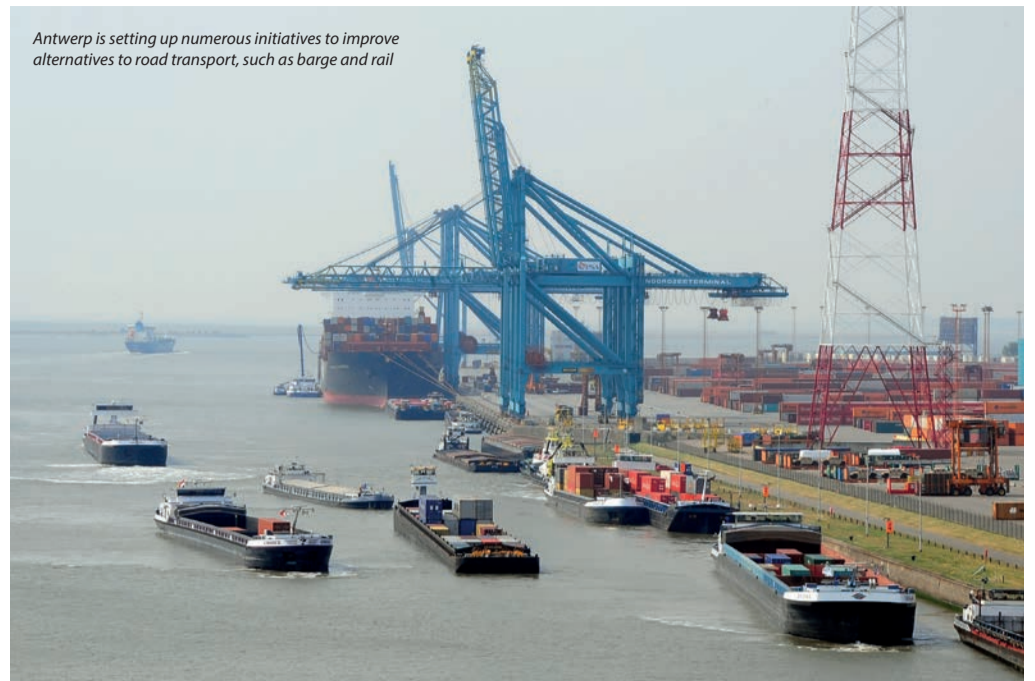
Both initiatives are the result of structural collaboration between various partners in the port: Antwerp Port Authority, Alfaport Voka, the terminals, the transport sector, forwarders, shippers and professional associations. Together they aim to work more efficiently, with distributed flows of transport. The ambition in the next phase is to involve the entire supply chain along with Multimodaal.Vlaanderen (Multimodal Flanders).

With two additional night terminals for

container trucks on the Right bank, PSA is helping to develop night logistics in the port. On the Left bank, in the Deurganck dock, the MPET and Antwerp Gateway terminals for their part have been developing this service since March 2017.

Facilitating night logistics on both banks of the Scheldt makes connections between different terminals simpler for logistics operators. The involvement of empty container depots is also essential as it allows boxes to be exchanged on both sides of the river.

The port partners involved in the initiative will analyse the operation of the night-time opening on an ongoing basis. If everything goes according to plan, then the initial phase of six months will be followed by a conversion phase lasting two years with the whole of the market being involved.



Antwerp is setting up numerous initiatives to improve alternatives to road transport, such as barge and rail

Alfaport-Voka director Stephan Vanfraechem stated: "Now the terminals and depots in the port are offering a way to avoid congestion during the day. However this will only work if everybody joins in, including the warehouses and production sites in the hinterland."

The night logistics initiative forms part of the mobility strategy being deployed by Antwerp. With roadworks due to start on the Oosterweel link, the Port Authority is also calling for a "mental shift". Together with other partners on the port platform it is setting up numerous initiatives to improve alternatives to road transport, such as barge and rail. This call to action also includes working at night wherever possible.

"This collaboration is the result of successful project implementation by various partners in the supply chain. We want to get all parties on board for more efficient transport, for the benefit not only of companies but also ordinary citizens in and around Antwerp," concluded port alderman Annick De Ridder.

Standic chem terminal

Elsewhere in Antwerp Dutch tank storage company Standic is to build a €200 million chemical storage terminal, doubling its capacity in the port.

In addition to its current terminal in Dordrecht, the Netherlands, Standic plans a new facility in the Fifth Harbour dock with an initial capacity of 95,000 cbm and a potential total capacity of 230,000 cbm. Hand-over is planned for the first



Standic's Antwerp terminal will focus on niche chemical markets

quarter of 2021.

The facility will be fully automated, with built-in sustainability features such as onshore power for ships moored at the terminal.

"Port of Antwerp is known as one of the largest maritime clusters in the world, which is why we chose it for our expansion," said Ronald Ooms, managing director of parent company Hametha. "We aim to build on our success with chemical storage and expand it. In Antwerp we will be able to develop in the niche market of more specialised chemicals and serve our customers from all over the world."

Like the terminal in the Netherlands, the focus will be on niche chemical markets and distribution of chemical products. The size of the storage tanks varies from 500 to 3,500 cbm.

Large chemical tankers will be able to reach the terminal easily thanks to the favourable depth in, while the location is also favourable for rail transport.

www.standic.com

London, Grangemouth Invest in new strads

Investment in Forth Port's busy container terminals in Grangemouth and London, UK, continues with a multimillion-pound order for 11 new Kalmar straddle carriers across the group.

London Container Terminal (LCT) took delivery of six new Kalmar machines in June and Grangemouth will receive five new machines in early 2020.

In London, three of the six new straddles are part of LCT's equipment replacement programme, with the other three going into service to meet the increase in container business at the terminal. The current fleet is now 36 straddles. LCT handles a diverse range of conventional and reefer containers with cargos ranging from fresh fruit and vegetables to bricks and steel.

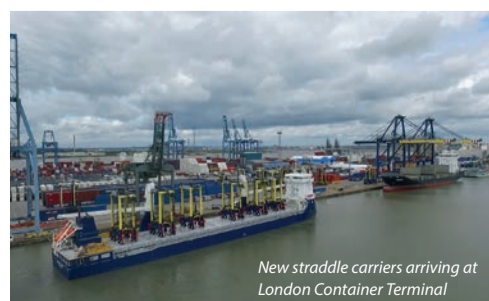
In Grangemouth the purchase of the five new straddles is part of a major investment programme at Scotland's container terminal to increase its capacity for storing both conventional containers and reefers. The straddle carriers will replace five of

the existing fleet of 16 and commence the transition to four high straddles from the current three high units.

The port also welcomed a new Liebherr ship to shore container crane last year which is already delivering faster turnaround times. Grangemouth handles some of Scotland's most valuable exports, such as fine foods and drinks, with more than £6 billion worth of goods passing through the port each year including steel plate, timber, paper and equipment for the oil & gas industry.

Stuart Wallace, COO at Forth Ports, said: "We are investing across the group and with these 11 new Kalmar straddles for our busy container terminals in London and Grangemouth, we secure their position as key shipping and distribution locations offering some of the most efficient landside operations in the industry. At LCT we have the capacity to handle in excess of half a million containers each year and it is the only UK port truly servicing both deep sea and short sea customers. Customers of LCT also benefit from access to Europe's largest portside chill store sitting on the doorstep of the largest consumption market in the UK.

"Grangemouth is Scotland's largest container terminal and handles some of the country's most important exports including food and drink to Europe and beyond. These new straddles build on the significant investment we have made in Grangemouth over the past five years to ensure an efficient service."



New straddle carriers arriving at London Container Terminal

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Howard Energy Partners' recently expanded terminal in Port Arthur, Texas. (Photo: Business Wire)

Howard completes Port Arthur, Corpus expansions

San Antonio-based Howard Energy Partners (HEP) has completed the expansions of its bulk liquid terminals in Port Arthur and Corpus Christi, Texas.

The completion of these projects increases HEP's Gulf Coast terminal storage capacity to 2.6 million barrels with three ship docks, three barge docks, unit train loading capacity for up to two trains per day, and direct pipeline connectivity through wholly-owned pipelines to seven refineries. HEP began operating terminals in mid-2014.

The Port Arthur facility expansion consisted of 12 new tanks, four butane bullets, two barge docks, one ship dock and a 6.5-mile, bidirectional pipeline. With the completion of these additional assets, HEP is able to blend gasoline with up to six separate components at delivery rates of up to 40,000 barrels per hour, to meet specific regional and international quality specifications. This allows customers to optimise the value of the molecules specific to each market.

The facility now consists of: 16 tanks with 1.35 million barrels of storage capacity; four butane bullets, with a total capacity of 360,000 gallons; 8.8 miles of rail track with the capacity to load one unit train per day consisting of up to 94 cars, and the track capability to handle up to five unit trains simultaneously within the facility; three barge docks, all with vapour control; one ship dock, capable of loading ships at rates of up to 40,000 barrels per hour, allowing for the loading of one 500,000-750,000-barrel ship every other day; and one bidirectional pipeline.

Permits and engineering for a second ship dock are nearing completion.

HEP acquired a majority stake in the Port Arthur facility in 2015. Located on approximately 450 acres of land on Taylor Basin and Taylor Bayou, the facility is 13 miles from the Gulf of Mexico via the Sabine Neches Waterway, with inland barge access to the terminal via the Intracoastal Waterway. In 2017, the company reconfigured the assets from a railcar-to-barge crude oil operation, to a barge-to-railcar refined products operation. The terminal can handle a variety of bulk liquids including refined motor fuels, crude oil, and condensate.

In Corpus Christi, HEP recently contracted with an existing customer to load additional unit trains at the terminal, bound for new destinations in Mexico. As part of the contract, HEP is acting as an agent to assist with oversight of the engineering, procurement and construction of a new receiving terminal in northern Mexico. Once completed later this year, the receiving terminal will increase the utilisation of HEP's 65,000 bpd rail loading facility. HEP currently delivers approximately 35,000 bpd of refined petroleum products by unit train to locations in central Mexico, including the cities of San Jose Iturbide and Irapuato within the state of Guanajuato.

Sited on 41 acres within the Port of Corpus Christi, HEP's terminal currently consists of six tanks with 480,000 barrels of capacity, an MR Class ship dock, a 12-ins pipeline with connectivity to six local refineries, and unit train loading facilities capable of loading one unit train per day.

The terminal is expandable up to 2.5 million barrels of total storage and is currently permitted for immediate expansion up to 1.2 million barrels.

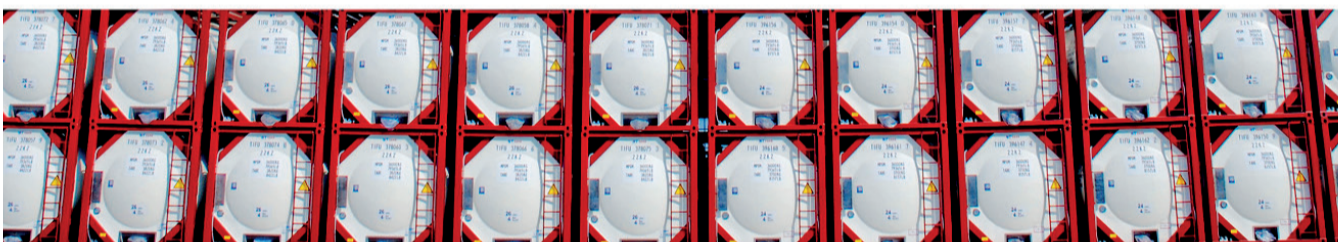
Additionally, HEP and Port of Corpus Christi jointly funded the engineering and permitting of a new Suezmax class dock, which will be capable of moving refined products, crude oil, condensates, NGLs, and LPGs.

"The substantial expansions at our Port Arthur and Corpus Christi facilities signify HEP's commitment to designing and constructing fully-engineered facilities that are tailored to meet the exact needs of our customers," said HEP co-founder and president Brad Bynum. "We currently have more than 470 acres for additional Gulf Coast expansion projects, including significant water frontage. We will continue to work closely with our customers to understand their needs and evaluate growth projects that create beneficial results for all participants within the supply chain."

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