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The lag between the large-scale sourcing regions of China and other parts of Asia and the consuming markets of Europe and North America has caused significant build-ups of goods produced in the former regions but not now required in the latter

TT Club warns of risks from cargo build-up

As consumer demand and manufacturing production slowed in many parts of the world, cargo, either in containers or stripped from transport units, is building up in warehouses, port terminals and inland depots.

This is carrying numerous additional risks, freight and logistics insurer TT Club warns.

The current pandemic has disrupted global supply chains in a wide variety of ways. In particular, the lag in its effects between the large-scale sourcing regions of China and other parts of Asia and the consuming markets of Europe and North America has caused significant build-ups of goods produced in the former regions but not now required in the latter.

Such accumulations include cargo in containers at both transshipment and destination port terminals, as well as import consignments that have been delivered to warehouses and distribution centres (DC). These are primarily non-essential products, for which there is little demand as retail outlets are closed or supplies

for production lines that are either static or at reduced capacity.

In the UK for instance, the latest estimates are that 90 percent of the country's warehouse capacity is full.

"Security is clearly the most dominant of the risk issues as operators seek alternative storage," explained Michael Yarwood, managing director loss prevention at TT Club. "Whether it's taking up buildings not usually used for storage or laden vehicles parked adjacent to a full warehouse, or simply facilities unfamiliar to the operator, the security regime may not be of a similar standard.

"This concern is not just limited to fencing, lighting, security patrols and CCTV, but also communication with hauliers delivering cargo to unfamiliar premises. There is also the constant danger of vehicles being diverted into the hands of criminals; so-called round the corner theft," emphasised Yarwood.

The physical characteristics of a temporary facility may also be unsuitable in a range of ways, such as weather-tightness, phytosanitary issues, uneven hard standing. Further, consideration

needs to be given to the nature of the cargo and the capability to handle and store hazardous materials and specialised commodities correctly (such as high value or temperature controlled).

These factors may also extend to inappropriate or substandard handling equipment and the requirement to subcontract labour and security personnel from previously unknown sources. Where possible, established standards should be maintained, including undertaking full due diligence.

Yarwood also drew attention to the importance of maintaining records and an efficient documentation flow. "In a situation where goods and cargo units are located in unusual facilities, perhaps off-site at some distance, it is vital for accurate records of movements, storage times and potential drawdown requirements to be preserved."

Such bottlenecks in the supply chain through the lack of demand for goods may be temporary as diminishing orders start to affect the flow through. However, one of the knock-on effects currently being experienced is that some port terminal operators, along with their ocean carrier customers, are attempting to help importers by delaying delivery and/or providing temporary storage for containers.

A recent survey by the International Association of Ports & Harbors (IAPH) shows a mixed picture at ports around the world. "Thirty-five percent of ports reported an increase in utilisation of warehousing and distribution facilities for foodstuffs and medical supplies, with some ports reporting capacity shortages," the analysis shows.

The club's risk management director Peregrine Storrs-Fox said: "There will be regional variations within these trends of course. As inbound congestion on terminals rises, we are seeing some European ports offering off-terminal storage for undelivered import containers. In the current extraordinary environment, all involved in the supply chain should be taking extra steps to assist in finding solutions. Care must be taken however to ensure that in providing such a facility, operators do not expose themselves to additional liability and risk."

Many of the potential risks and liabilities that apply to warehouse and DC operators will face a terminal or carrier in placing undelivered containers in temporary storage locations. In addition, container and cargo damage potential could be heightened in facilities unaccustomed to handling full containers. There is a heightened risk of phytosanitary issues where off-terminal storage locations may have less permanent surfaces or increased exposure to vegetation and pest ingress, particularly if the storage is long-term.

The dwell time of such containers may also become an issue if the cargo is eventually abandoned as the goods become 'off-season' or the importer ceases to trade. The question of traceability then becomes a more critical issue.

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Stolt Tank Containers



GPCA condemns Indian MEG import approach

Inconsistent investigative practices by Indian authorities on anti-dumping regulations are raising serious concerns under World Trade Organization (WTO) rules, according to the Gulf Petrochemicals and Chemicals Association (GPCA).

GCC ethylene glycol (EG) imports into India may be severely hurt as a result of an ongoing anti-dumping investigation targeting imports from Saudi Arabia, Kuwait, Oman, UAE and Singapore.

GPCA, the regional trade body representing the common interests of the chemical and allied industries in the Arabian Gulf, said the inconsistent investigative practices by Indian authorities threaten to hurt GCC economies severely, jeopardising US\$543 million worth of mono ethylene glycol (MEG) imports, which is equivalent to 20 percent of total chemical imports from the region into India. India is the second largest importer of GCC chemicals and accounts for over a third of total GCC export volume together with China.

On 6 April 2020, Indian authorities terminated the investigation for the sole imports from Saudi Arabia, and continued the investigation into imports from Kuwait, Oman and the United Arab Emirates. This partial termination of the investigation is inconsistent with Indian anti-dumping rules, GPCA maintains.

The association is therefore urging the fair treatment of GCC MEG producers and calling on Indian authorities to terminate the partial investigation into MEG imports from the remaining GCC states, in order to restore a level playing field for all producers and allow for the continuation of exports of MEG from the GCC to India in the future.

MEG is an essential raw material for the production of various end user products ranging from clothing and other textiles, through packaging to kitchenware, engine coolants and antifreeze. Polyester and fleece fabrics, upholstery, carpets and pillows, as well as light and sturdy PET drink and food containers originate from ethylene glycol.

Dr Abdulwahab Al-Sadoun, GPCA secretary general, commented: "As the regional body for the Arabian Gulf chemical industry, GPCA calls for the immediate termination of the partial anti-dumping investigation into regional MEG imports into India. This detrimental and ill-advised measure

is having a harmful impact not just on GCC economies but also on bilateral trade, threatening to disrupt India's domestic market and damage long-standing friendly relations between the nations."

He added: "This is the latest in a series of trade-restrictive practices introduced by Indian authorities that GCC chemical exports have been confronted with over the years. GPCA is working closely with GCC authorities to advocate for the immediate termination of the investigation in line with India's international obligations and the fair treatment of all WTO member states. At a time of pandemic, the uninterrupted supply of chemical raw materials is essential to addressing the global health crisis and we call on authorities to work together to ensure we maintain the materials needed in factories across the globe today to ensure no shortage of essential raw materials."

Echoing this sentiment, the International Council of Chemical Associations (ICCA), of which GPCA is a member, recently wrote to the G20 leaders as well as trade ministries in various states, to commend their statement on easing supply chain constraints. ICCA further called on world leaders to co-ordinate with the industry for the removal of trade barriers and commit to stopping trade distorting practices, particularly for materials and products, including those made from chemicals and petrochemicals, deemed essential in the fight against the COVID-19 pandemic.

As a member of the G20, India must act now to roll back any applied or future measures that contradict its G20 commitments, GPCA concluded.

www.gpca.org.ae



Dr Abdulwahab Al-Sadoun, GPCA secretary general: "This detrimental and ill-advised measure is having a harmful impact not just on GCC economies but also on bilateral trade"

Hwang becomes CINS chairman

CINS, the Cargo Incident Notification System, has elected Capt Y S Hwang (Evergreen Marine Corp.) as its new chairman. In addition, the CINS board has elected Uffe V Ernst-Frederiksen (Maersk Line) as its deputy chairman.

"I'm looking forward to undertaking this challenging role for CINS and the industry that the organisation represents," commented Capt Hwang. "My role is to lead CINS forward on a path towards the development of improved safety in the logistics chain and the promotion of best practice in the shipment all types of containerised cargoes."

Capt. Hwang is an experienced container shipping industry professional. An Evergreen employee for over 25 years, he holds a UK MCA Master Unlimited Certificate of Competency and is an active Evergreen Fleet Captain.

Currently department head of operation, his role covers operational affairs, including: stowage planning, scheduling, dangerous goods and special cargoes and actual loading data system (EDI Exchange).



Stalled Brexit negotiations worry chem industry

With national governments and the European Commission preoccupied with the COVID-19 pandemic, attention has drifted from the potential for a hard, chaotic Brexit.

The UK government has said already this year that it will not use the pandemic as an excuse to delay further trade negotiations with the EU despite the fact that few believe a deal is now possible given the current circumstances, and despite the UK's inevitable nosedive into recession this year.

Most economists believe that an ending the 12-month transition period with no deal will deliver a further shock to the UK economy just as it is struggling to cope with the fallout from the pandemic.

Against this background the Chemical Industry in the UK and in Europe has spoken of the importance of an agreed trade deal between the EU and the UK.

Steve Elliott, chief executive of the Chemical Industries Association (whose members are chemical and pharmaceutical businesses in the UK) said: "The EU remains our biggest customer and supplier, so securing a tariff-free, frictionless free trade agreement is essential. Most crucially creating a parallel UK regulatory regime for chemicals, while still needing to meet the legal requirements of our biggest market place under EU REACH will, in our view, bring no commercial or environmental benefit and could put businesses and jobs at risk right across the country, including seeing a whole new programme of animal testing, something that none of us wants to happen. I think we can get a good trade deal without compromising the Brexit wish of the British people".

Marco Mensink, director general of Cefic (whose members are chemical businesses from across Europe) commented: "We would like to see an agreement comprising tariff and quota free chemicals trade and the UK staying in REACH and ECHA to ensure full regulatory alignment. We and the UK chemical industry will be working to support all sides in achieving that".

The industry which is the UK's biggest manufacturing exporter and Europe's fourth has nearly €44 billion worth of trade flowing between the two jurisdictions. An agreed trade deal would also strengthen the sector's work that is already delivering significant solutions to global challenges such as climate change, the two bodies added.

Perfect storm

In a separate move, Chemical Business Association (CBA) chairman Darren Budd, who is also commercial director of BTC-Europe, said that the twin challenges of Covid-19 and Brexit amounted to a 'perfect storm' for many companies.

He said: "We have the immediate reality of the Covid-19 pandemic and waiting in the wings we have the prospect of further Brexit uncertainties."

The CBA chairman's message replaced his speech to the association's annual lunch scheduled to for 29 April but was cancelled because of the Covid-19 lockdown.

"CBA has continued to call for an end to uncertainty and, like most of UK business, close regulatory alignment and continuing frictionless trade with the EU. Our advocacy campaign will continue to secure market access and frictionless trade with the EU – the destination for 60 percent of the UK's chemical exports and the source of 70 percent of the UK's chemical imports.

"But the UK Government has made it clear that it has no intention of even attempting to achieve regulatory alignment with the European Union as far as chemicals are concerned.

CBA is therefore now advising member companies trading with the EU to pursue a number of options before the end of the transition period in order to secure EU market access.

These are: either use an existing subsidiary or create a new one in the EU and transfer any EU REACH registrations to that subsidiary; establish a partnership with a company in the EU and transfer any EU REACH registrations to that company; support CBA's plan to create or contract with a collective Only Representative entity in the EU for member companies.



ITCO Guidance on working on top of tank containers is aimed at assisting in the risk assessment process and selection of equipment and safe working

ITCO publishes tank top guidance

'Guidance for Working on Top of a Tank Container' is a new publication from the International Tank Container Organisation (ITCO), intended for companies engaging in activities that require personnel to work on the top of a tank container.

The guidance assists in the risk assessment process and the selection of equipment and safe working, prior to accessing the tank top.

Procedures should be reviewed to determine if a process change could be introduced that would allow tasks to be undertaken at ground level, the publication states. Appropriate safety standards and procedures should be in place, in order to minimise the risk of a fall. Personnel should be trained and qualified in safety and the functions that they are required to undertake.

The Guidance can be downloaded from the ITCO website.

Separately, ITCO has launched an animated video highlighting issues

with single-use plastics for transporting bulk liquids.

At last October's ITCO members meeting in Amsterdam, the Environmental Work Group agreed that ITCO should produce such a video aimed at promoting the environmental benefits of tank containers over flexitanks.

Members are being encouraged to use the video as a tool to highlight the benefits of tank containers to their customers and other relevant parties.

ITCO is also notifying relevant organisations are interested in sustainable shipping and reducing plastic waste, together with industry media.

'Plastic waste and the use of Flexibags and ISO Tank Containers', can be viewed on Youtube.

www.itco.org



A new video looks to promote the environmental benefits of tank containers over flexitanks



The additional space at Wilhelmshaven is designed to store hazardous goods containers, as is the case with the current storage facility

Rhenus expands container store

Logistics group Rhenus Midgard is expanding its current container store at the JadeWeserPort Freight Village. Building work began at the beginning of April and is due to be completed this summer.

The Freight Village is located right next to the container terminal in Wilhelmshaven. The original storage area was opened in July 2017. Thanks to the high usage rate, the storage space is now being extended by one third to some 4,000 sqm.

"We're growing with our customers; they'll have more storage space at the Freight Village in Wilhelmshaven in future," said

Matthias Schrell, managing director of Rhenus Midgard Wilhelmshaven. "The area forms one element in the services that we provide for containers. They not only include storage, but also stripping and stuffing, the containerisation of project loads as well as freight forwarding and customs clearance."

The additional space is designed to store hazardous goods containers, just like the current storage facility. Customers using the site not only include freight forwarders and shipping companies, but also firms in the chemical and food industries.

New hub for Albatross

Albatross Tank-Leasing has appointed Lindenau Full Tank Services (LFTS) Oberhausen as its central European operations hub.

Recently bought by CIMC Enric Holdings, the LFTS Oberhausen site, near Duisburg, Germany, will support the local customer base by offering a full service and maintenance package for Albatross's T75 cryogenic fleet.

Albatross recently added 10 new T75 20ft units to its fleet. These and other tanks are being made available for lease or as part of the company's Strategic Move package which includes fleet management and movement control. Albatross says it can now offer one of the largest T75 cryogenic fleets, a combination of 20ft units for shipping liquefied oxygen 1078, nitrogen 1977, argon 1951, nitrous oxide 2201, ethylene 1038, LNG 1972 and ethane 1961, and 40ft LNG tanks available in a variety of specifications for local and international transport.



Albatross says it can now offer one of the largest T75 cryogenic fleets

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WHEN IT MATTERS

Tank firms tackling pandemic

The bulk liquid logistics sector has stepped up to the plate to help keep the world moving as best as possible during the COVID-19 pandemic.

Most tank operators have implemented new practices first and foremost to safeguard the health of their own employees, but also to maintain services to their customers allowing the latter to continue operating seamlessly.

Den Hartogh, for example, is offering a 24/7 dedicated driver service as a measure to reduce the potential for coronavirus cross infections between people.

Together with each customer, Den Hartogh assigns a team of dedicated drivers, such that the same known driver will operate at each customer's site, working with the customer's own local team in a safe and controlled environment. By implementing this service, it is possible to minimise directly the number of different drivers on-site, significantly reducing the risk of cross infection.

Lockdown is also causing significant numbers of site closures and disruptions of chemical supplies. However, Den Hartogh is working with its partner network of ADR approved container storage terminals across the globe. The actual terminal where each customer's product is stored is carefully selected to guarantee optimum safety and efficiency. Stock levels are continuously monitored in the operator's Transport Management System and is supported with 24/7 total visibility, from a single 25,000 litre tank container to several hundred units.

Hoyer quickly created an Emergency Taskforce at group level to oversee its actions, and co-ordinate with local emergency taskforces set up in each part of Hoyer's business.

This initiative identified minimum skeleton staff for each part of the group's operation, introduced remote working for as many roles and colleagues as possible, and agreed rotated attendance at work/working remotely from home for employees in similar roles.

In addition, Hoyer implemented shift system working that avoids overlap of people, with only written handovers, increased awareness of general hygiene rules and behaviour, introduced additional hygienic cleaning measures in the workplace, and issued additional personal protective equipment (PPE) where needed.

In the leasing sector, Ermewa Group, which owns tank lessor Eurotainer, is conducting fewer meetings, limiting travel, and implemented working from home to make it easier for staff members to take the time they need to care for themselves and their families.

From mid-March, all Seaco employees have been working from home and the company instructed all staff not to undertake any business travel, restricting all customer and supplier contact to telephone or virtual contact.

Disinfectant distribution

In Sweden, specialty chemical company Perstorp has switched part of its production with the aim of solving the Swedish healthcare system's lack of disinfectant.

Production capacity is up to 2 million litres a month. However, before the disinfectant can be packed into manageable bottles for healthcare, the ingredients are mixed in a large reactor. After this is completed, the contents are then filled into 25,000 litre tank containers owned by Scandi Bulk AB which then handles the transport between Perstorp and Lefab which fills the small bottles.

The finished hand and surface disinfectant is finally delivered to the Swedish National Board of Health, which distributes it between the regions.

Jan Secher, CEO of Perstorp Group, comments: "Extraordinary times call for extraordinary care. Our large scale production capacity can make a real difference at this time and help to solve the disinfectant shortage in the healthcare sector. This is our contribution to the important work that healthcare professionals are doing every day. I am proud that our innovative staff saw this opportunity to help. They have driven this initiative forward together with valuable help from authorities and partners."

The aim is to continue production for as long there is an acute shortage of disinfectant products within Swedish healthcare that regular suppliers cannot fulfil. Permits and agreements for production were finalised in record time together with authorities and partners.

Ingrid Bergman, head of purchasing at the regional authority of Skane, said: "Due to the global COVID-19 pandemic the shortage of disposables such as sanitisers is a major challenge and an issue of great priority. Perstorp has shown tremendous responsibility and initiative in securing the production chain. They have made production possible by arranging all permits from the healthcare sector in cooperation with us, as well as several authorities and other companies."



Scandi Bulk tanks are being used in Perstorp's production of disinfectant

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TT Club outlines tank chain risk management

The intermodal transport of bulk liquid and solid cargoes can present operational challenges for all stakeholders in the transport chain.

Insurance mutual TT Club published a lengthy report* in April outlining some of these challenges.

Through analysis of claims experience, the club can identify a number of common errors and misconceptions, which can result in the deterioration or total loss of the cargo and damage to the equipment itself.

This document is intended to be a practitioner's good practice guide covering all stakeholders through the tank transport chain whether operating, filling, discharging or handling tanks.

Walking readers through issues such as regulations, equipment selection, corrosion and final mile delivery, the report devotes considerable space to actions in the event of an incident.

While the tank is recognised as the safest means of transporting bulk liquids, there are occasions where incidents occur which may give rise to insurance claims.

Such incidents are relatively few in number, but given the nature of some of the cargoes being transported, there is the risk of potentially large exposure incidents. The report goes on to highlight the safety features of the tank and provide good

practice guidance in the event of an incident.

Typical safety features include the thermal insulation layer of the tank which shell provides, in addition to its thermal qualities, a degree of protection in the event of an impact.

Flame guards and bursting/frangible discs are fitted to vacuum relief devices and spring-loaded valves to mitigate the risks where tanks are exposed to external fire incidents.

The bottom discharge valves comprise of three closures in series; the internal spring-loaded foot valve, the outlet valve and a screwed sealing cap or flange. In the event of a catastrophic damage to the external portions of the bottom discharge valve, the outlet valve support pipe is designed with a shear groove allowing the external part of the valve to shear from the tank leaving the tank barrel and the internal valve intact and containing the cargo.

A safety valve is provided in the top of the tank to relieve excess pressure that might build as a result of a cargo chemical reaction or overheating.

The many safety features of the tank are such that even in the event of reasonably serious damage incidents, the cargo is contained within the barrel and therefore the integrity of the cargo is maintained. If the damage sustained results in the frame of the tank no longer conforming with CSC safety criteria, it may not be possible for it to



While the tank is recognised as the safest means of transporting bulk liquids, there are occasions where incidents occur which may give rise to insurance claims

continue its intended transport. There may be the need to tranship the cargo into a replacement tank, ensuring compliance with all loading and regulatory requirements.

Leaking cargo

Where tanks are severely damaged, cargo may leak from the barrel. In such circumstances, where practicable, the leak should be stemmed, or if not possible, the tank placed in a leak tray, banded area (walled concrete surfaced area) or surrounded with containment boom/bund to ensure that the cargo is contained – preventing a wider pollution risk.

The type of cargo being carried will influence how those responding to the incident will be able to proceed and the level of personal protective equipment (PPE) they may require. The type of cargo will also influence how the surrounding areas should be managed; areas may need to be evacuated if it is assessed that they might be exposed to danger.

Contamination

The most common type of loss relates to cargo contamination, including where the cargo does not meet the specification expected by the consignee. These incidents arise for a number of reasons, often not directly attributable to the tank itself.

Occasionally the stubborn remnants of a prior cargo will be freed by an aggressive Class 8 cargo and show in the pre-discharge samples at the consignee. Pre-discharge samples indicating problems may include discolouration or the presence of suspended particles. These particles may be attributable to a prior cargo or an incompatible component.

Where contamination cases are concerned, early and transparent interaction with the cargo owner will encourage a positive handling of the incident

which can result in early resolution. The solution to many cargo contamination incidents is reasonably cost-effective filtering or reworking.

However it is imperative that the cargo interests are involved in the early stages of the investigation in order to encourage them to take such action.

Injuries for those working with tanks are few in number; however, when they occur, they can have serious consequences and come in two major categories: risks associated with confined spaces for those working inside the tank barrel can be high if the correct equipment is not available or used and confined entry permit procedures are not strictly followed; and working at height.

Crisis management

When considering risk assessment and management it is generally good practice for all stakeholders in the tank supply chain to have a robust crisis management plan in place which is tested periodically, the document states. This plan should also consider an emergency response plan in the event of a catastrophic incident.

Post incident, stakeholders need to scrutinise the physical and contractual chain to identify (if possible) where the error has occurred with a view to holding the responsible party liable at an early stage.

At the earliest practicable opportunity following the discovery of an issue (once any immediate risk is contained and under control) the priority should be to notify your liability insurer, and consider the early appointment of an independent surveyor/expert. Depending on the type and seriousness of the incident early action investigating and gathering relative information will assist in mitigating the potential loss and liability.

*Stop Loss 22 - Tank Containers. Managing risk in the tank container supply chain

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Stolt results slip back

Stolt Tank Containers reported first-quarter revenue of US\$129.4 million, down from \$133.4 million in the fourth quarter 2019, which included approximately \$4 million of additional demurrage and ancillary revenue from one-time catch-up billings related to global accounts.

Despite continued price competition, first-quarter transport revenue increased by 3.4 percent, driven by a 1.5 percent increase in total shipments and an increase in the proportion of higher revenue-generating, inter-regional shipments. The total number of tanks in STC's global fleet — owned, leased and managed assets — was essentially unchanged.

Operating profit was \$6.7 million, down from \$15.7 million in the fourth quarter. The decrease was partly attributable to the prior quarter's one-time \$4 million increase in demurrage and ancillary revenue. STC further saw a \$3 million increase in ocean-freight related to low-sulphur fuel surcharges, which was not fully recovered from customers, and an increase in repositioning costs of \$0.9 million.

www.stolt-nielsen.com

Odyssey, Trecora in managed services deal

Odyssey Logistics & Technology Corporation has signed a multi-year managed logistics service agreement with global petrochemical products manufacturer Trecora Resources.

Trecora initially entered into a supply chain consulting agreement with Odyssey to evaluate logistics costs in tank container shipments, liquid bulk truck and rail operations. This agreement provided benchmarking data on Trecora's operations, distribution network, infrastructure and offered key metrics such as total spend, vendor costs and productivity performance.

"Trecora manufactures high-purity specialty petrochemicals and synthetic waxes. The quality of our products and the integrity of our supply chain are critically important to our customers," said Patrick D Quarles, president, CEO and director of Trecora. "Together with Odyssey, we aim to maintain our performance profile at a lower cost by seamlessly integrating Odyssey's technologies into our business without disruptions to service. We look forward to continuing our work together with Odyssey to drive further improvements and long-term value for Trecora, our customers and shareholders."

Odyssey president and CEO Bob Shellman the logistics firm's supply chain engineers spent two months aligning with Trecora on its efforts to achieve continuous process improvements and cost savings.

"Through our technology and efficiency roadmap, Trecora will use a full suite of data analytics and reporting tools to create cost transparency and performance enhancements," Shellman commented.

Trecora's principal business activities are manufacturing various specialty petrochemical products and synthetic waxes and the provision of custom processing services. It will leverage Odyssey's Managed Logistics Services to optimise all aspects of Trecora's transport management strategy and execution. This includes Odyssey's supplier network and a team of supply chain engineers to drive cost savings, shipment visibility, data reporting, continuous improvements and sustainability developments.

www.odysseylogistics.com

Methanol tank solution

Den Hartogh Logistics recently provided a supply chain solution in collaboration with Helm Proman Methanol to deliver a specialised tank container of methanol to the SAL Heavy Lift vessel 'Trina'.

The tank was delivered to Port of Hamburg where it was lifted onto the deck using special purpose brackets, securing the tank safely during the journey of the vessel.

Once emptied, Den Hartogh will swap the tank for a full one; anywhere where the vessel might be at that particular time.

The methanol is injected with hydrogen into the air intake via a simple retrofit designed and fitted by Fuelsave – Green Technology GmbH.

Methanol is an environmentally friendly and sustainable fuel source that is also useable for bunker purposes and the Fuelsave technology achieves valuable net fuel savings and lower emissions.

www.denhartogh.com



Methanol in the Den Hartogh tank is injected with hydrogen via a simple retrofit designed and fitted by Fuelsave – Green Technology

New Raffles tanks

New 25,000 and 26,000 litre tank containers have been introduced to the European market by Raffles Lease.

Described as perfect for food/beverage or chemical products with 316L grade stainless steel barrels, the tanks are fitted with B style walkways, offering larger coverage and a higher degree of safety.

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Sanitiser and grounding – beware of sparks

As many companies reconfigure production lines to produce hand sanitisers, consideration needs to be given to incendive electrostatic discharges, says Mike O'Brien, managing director of Newson Gale



The metal cages containing the plastic IBC should be grounded (as it appears to be here)

Many companies are reconfiguring production lines, or starting up new ones, to increase the supply of hand sanitiser in response to the COVID-19 pandemic.

However, industry groups like the Solvents Industry Association are concerned with reports of inappropriate packaging of solvents and an incident of a static discharge igniting vapours present on an operator's hand after the application of hand sanitiser.

This note outlines what approaches can be taken in terms of managing the risk of solvents (including alcohols) being ignited by uncontrolled discharges of electrostatic sparks.

The importance of grounding people

Managers of facilities where operators have exposure to potentially flammable or combustible atmospheres need to ensure the operators are grounded. This is because people isolated from a ground source (eg, flooring capable of dissipating static charge to earth) can accumulate large electrical potentials (voltages) beyond 20,000 volts without even realising it until they discharge a spark.

In addition, if operators are regularly applying hand sanitisers, either inside or outside a designated hazardous area, it is important to ensure that they do not have the potential to accumulate electrostatic charge on their bodies.

Ignition of vapours emanating from the hand can occur if the person approaches or touches a grounded object (eg, door handle, stair railing) resulting in a static spark discharge with enough energy to ignite the vapour.

The most effective means of grounding personnel is to ensure that they are provided with safety footwear that meets the static dissipative criteria specified in standards like EN ISO 20345 or ASTM F2413-18. Testing all footwear prior to entry into the facility is recommended. Easy to use footwear testers can be installed at designated entry points to hazardous areas in the facility, (or to the overall facility if required).

Such testers use a simple plate on which an individual stands, with their safety shoes on, and presses a button with their index finger to initiate the test. If the resistance threshold of the shoes is below the required level, as specified in EN ISO 20345 or ASTM F2413-18, the test will indicate a positive output with a green LED indicator which provides the operator with a 'Good-to-Go' message that he/she can enter the hazardous area.

If the shoes fail the test the indicator will stay red and the tester's buzzer alarm will activate. At this point the operator should not enter the hazardous area and should report the failed shoe test to the most relevant authority in the facility. An inter-lockable output contact can be specified to control the door entry system and prevent access to the hazardous area.

Containers

In relation to the use of containers, particularly IBCs, they should, ideally, be of an all metal construction so that when they are grounded, electrostatic charge cannot accumulate on the surface of the container. If the supply or use of fully metal IBCs is not possible, then the metal cages that contain the plastic container should be grounded.

Splash filling should be avoided as this increases the rate of charge generation.

If electrostatic charge is permitted to accumulate the voltage of the IBC will rise very rapidly and result in this energy being discharged in the form of an electrostatic spark onto a grounded object like an operator. If the spark energy is sufficiently high it will ignite the surrounding vapours with little effort. A discharge at 20,000 volts would be up to 60 mJ of energy via the static spark.

Best practice information

It is not possible here to discuss every potential process involving the use of solvents. However, a more comprehensive summary of the various processes at risk of static discharges in solvent processing and handling operations can be viewed on the European Solvents Industry Group website.

www.esig.org/solvents-and-static-electricity

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US Container Depot expands in FLA, NJ

US Container Depot has spent the past several months expanding its operations.

The firm recently added a full service tank container depot providing cleaning, heating, maintenance, storage, and transportation solutions in Jacksonville, Florida.

US Container Depot took delivery of a fully reconditioned Taylor loaded container lift truck to meet customers' needs better. It secured approximately two and a half acres of ground storage space from Southern Tank Services and is now able to store 400 tank containers.

Eric Dunn, vice president of operations, said: "With a small on-site office and the implementation of handheld gating and inspection systems for faster, easier equipment interchanging we know our depot will be regarded as a dependable facility by customers and carriers alike."

Cassidy Daniels, business development representative, added: "Our Jacksonville facility now offers all tank container services including loaded and empty ground storage, transport, and drayage. We also

offer cleaning and heating, and maintenance through our relationships with Southern Tank Services and Tank Repair and Maintenance."

Southern Tank Services operates a five bay wash rack on-site with a variety of cleaning services. Tank repair and maintenance offers preps, surveys and repairs on tank containers. All services can be coordinated through US Container Depot as a single point of contact.

The facility is located at 1160 Eastport Road, Jacksonville.

Last year, US Container Depot worked in partnership with Extreme Tank Cleaning to open a commercial tank wash in Newark, New Jersey to serve the tank container and liquid bulk tank trailer industry in the New Jersey area.

"Whether private or commercial, there have not been enough tank wash facilities in northern New Jersey for years," said Kevin Jackson, president of the depot operator.

"The added capacity along with the high-pressure wash system to reduce cleaning time should significantly improve the turn times for



The depot firm took delivery of a fully reconditioned Taylor loaded container lift truck

tank containers and tank trailers," he said.

"We have partnered with an experienced and qualified service provider in Extreme Tank Cleaning," added Jackson. "Joe Bamber, owner of Extreme Tank Cleaning, brings over 10 years of experience in the tank cleaning industry and the necessary supervision to ensure the high-level quality and service we are known for."

The tank wash facility has two tank wash bays and, in addition to standard washing protocol, will use a high-pressure pump to increase cleaning capabilities. The high-pressure cleaning system reduces time and waste water. In addition, the facility has a three-bay shop for tank container prep and maintenance and is capable of storing approximately 300 empty tank containers in the yard. While, the yard and facility will primarily cater to the tank container sector, there will be limited capacity to wash tank trailers based on availability.

The facility is located at 62 Joseph Street, Newark, NJ.

A division of Liquid Cargo Group Inc, US Container Depot has a third facility in Savannah, Georgia. The facility was opened in 2014 at a 4-acre site at 42 Sonny Purdue Dr. The depot can accommodate in excess of 450 tank containers. Services include tank container testing and inspections, heating and temperature monitoring, and minor maintenance and repair.

Total storage capacity for at three locations combined is close to 2,000 tank containers.

<http://uscontainerdepot.com>



Capacity at US Container Depots' three locations combined is close to 2,000 tank containers

GDS (Jubail) finally kicks off

After years of preparation, licensing and construction, the Global Depot Solutions (GDS) depot in Jubail, Saudi Arabia is operational. The new full-service depot has six cleaning positions.

Gröninger Cleaning Systems supplied the washing technology. The majority of the cleaning can be carried out with an efficient 'standard' 100 bar high pressure system. This allows four tanks to be cleaned at the same time using PLC-controlled programs. For the special work, GDS has two heavy-duty washing bays at its disposal.

Right next to the new depot is the Sadara chemical complex. Methylene diphenyl isocyanate (MDI) and toluene diisocyanate (TDI)

are produced and shipped in and from this complex. MDI and TDI are very difficult to remove from tanks after shipment. One of the solutions is the application of very high pressure. For this application, Gröninger included an 800 bar hydro blasting system which, in combination with a rotor jet, removes the product from the tank with coarse force.

A circulation machine is included for cleaning dried latex and synthetic resins. The products are chemically dissolved and safely removed from the tank.

Waste water is collected and purified in a physical/chemical and biological installation. The purified water has such good quality that



it can partly be used again as pre-rinsing water. Excess water is discharged or used for irrigation.

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Founded in 1990 as an inspection company by Klaus Dantz, Condaco's story in recent years took off following the merger with container trading firm KTD-Mobilbox GmbH to form Condaco & KTD-M GmbH



Condaco's range of depot services includes any kind of repairs, modification



The company will soon be ASME-certified

Condaco growing and thriving

Condaco continues to expand its services to customers, not just in the company's home port of Hamburg but as far afield as China, South Africa and Brazil.

Founded in 1990 as an inspection company by tank container expert Klaus Dantz, Condaco's story in recent years took off following the merger with container trading firm KTD-Mobilbox GmbH to form Condaco & KTD-M GmbH.

Now run by Klaus's son Thorsten Dantz, Condaco's range of depot services includes any kind of repairs, modification and other projects in the field of tank containers, nitrogen purging, coating repairs (the company is Hüni-certified), and inspection (on-/off-hire/in-service/new build/depot training).

The workshop repair area has capacity for approximately 50 tanks, and working in two shifts, the daily repair output is some 30-50 units.

In 2017, Condaco teamed up with Hamburger Container- und Chassis-Reparatur Gesellschaft (HCCR) to offer an even more comprehensive service package.

Under the partnership, HCCR (a subsidiary of Hamburg stevedore HHLA) concentrates on cleaning, handling and transporting the tank containers, while Condaco handles the repair of the tanks, in



Both Condaco and HCCR are located along Hamburg Port's Altenwerder Damm and particularly convenient for HHLA's Container Terminal Burchardkai

containers.

"The co-operation is running better and better each day," says Thorsten. "Our depot customers are all of the well-known operators and leasing companies from around the world. Another story of success for Condaco and HCCR is getting more and more Asian customers due to Condaco's growing Asian activities – especially in China, Vietnam, Indonesia and the United Arab Emirates (UAE)."

A further big advantage from the co-operation is the excellent

addition to modifications and other special requests.

HCCR is able to clean some 40-50 tanks per day, handling both foodgrade and chemical equipment.

Both facilities are located along Altenwerder Damm in the heart of the port area and particularly convenient for HHLA's Container Terminal Burchardkai (CTB), which has extensive handling and storage capacity for full and empty tank

infrastructure of HHLA/HCCR, he adds. "There is no problem in receiving any type of container by ship, rail or road. This fact makes us unique in Hamburg area."

Services can be booked through either partner, offering in effect a single point of contact for either cleaning or repair, or both.

Full service range

For five years now Condaco has been offering all kinds of inspection services in China and South Africa, such that the company is in a position to cover the major manufacturing sites and depots for inspections 24/7.

Importantly, says Thorsten, these inspections are carried out by employees of Condaco; the firm does not use leased staff from agencies or subcontractors.

Most recently, Condaco set up a daughter company in Brazil, South America's largest economy and important one for tank containers. However, the opening earlier this year coincided with the onset of the COVID-19 pandemic, and so it is somewhat too early to give a proper view on its progress, although longer terms hopes are high.

Nevertheless, Condaco is carrying on with certain other projects this year. It will soon be ASME-certified (American Society of Mechanical Engineers).

"Getting this certification takes us to a the next level," says Thorsten. "It means that we will be one out of very few in Europe who will be allowed to repair tank containers under ASME criteria."

Also, within the next 12 months Condaco will be accredited for DIN ISO17025. This will give the firm additional worldwide opportunities in inspecting and measuring.

Last but not least, Condaco likes the idea of having a few owned trucks running some routes in Europe so that it can provide expanded trucking services.

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Vervaeke's digital journey

Benelux chemical and fuel logistics operator **Transports Vervaeke** has more than doubled in size through two acquisitions in the past three years.

To ensure smooth operations and continued growth, the company embarked on a digital transformation initiative. Successfully digitising the business also demanded IT transformation.

The company chose the WLAN platform from Mist, a Juniper company, to empower its employees to work easily from anywhere in its garages, warehouses, and offices.

"We are in the midst of full digitalisation of our company," says Mario De Smedt, IT manager at Vervaeke. "We have made a lot of progress digitising our processes and information flows."

A family-owned company operating for nearly a century, Vervaeke serves Belgium, the Netherlands, Luxembourg, France, and Germany, transporting chemicals, gas, fuel, and other dangerous goods. It also offers a wide range of logistics services by road, train, and boat to other regions and internationally. The company operates from 13 locations and employs 950 people, 850 of whom are drivers.

After acquiring a multimodal transport provider in 2019, the company embarked on a business transformation journey. It is consolidating and modernising applications to create a single view of its European operations. A single enterprise software platform will integrate the once disparate business processes of its acquired companies. A new data lake will provide a 360-degree view of its operations and customers.

Consolidating its transport management system, which is essential to ensure that customer orders are delivered to the right place at the right time, will bring consistent visibility across countries, increase efficiency, and ensure regulatory compliance.

To accelerate its move toward an AI-driven enterprise, the company got in touch with Infradata, a leading cybersecurity and cloud networking solutions provider in Belgium. Infradata introduced Vervaeke to the Mist Platform for its new wireless LAN.

De Smedt and his team worked closely with Infradata to design and deploy Mist at its head office. "We have been very pleased working with Infradata," De Smedt says. "When we initiated the project, Infradata assisted us from A to Z for the set-up, implementation, and connection with the existing network. Because we wanted to make a segmentation on the network for the Wi-Fi solution, we could depend on Infradata's assistance to do so."

"Thanks to the expertise and ease of contact with Infradata, we were quickly able to plan updates of all the access points and perform firmware updates when desired. This increases our flexibility on the work floor and saves us valuable time."

Vervaeke first refreshed the Wi-Fi at its headquarters in Zellik, Belgium, and will continue to expand Mist to other locations with the help of Infradata.

The Mist Platform is built on a modern microservices cloud architecture, which brings elastic scale and a focus on network operational simplicity, API-based programmability, and end-user engagement through location-based services.

"We are pleased with how flexible Mist is," De Smedt adds. "We are very happy with the performance and the user experience."

Mist Wi-Fi is at the heart of the transport company's fleet management operations, starting with the customisation and maintenance of 750 tractors, 1,000 tank trailers, and 750 tank containers.

Mobile devices are gradually replacing clipboards and paper in its garages and warehouses. Technicians will access work orders from tablets, whether the job is to install an on-board computer to a new Volvo truck so drivers can receive instructions and orders en route, or to perform maintenance on its fleet.

With mobile devices and great Wi-Fi, technicians can check parts inventory, place orders, and even automatically trigger invoicing when the job is complete. "Optimising our process flows depends on Wi-Fi," De Smedt says. Wi-Fi is also available to employees and visitors in its corporate offices. "We have the flexibility within our offices to be mobile with our laptops and handheld devices," De Smedt says.

"When people travel to other company locations, their laptops are automatically connected when they arrive." With Mist, even demanding applications like voice and video chat perform flawlessly.

With Mist, workers also gain the productivity benefits of mobility, while IT still retains appropriate controls. "Mist gives us a picture of the usage and allows us to control Internet use," De Smedt says. "If necessary, we can trigger measures to correct the behaviour of staff



Mist Wi-Fi is at the heart of Vervaeke's fleet management

during working hours. We appreciate that we can identify this through Mist."

"The machine learning capabilities of Mist makes it very easy to set up and use," De Smedt says. Marvis, an integrated AI engine, simplifies IT operations through client-level insight, rapid wired and wireless troubleshooting, trending analysis, anomaly detection, and proactive problem remediation. With Marvis, IT staff can ask natural language queries such as "Why can't Mathais connect to the network?," while guided remediation identifies the root cause and takes automated actions when possible.

"With Mist, we have an overview of all the access points (Aps) in our

different locations," De Smedt says. "Once we install an AP, it automatically connects to the Mist Cloud, links to our account, and the AP is available for use. It's a piece of cake to integrate new APs into the Mist platform."

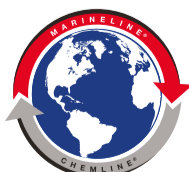
Indoor location services were also a key factor in the decision to deploy Mist. With virtual Bluetooth Low Energy (BLE) built into the APs, Mist simplifies location services. Vervaeke plans to leverage the virtual BLE capability to identify trucks as they enter their sites for maintenance or cleaning, further streamlining operations.

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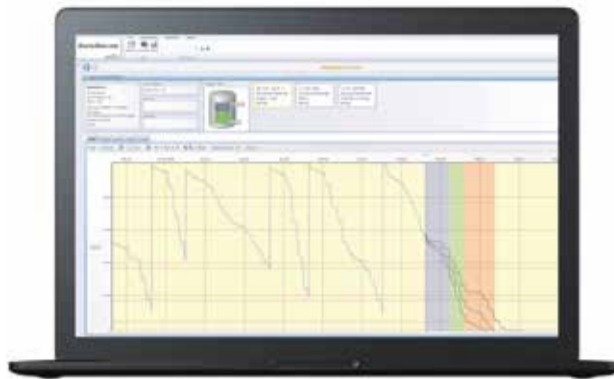
Anova keeping track of oxygen tanks

Anova's DOLv3 is being used to monitor increased consumption of hospital medical oxygen and helium during the pandemic to ensure no run-outs.

Now more than ever, customers are seeking end-to-end solutions that not only provide reliable remote monitoring for critical care needs, like medical oxygen and helium, but also give them real-time updates on the health and status of their tanks; anywhere in the world.

Anova is continuing to produce connected

Customers have turned to Asset Viewer to set up notifications and alarms for all tanks in the field



Using Anova's DOLv3 customers get access to better analytics, greater efficiency and smarter maintenance

Essential workers from Anova install DataOnline monitoring devices at local nursing home in New Jersey



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telemetry devices to help its customers during COVID-19. Its operations and customer support teams are prioritising support around the globe to meet critical care demands. Using Anova's industrial gases web-based online management system, DOLv3, customers get access to better analytics, greater efficiency and smarter maintenance – from the comfort of their home office, or even their couch.

With essential workers on the front line, delivering these assets and providing imperative maintenance to tanks, customers have turned to Asset Viewer to set up notifications and alarms for all tanks in the field so they can be more efficient with their routes, decreasing unnecessary exposure and removing the need for customer interactions.

www.anova.com

New DGs demo prototype

Exis Technologies has recently entered into a collaborative agreement with **Maritime Blockchain Labs (MBL)** to explore the use of blockchain in tackling the risks and challenges of the declaration and handling of dangerous goods (DGs).

Exis will be using its industry experience to help MBL, a consortium founded by BLOC and the Lloyd's Register Foundation (LRF), with the build and test of a demo prototype to assess the potential for distributed ledger technology (DLT) in the maritime supply chain.

According to the Cargo Incident Notification System (CINS), nearly 25 percent of all serious incidents on-board containerships were attributable to misdeclared cargo. ICHCA International, the cargo handling operator's association, has calculated that of the 60 million packed containers moved each year, 10 percent are declared as dangerous goods with some ships carrying more than 1,000 containers with DGs on any given voyage.

Shipping lines are therefore keen to ensure that DGs are properly classified, packaged, packed and declared throughout the supply chain. Most of the significant ship fires are attributed to incorrectly declared DGs, often exacerbated by criminal non-declaration or fraud.

Exis, the software division of container inspection company National Cargo Bureau based in New York, is at the forefront of developing new initiatives with industry partners to reduce incidents at sea caused by mis- or undeclared DGs. Exis already supplies Hazcheck Systems to manage declared DGs for IMDG Code compliance to nine of the top 10 container lines, including a web service and a toolkit to integrate with existing container line booking systems.

In recent years, Exis has developed new solutions with partners including a portal for sharing operator, vessel and port restrictions among ports and operators; a web-based database and access portal for inspection companies to plan and enter details of cargo inspections; and a cargo screening service.

Katrina Abhold, project manager at BLOC and co-ordinator of MBL, commented, "The experience Exis has in dangerous goods shipping and its solutions like Hazcheck Systems will be a great addition to our consortium. It will be interesting to find out how such combined technologies can be applied in a new way to help address this ongoing issue in the shipping sector."

www.existec.com

Global flexi b2b platform launched

A digital platform for the flexitank and bulk container packaging industry is launching from June this year.

Flexitank Finder has been created to provide leading flexitank manufacturers with the opportunity to reach out to the global shipping community in the bulk liquid industry through a multichannel sales and marketing approach.

Co-founder Horst Behm said the internet service is "The first worldwide flexitank marketplace platform".

The goal is to offer the global marketplace a more sophisticated and innovative way to source flexitanks

and related products from around the world to serve shippers, trading companies and bulk liquid operators in the bulk container packaging industry.

"As the amount of liquids moved in flexitanks is projected to grow significantly, a multisource supplier strategy to safeguard an uninterrupted supply chain becomes an ever more important aspect in the procurement process for the buyers," a statement read. "We connect leading global brands of flexitank manufacturers to the global bulk liquid shipping community."

www.flexitankfinder.com



Special preventative measures during production are taken to ensure the IBCs comply with the latest packaging safety requirements for sensitive hygiene products

Schütz supports BASF 'Helping Hands' initiative

Chemical giant BASF has taken a non-bureaucratic approach to the demand for more disinfectant amid the Corona virus pandemic and is providing disinfectant free of charge to hospitals in the Rhein-Neckar metropolitan region as part of its 'Helping Hands' project.

Industrial packaging manufacturer Schütz welcomed the project and is supporting its long-standing customer by supplying every second IBC for this project free of charge.

As hand disinfectant has not been part of BASF's product range in the past, all legal and technical conditions had to be met at the temporary production at the group's main site in Ludwigshafen.

Along with the necessary know-how, the company also had some of the raw materials for production, and sourced further materials externally.

The IBCs supplied by Schütz comply with the latest packaging safety requirements for sensitive hygiene products. To facilitate the additional

capacities and ensure the necessary supply security, production at the headquarters in Selters began running at full speed on the weekends.

"With 'Helping Hands', we are implementing another important project together in our long-standing partnership with BASF. We are pleased to be able to help," said managing director Veit Enders.

As an environmentally friendly bonus, the IBCs are collected free of charge from end users by the Schütz Ticket Service and recycled internally as part of the sustainable reconditioning process.

The demand is so high that BASF is now successively expanding its production and supply scope: after initially supplying hospitals with intensive care and ventilation facilities, the disinfectants are now also being supplied to medical practices. Depending on current daily availability, BASF intends to roll out supplies gradually to other areas of the health care system in the Rhein-Neckar region.

www.schuetz.net

Greif closes La Palma

Greif is closing its plastics and fibre facility in La Palma, California, USA.

The widespread and diverse economy throughout California requires a more strategic and dedicated approach to the unique business dynamic. The fibre drum business will be redirected and serviced from the Morgan Hill, CA location and the plastic drum business from Merced, CA.

Greif's said its commitment to growth on the US West Coast and customers remains strong.

Investments have been made to modernise and expand capabilities at both of these two locations.

Morgan Hill will have the capability to make all products previously made in La Palma, as well as have increased capacity to service peak demands during the harvesting season. Earlier this year, a plastic blow moulding machine was installed in Merced, and additional capacities will be brought online to double production capacities from this location.

Greif will communicate a comprehensive transition plan to its customers to ensure orders are filled as expeditiously as possible.

www.greif.com

Flexicon system for bulk abrasives

A new Flexicon sizing-dispensing system for abrasive materials receives, scalps, stores and dispenses sand, rutile, zircon, and other dense, abrasive materials on-demand, free of dust.

Fed by a pneumatic conveying line, the system is equipped with an integral cyclone that separates incoming solids from the air stream. A rotary airlock isolates the pneumatic system from atmospheric pressure and meters material into a vibratory sifter that discharges on-size particles into a surge hopper.

With extended vertical sides, the surge hopper stores up to 540 litres of material, enabling the system's flexible screw conveyor to dispense material when needed, while reducing the number of on-off cycles required for the independent pneumatic delivery system to replenish the hopper with material.

The enclosed 3m conveyor can handle a broad range of free-flowing and non-free-flowing bulk materials, from large particles to fine powders, including products that pack and seize, with no separation of blends.

As the metering screw rotates, it self-centres within the conveyor tube, providing constant clearance between itself and the tube wall, minimising degradation of the material and wear of the screw and tube. Since the screw is the only moving part contacting material, maintenance is greatly simplified.

The system is also offered with integral crushing or grinding equipment for the reduction of over-



Flexicon's new sizing-dispensing system receives, scalps, stores and dispenses abrasive materials on-demand, dust-free

sized masses received from upstream sources.

The hopper's asymmetrical pyramid design with steep side and back walls promotes flow to the charging adapter, while a vent port on the hopper lid provides a connection point for static or vacuum dust containment options.

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Suttons is transporting chemicals needed for hygiene products including ethanol for the production of hand sanitiser

Suttons aids pandemic fight

Suttons Tankers has won two new business contracts in the fight against the COVID-19 pandemic.

For Grace Overseas, Suttons is transporting chemicals needed for hygiene products. The logistics operator with strategically placed depots and out-bases across the UK, was able to redeploy resources and materials within 48 hours of the request for transport.

Suttons' urgency and ability to react to the dramatic increase in demand for hygiene products to support the NHS has also been recognised through its work with UK Distilleries.

The scale of Suttons' fleet, network and resources enabled it to scale up at pace and reassure both the collection distillery and Grace Overseas that their systems, procedures and equipment are capable of delivering.

Michael Cundy, managing director of Suttons Tankers, said: "This significant contract win with Grace Overseas sees the Suttons Tankers division responding to, and being proactive in, redistributing our materials and efforts where they are needed most."

Grace Overseas managing director Sarah Taylor added: "As we navigate through the pandemic, the demand for hygiene products has increased substantially. The capacity to deliver the chemicals that go into these key products on time and within the high quality control measures is critical and Suttons proved that they are able to meet our demands."

Suttons Tankers is also distributing ethanol for the production of hand sanitiser to UK healthcare organisations and communities.

Suttons transports denatured spirit supplied by famous whisky distiller William Grant & Sons and co-ordinating tank collections and urgent deliveries to manufacturers responding to the pandemic.

William Grant & Sons has adapted its distilling technology and skills to produce about five million litres of ethanol, equating to at least 13.5 million 500ml bottles of hand sanitiser.

In a separate contract, Suttons is now working with hydrocarbon's provider Haltermann Carless.

Suttons will be transporting gas condensate from Spirit Energy's Barrow Gas Terminal in Cumbria to Haltermann Carless in Harwich.

The logistics provider advised Spirit Energy on best practice with regards to vehicle equipment and specification. With DGSA qualified experts within the business, Suttons were able to support in the writing of procedures and consulting with engineers to ensure a safe working environment for appropriate road loading.

Suttons' network of depot locations supported a solution of inter-depot night trunking, minimising the requirement for resources while maximising the use of equipment and speed of delivery.

Steve Richardson from Haltermann Carless said: "We are delighted to be working with Suttons on this contract. The safe delivery of our material is of utmost importance to us and Suttons' track record and commitment to safety made them the ideal partner for this contract."

"Due to the nature of Spirit Energy's gas field operation, reliability of the transport service is crucial and the scale and infrastructure that Suttons offers assures us that we can meet the needs of the business."

www.suttonsgroup.com

Imperial provides free transport for disinfectant

Imperial Logistics is providing free-of-charge logistics and transport for a new disinfectant production line set up by its customer Albemarle.

The two will help bring vital supplies of hand sanitiser to hospitals throughout Goslar, in Germany's Federal State of Lower Saxony.

The Goslar council asked Langelsheim-based chemical company Albemarle if it could switch from its normal production of substances such as lithium, to the bulk manufacture of hand sanitiser, which was urgently needed for local hospitals. Albemarle accepted the challenge, offering its services at no cost.

The formulation of the sanitiser was specified by head pharmacist Mechthild Wenke of Asklepios Clinic pharmacy. The council then arranged for supplies of its basic ingredient, ethanol, from the Wöltingerode Abbey Distillery. Finally, a project group set to work to obtain permits, satisfy quality and safety criteria and put in place the technical requirements for producing around 17,000 litres of hand-sanitiser.

When Imperial learned of the project, it willingly joined its customer in also offering its services free of charge. Imperial has now taken over collection of the ethanol from the distillery in Wöltingerode; the storage of the raw materials in its specialist hazardous materials warehouse; the onward transport of the ingredients to Albemarle in the Langelsheim chemical park; and transport of the finished hand sanitiser in 1,000 litre barrels and IBCs from Albemarle's plant to the hospital in Goslar.

At the end of the production process, Asklepios Clinic pharmacy decants the contents of the barrels and IBC into 2.5 litre containers and smaller units, for distribution to the various hospitals and other healthcare facilities in the region. The first deliveries have been made at the beginning of May. The clinic is also providing its services free of charge.

www.imperiallogistics.com



Abbey extends edible oils contract

Specialist tanker operator Abbey Logistics Group has secured a contract extension with edible oils producer ADM UK to distribute bulk oils throughout the UK.

Abbey has worked with ADM for more than 20 years providing bulk liquid transport to customers throughout the UK and this latest extension sees Abbey placing an even greater emphasis on service and customer support.

Together, ADM and Abbey made significant changes to the operation of the contract, using vast amounts of data to understand where service could be improved. Working side by side, the teams developed a plan to drive industry leading levels of service, quality and flexibility.

The new approach included increased use of live data and management information, a new regional manager and a restructured planning team together with closer collaboration with ADM on managing and co-ordinating loading from ADM's plant, to eliminate blockages and increase efficiency.

Abbey's liquids business unit director Dave Patten said: "Our continued partnership with ADM is



Abbey has worked with ADM for more than 20 years providing bulk liquid transport throughout the UK

thanks to a collaborative approach, regular dialogue and a great working relationship which has allowed us to identify pinch points and take action. Since we implemented changes to the operation, we have consistently seen service levels well above industry standards and we expect that to continue.

"Despite being the largest edible oils road tanker company in the UK, we are determined to prove to customers that it is not just our scale that can support them, it's our willingness and ability to understand the unique challenges each customer



Abbey's new trucks feature Mercedes' MirrorCam technology which provides a significantly improved all-round view and consists of two cameras mounted to the exterior of the vehicle and two 15ins displays on the A-pillars inside the cab

faces and then building a solution tailored specifically to their business."

Fleet upgrade

Abbey has also added five latest generation Mercedes Actros trucks to its fleet to support growing demand in its liquid food business.

Fuel efficiency is improved with features that include the new predictive powertrain control, an intelligent satellite mapping system that reads the road ahead, responding by managing speed, braking and the transmission to maximise fuel efficiency.

Dave Patten added: "Our drivers who have used the new vehicles are very impressed with the features especially MirrorCam. The increase in visibility is impressive both from the reduction in blind spots and also its ability to work flawlessly even in direct sunlight."

The new vehicles will join Abbey's fleet of more than 450 tractor units and help support additional volumes in the edible oils sector.

www.abbeylogisticsgroup.com

COVID-19 hits Rotterdam stats

Port of Rotterdam's throughput was badly hit in the first quarter, thanks to COVID-19 pandemic.

In the first three months, throughput amounted to 112.4 million tonnes, 9.3 percent lower than in the first quarter of 2019. Falling throughput was seen mainly in the coal, crude oil and oil products segments. There was, however, a rise in iron ore, biomass, LNG and other liquid bulk.

Oil products fell by 32.8 percent. There was a sharp fall in the trading of fuel oil between Russia and Singapore, for which Rotterdam has been the throughput location in recent years. Instead, much of the fuel oil went directly from Russia to the United States for refining. The throughput of diesel fuels also declined.

The incoming flow of crude oil fell by 8 percent in the past quarter. Stocks built up last year were used for production in the past quarter.

However, LNG was up by 18 percent to more than 2 million tonnes with, in particular, more LNG going to the European gas network. More gas was used for electricity production because of the low gas price.

Throughput of other wet bulk rose by 710,000 tonnes (9.3 percent). This consisted primarily of an increase in chemical products and biodiesels.

Rotterdam is increasingly becoming a central logistical location in Europe for these products, with both imports and exports to other European countries.

Container throughput in tonnes was almost the same (-0.3 percent in tonnes, -4.7 percent in TEU) as in the same period last year - which was a record quarter for containers at the time (+5.9 percent in tonnes, +7.3 percent in TEU). There was a rise in



Rotterdam container throughput suffered from a weaker European economy and trade conflicts

deep-sea and feeder containers, while short sea fell off by 4.5 percent.

The underlying causes were the weaker economy in Europe during the past six months and stagnating world trade due to trade conflicts. The impact of the corona crisis was apparent only to a limited extent in late March as a fall in goods flows from China after the partial lockdown there in February. Seagoing vessels take four to five weeks to complete the

journey, which means that the effect in Rotterdam was not felt until later. The volume of containers from Asia was 2.8 percent lower than in the first quarter of 2019.

The sharp downturn in the global economy caused by the corona pandemic will still have a major impact on the port of Rotterdam, the port authority said. The impact of a decline in demand due would become clear in the second quarter. A 10-20

percent drop in throughput volume on an annual basis would seem to be very likely. This will depend on how long the measures remain in place and on how quickly production and world trade recover.

In containers, capacity between Asia and Europe is being cut by approximately 25 percent in response to the reduction in demand for transport. This will also be clearly seen in the port of Rotterdam in the coming quarter.

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Port Houston is keeping cargo moving

Houston gains in Q1

Port Houston realised strong double-digit gains in containers in the first two months of the year, resulting in an increase of 11 percent for first quarter volume overall.

However, the March volumes in particular then fell back 11 percent compared to March 2019, with steel, breakbulk cargo and autos down for the year.

At its regular public meeting, port commission executive director Roger Guenther focused on Houston's response to the COVID-19 health crisis and highlighted the importance of providing relief to customers and users hit hard financially because of the pandemic. The meeting was conducted electronically, following social distancing guidelines.

"While we are fortunate to serve the biggest export manufacturing base in the country and are among the largest concentrations of consumers in the Southern United States, there likely will be further declines," said Guenther. "Today, we should provide relief to our customers and users as possible and appropriate. As the state (Texas) gradually reopens, we must be prepared and ready to ensure the necessary infrastructure to support our local, state and national economies once it's full steam ahead."

He noted that despite challenges, business reflected a bright spot with notice that Evergreen container lines confirmed a new weekly feeder service from early May. This is a transpacific transshipment service with Houston via Manzanillo (Mexico), Colon (Panama), and Kingston (Jamaica).

Commission chairman Ric Campo formally announced that the US Army Corps of Engineers (USACE) signed the report recommending approval of the Houston Ship Channel expansion project. The document is a culmination of a four-year, US\$10 million study conducted by USACE in partnership with the port to identify needed channel improvements and determine economic value to the nation.

In his remarks, Campo commented that securing this approval is a milestone in the effort to widen and deepen the Houston Ship Channel. He noted that the current crisis highlights the critical role ports - and the greater Port of Houston - must have to ensure cargo keeps moving and that supplies are delivered to hospitals and goods reach grocery and retail shelves.

Additionally, the commission authorised more than \$9 million towards improvements to the wharves and infrastructure at the Turning Basin Multi-Purpose and on other terminal properties.

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CLH moves into biofuel storage

Spain's CLH Group has adjusted its infrastructure so biofuels can enter the logistics cycle.

With the current energy transition process, it said biofuels are one of the main choices as far as mobility "as they offer greater energy security and less greenhouse gas emissions in addition to fostering innovation and development".

Applying a more specific approach and focusing on alternatives for gas oil, compounds deriving from plant oils and animal fats known as FAME (fatty acid methyl esters), commonly known as biodiesel, stand out, CLH said. When added to gas oil, whenever the quality standards are met, it does not substantially modify it and allows vehicle engines to work identically without incident.

To guarantee adequate use, biodiesel must comply with quality requirements established in Europe by the European Committee for Standardization which is formed by 34 national standards bodies.

Blanca Martínez, quality co-ordinator at CLH, said: "If a product does not comply with each of the quality requirements demanded, it cannot be used as a fuel. In fact, it can't even be classified as a gas oil or biodiesel."

The Spanish company said CLH has been a pioneer in

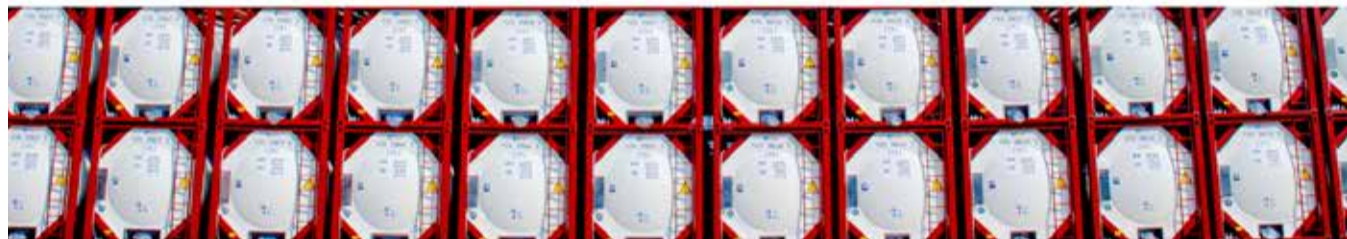


implementing biofuels in Spain. In the early 1990s, when there were no production projects in Spain, it said it began doing studies on its behaviour and possible uses.

Cristina Pérez, head of customer service development, said: "We currently offer biofuel storage and distribution services to all autonomous regions and have specifically adapted facilities to do so. We not only manage biodiesel but also bioethanol which has led us to managing more than 2 million cbm of these fuels in 2019."

To achieve this, besides designing new infrastructures, she said CLH has perfected its quality control and assurance systems with the development of new products, standards, equipment and test methods: "Thus, we guarantee that any biofuel that enters and leaves our plants strictly complies with all the legal obligations and maintains ideal behaviour in any circumstance."

www.clh.es



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Brooge appoints MUC for Fujairah Phase III

Brooge Energy Limited, through its wholly-owned subsidiary Brooge Petroleum and Gas Investment Company FZE (BPGIC), has appointed MUC Oil & Gas Engineering Consultancy (MUC) to complete the basic design and front end engineering design (FEED) study for its planned Phase III oil storage terminal in Fujairah, UAE.



Brooge's Fujairah Phase III will add an additional storage capacity of 2.1-3.5 million cbm

Brooge said that the studies, which are expected to be completed within three months, "will develop all necessary technical definition, cost and schedule estimates for the proposed Phase III facility".

It added that, on completion, the Phase III facility will add an additional storage capacity ranging from 2.1 million cbm up to 3.5 cbm of fuel oil, clean products and crude oil. This equates to approximately three and half times the size of its projected post-Phase II capacity.

Brooge also aims to include a refinery of up to 180,000 bpd. The layouts and refining capacity are expected to be finalised upon FEED Study completion.

Nicolaas L Paardenkooper, CEO of Brooge Energy and BPGIC, said: "This is a major milestone in the development of the project. MUC is the same technical advisor that designed the facilities for our Phase I and Phase II terminals and we are pleased to partner with them again to advance our plans to develop our Phase III facility, using the same award-winning technology, technical features and tank diversification as used in Phase I and Phase II. We believe this expansion would make us the largest independent oil storage and service provider in Fujairah."

www.broogeholdings.com

Luanda fuel stockpile

Sonangol, the Angolan state oil company, has announced it will be able to use the Pumangol fuel terminal, in Luanda, to establish a stockpile of fuel.

The announcement came after an agreement was signed with the Angolan subsidiary of Puma Energy.

Pumangol operates in Angola in the storage and distribution of fuels, bitumen and asphalt emulsions and derivatives. The agreement will enable Sonangol to use the facilities at near to their total capacity, which is estimated at 300,000 cbm, as well as other logistics options it offers.

Elsewhere in the statement, Sonangol gave assurances that it remains committed to the construction of the Barra do Dande Ocean Terminal, which in the province of Malange. It said this venture "will increase onshore storage capacity and contribute to the creation of a stockpile of liquid and gaseous fuels for the country".

www.sonangol.co.ao



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