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Hoyer, Bertschi, DH in supply chain initiative

A new workgroup launched by the European Chemical Transport Association (ECTA) aims to improve supply chain visibility within bulk liquid flows.

The workgroup, a shared initiative between Hoyer, Bertschi and Den Hartogh, is looking to develop an ECTA transport data and message definition framework to improve 'end to end' supply chain visibility and collaboration across the chemical logistics bulk liquid sector.

The initial focus of the workgroup is on providing

reliable and continuously updated information on estimated time of arrival (ETA) and the communication of transport milestone messages, thereby avoiding the unnecessary exchange of huge amounts of raw data and differences in the interpretation of the ETA.

To enhance this, common standards between different suppliers will be recognised and refined, in order to improve the transparency of the bulk liquids supply chain.

The overall scope of the initiative is not limited to

standardisation in transport messages, as it also aims to look further into other areas in the logistics process where standardisation would lead to higher efficiency.

Hoyer, Bertschi and Den Hartogh started this initiative as they believe in standardisation to optimise the supply chain. The three parties believe that this is an important step towards further efficiency.

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Rotterdam launches track & trace app

Port of Rotterdam Authority is the latest port to launch its own track & trace application.

'Boxinsider' allows shippers and freight forwarders to see where their containers are located at any given moment. Not only is this more reliable than the approach used until now, it is also more user-friendly and efficient than collecting information from various sources.

"When I order a book online, I can almost follow the package live," explained CEO Allard Castelein. "With Boxinsider, we are now presenting a similar solution for containers. By developing digital applications, we are making our port even more efficient, safer and more reliable. Solutions like Boxinsider are good examples of this transition and so they are a perfect match with our ambition to be the world's Smartest Port."

Most shippers, freight forwarders and other users still collect information manually from a range of websites about where their containers are located, which is both time consuming and error-prone. It can also cause planning errors and have costly consequences.

Drawing on status information from container vessels and inland and deep-sea terminals, Boxinsider can track containers, and determine expected and actual arrival and departure times for vessels, as well as container unloading and departures at terminals. Users can then be warned about any delays or disruptions.

ABC Logistics from Poeldijk is one of the launch customers and it has seen the benefits of the system. "Boxinsider gives us - quickly and with minimal effort - a clear picture of the containers that we can expect at the various Rotterdam terminals," said account manager Remco Verwaal. "It really is a very user-friendly application."

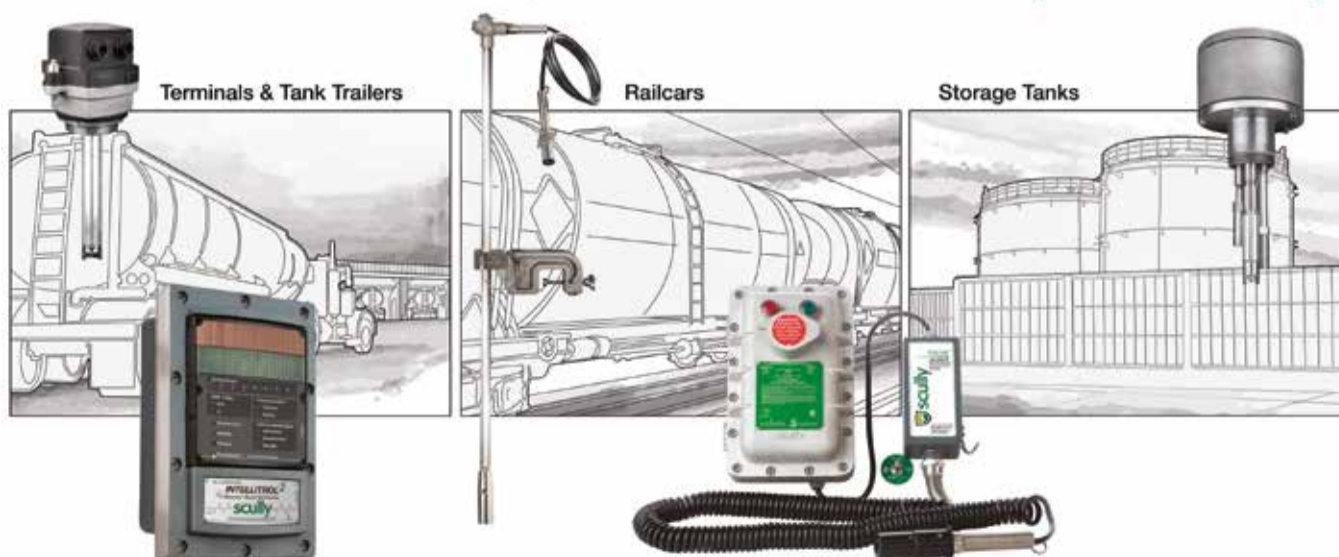
Boxinsider works as a stand-alone application but it can also be integrated with existing systems using a link.



'Boxinsider' allows shippers and forwarders to see where their containers are at any given moment.

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A bright future for UK rail, says VTG

VTG Rail UK is the largest private wagon hire company in the UK. From offices in Birmingham, in the English Midlands, a team of 23 dedicated staff manage a fleet of more than 2,000 wagons.

The firm is a subsidiary of Hamburg, Germany-based VTG Group.

"We have wagons that service most sectors and commodities that use rail," Ian Shaw, sales and marketing director, tells *Bulk Distributor*. "These are loosely divided into three divisions that are aligned with the VTG Group's 'Centres of Competence', namely tank, intermodal and standard freight - the latter being a catch all for the multitude of other wagon types that exist. We have wagons suitable for all types of shipping containers, petrochemicals, steel, aggregates, cement and biomass to name just a few."



Ian Shaw - We decided that a speculative build of new box wagons was appropriate

Shaw sees a bright future for rail freight in the UK. Following the government decision in April 2015 to double the carbon floor price, effectively making coal uneconomical as a power station fuel, there was a sudden decline in coal volumes.

However, Shaw says the overall amount of freight moved on the UK rail network has remained fairly steady, with some sectors like construction and intermodal having actually seen an upturn.

"Our introduction of new tank wagons carrying aviation fuel, box and hopper wagons for aggregates, and more Ecofrets for the maritime intermodal sector bear witness to this," he says.

"We are definitely seeing a high level of enquiries for box wagons at the moment," he continues. "As I said before, the construction sector has been seeing signs of growth over the past few years and, while the industry clearly needs to see Government providing increased levels of confidence to enable critical decisions to be made, we strongly believe this will continue."

VTG's latest generation of box wagons are designed to incorporate enhanced levels of strength and wear resistance as well as being of the optimum length and volume for aggregates.

"This means higher levels of fleet availability and more tonnes of payload in any given length of train," says Shaw. Additionally, the 'track friendly' bogies they run on, offer customers reduced track access charges as well as significantly longer maintenance intervals."

VTG is even investing in significant fleet additions. Some 200 new build wagons will be delivered over the next nine months. These will be open boxes, primarily aimed at the aggregates market, but also suitable for a variety of other



VTG has wagons that service most sectors and commodities that use rail

commodities, Shaw explains.

"We decided that a speculative build of new box wagons was appropriate in this case, both in preparation for a potential increase in major infrastructure projects and also to allow us to manage our normal wagon fleet replacement cycle," he says.

Interestingly, aside from new rolling stock, repurposing wagons is becoming increasingly viable and VTG is taking full advantage of this development. This was also prompted by the growing redundancy of the coal wagon fleet.

"At VTG, we have always prided ourselves on being innovative, both in the design of new wagons and also in recycling existing ones to cope with changes in the market place," Shaw goes on.

"When the decline in coal movements for the electricity supply industry became apparent, we spearheaded the move to find a way to make relatively new coal wagons suitable for the efficient movement of aggregates - which are much higher density - by shortening the wagons and reducing the volume. This award winning work has since become the benchmark for the industry with hundreds of wagons having gone through the same process," he explains.

In 2017, VTG Rail won the 'Freight and Logistics Achievement of the Year' award at the National Rail Awards for this innovation. The award recognises major new contributions to the railfreight or logistics sector where the outcome measurably enhances the role of rail in the supply chain, and is part of the 20 year running National Rail Awards that celebrate excellence in Britain's rail industry.

Most recently, VTG was one of the project partners that won this year's award. Working in partnership with Railfreight Consulting, British Airways, BP, Network Rail and Freightliner, the award was made for a project that has seen significant new private investment in terminals and wagons provide a cost effective solution for British Airways that will significantly increase the resilience of fuel supply into the country's largest airport, London Heathrow. The project is designed to operate for at least 15 years.

Of course, one spanner in the works is Brexit which has the potential to disrupt significantly the country's logistics chains. However, Shaw remains calm.

"Brexit has been a significant distraction for VTG as well as for the whole rail freight sector, and as part of Europe's largest independent wagon leasing company, it is not something we wanted to happen," he says.

"However, as always we are facing our challenges head on, and planning for them in the best way possible," he says.

While the exact nature of Brexit is not yet known (at least at the time of writing) VTG is taking steps to ensure that stocks of critical imported components are being increased to minimise the impact of potential supply chain disruption.

"As the main supplier of internationally approved 'Megafret' intermodal wagons, we are also talking to our customers and other industry stakeholders about increasing the availability of this fleet, should there be a need to run additional trains through the Channel Tunnel to alleviate cross border delays," Shaw says.

Silk Road links require regulation in Europe

Stakeholders on the Silk Road urgently need to co-ordinate their actions more closely due to rapidly growing flows of goods and trade along this major geo-strategic route, which spans more than 12,000 kilometres.

To this end, closer co-operation with the Group of European TransEurasia Operators and Forwarders (GETO) was agreed on the sidelines of the 28th plenary session of the Coordination Council for Trans-Siberian Transportation (CCTT).

Last year alone, flows of goods between China and Europe along the Silk Road railway corridor increased by more than a third (35 percent), according to Russian Railways (RZD). While China has a standard set of rules for transport planning through goods platforms, in the European Union (EU) flows of goods encounter a "poorly co-ordinated logistics and infrastructure system".

CCTT and GETO will work together with industry and authorities in the future to develop and put forward proposals for co-ordinating both innovative technologies and existing IT solutions.

"We have to develop a network of public authorities, industry as well as existing infrastructure - terminals and rail networks - to solve the main problem of bottlenecks in the co-ordination of the last mile to the consignee," said

Harm Sievers, GETO's president.

GETO and CCTT have a long history of working together. And today they still enjoy a close partnership that benefits both sides. CCTT's secretary general, Gennady Bessonov, feels that GETO's partnership initiative is urgently needed and that there will be outstanding opportunities to improve this co-operation in the future. "All partners involved along the Silk Road are indicating to us that they are willing to improve existing processes and to connect through us. There are no concerns at all about this partnership - we are being urged to put forward proposals by policy-makers, authorities and industry in all countries involved," he said.

GETO and CCTT will work together closely on developing infrastructure related to customs procedures, digitalisation and the harmonisation of international law along European-Eurasian routes. The main goal is to continue raising awareness among governments in affected countries and to continue increasing the movement of goods at almost equal workloads in either direction. "This will allow us to tap into additional sectors and groups of commodities and to create lasting jobs along the 12,000km corridor, which goes through five countries, as a result of these services," Sievers said.

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P&O Ferrymasters E Europe connections

P&O Ferrymasters has launched a new intermodal service between its privately-owned terminal in Oradea, Romania and Lodz, Poland.

The expansion to Lodz, one of P&O Ferrymaster's most central bases for its customers in Poland, follows the company's success in entering the central and eastern Europe Markets, in addition to the already operational connections between Oradea and Zeebrugge and Piacenza.

The operator also plans to launch services between Oradea and Constanta, linking central eastern Europe to the Black Sea, and expand its services into Bulgaria, Serbia, Greece and Turkey, thereby making its network one of the most expansive in Europe and Eurasia.

The 48-hour service will initially offer two departures each way per week, before increasing to three by mid-2020. The service will at first use containers with a maximum payload of 24 tonnes, and swap bodies will be introduced if there is enough demand.

Dangerous goods (RID) can also be transported on the service.

Intermodal director Wim Blomme said: "We are glad to announce a further expansion from our jointly owned terminal in Oradea into central and eastern Europe, by adding Poland to the existing

rail solutions we offer into northern and southern Europe. This expansion is supporting the substantial investments made in the Oradea terminal to upgrade the facility, with the intention to accommodate new destinations in the foreseeable future."

P&O Ferrymasters will partner with Italy's Transmec Group to deliver the new service. Transmec is a global provider of transport and logistics services with annual turnover of more than €300 million. Headquartered in Campogalliano, Modena, the company was established in 1850 and now operates from 28 locations across Europe, including four depots in Romania.

Danilo Montecchi, CEO of Transmec Group, said: "The new service forms part of our highly successful collaboration with P&O Ferrymasters over the past 30 years. We are already planning our next steps, while also focusing on the ongoing development of our existing intermodal services between Oradea and Zeebrugge and Piacenza."

P&O Ferrymasters serves 20 locations in 13 countries across Europe, operating integrated road, rail and sea links via a fleet of more than 5,000 trailers and containers. The company is part of P&O Ferries.

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P&O Ferrymasters' Oradea terminal

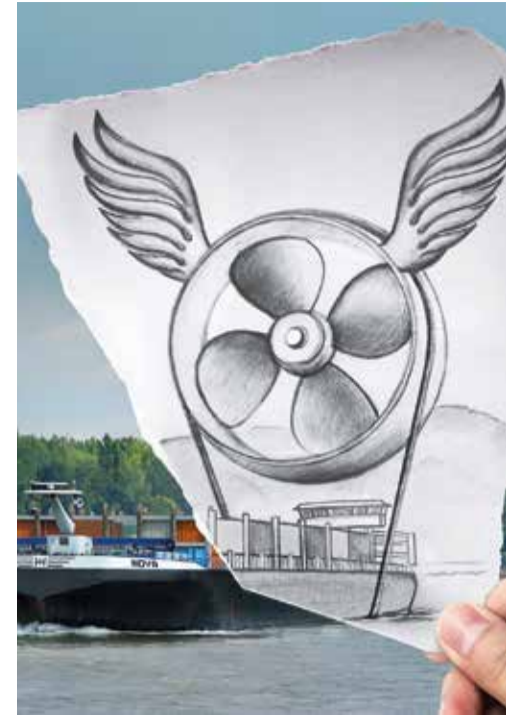
Contargo prepares for extreme summers

Europe's long, hot, dry summer might seem a distant memory. Yet it prompted container hinterland logistics network Contargo to take the precautionary measure of having four barges in its fleet modified so that they have 10-15cm more water beneath the keel in very low water conditions.

With changing climate patterns, future low water in the River Rhine means logistics providers need to prepare now in order to prevent being caught out in the future.

"We use barges for about 75 percent of our container transport," said Cok Vinke, managing director Contargo Waterway Logistics. "Periods of very low water lead to big reductions in the amounts that can be transported, and extra costs due to the purchase of additional tonnage and other transport capacities."

For this reason, in 2018 Contargo began to have modifications made to some of its contracted vessels. At two boatyards in Antwerp and Dordrecht, metal plates have been welded onto four vessels in such a way that they now have to sit only 130cm instead of 150cm deep in order for their propellers to have enough water. Thanks to this investment of approximately €10,000 per vessel, the barges can now sail in the same water levels with 10-15cm more water beneath the keel,



Contargo modified barges so that they can now sail in the same water levels with 10-15cm more water beneath the keel

and can thus transport 200-300 tons more cargo in low water.

This also means that in such conditions, water no longer needs to be carried in the rear ballast tanks. Thus even with very low water levels, the barges can navigate the shallowest point at Kaub.

"Water levels in the Rhine have always been subject to seasonal fluctuations. However, in the interests of the transport industry and climate protection, goods transport by inland waterway needs to be strengthened. For this reason public policy must take the initiative and act as soon as possible to remove existing bottlenecks. In the current German Federal Transport Infrastructure Plan, draft optimisation of navigation channels along the Middle Rhine is addressed as a priority need. We hope this will be implemented as soon as possible," said Vinke.



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Managing risk to prevent loss

Highly valuable insight into crucial considerations for the management of risk in the tank container supply chain was on offer to delegates at a recent TT Club seminar in London.

The packed room heard from a panel of industry experts on a broad range of topics covering developments and issues in this niche sector of the supply chain from a range of stakeholder perspectives. The seminar attracted over 80 delegates from all over Europe representing tank container owners, operators and lessors, as well as key service providers, lawyers and insurance brokers.

Charles Fenton, CEO, TT Club opened with an overview of the TT Club which celebrated its 50th anniversary in 2018 with the publication of a white paper 'Brave New World'. The paper looks at the future shape of the industry and the factors playing out in the environment and how that might impact on the businesses of members.

Fenton explained: "At the heart of the model is how claims can be avoided. We have huge amounts of data, experience and insight into the tank container industry the analysis of which enables us to assist our members in taking loss prevention to the next level."

Moving on to an overview of the current tank container market Reg Lee, president of ITCO highlighted the importance of the tank container calling it "the ultimate in delivering door to door" and emphasising the rapid growth in the number of units over the past 20 years to today's levels of 600,000 with 2018 production around the 60,000 mark.

Looking forward Lee continued: "I can see the



The packed room heard from a panel of industry experts on a broad range of topics

number of units reaching 1 million within 10 years as the tank container represents one of the safest ways of moving bulk cargo."

However, he also issued caveats to this prediction as he went on to express concern at the huge growth in production in China. Driven initially by the replacement of road tankers he fears this is moving into oversupply with tank containers being produced not for use but for sale. Lee also felt that the rapid rise of single use plastics in the shipments of bulk liquids in flexitanks raises important considerations for the industry and there is an increasing need for end use certification.

"One of these plastic bags in a box is equivalent to 7,000 supermarket carrier bags and at the end

of their life they are either incinerated or end up in landfill."

Before ending, Lee highlighted a collaboration between ITCO and EXIS technologies, a supplier of IT systems for the management of dangerous goods in sea transport, which enables ITCO to offer a modular e-learning course providing guidance on the safe and competent operation of a tank container. This includes background information on the tank container industry, components of the tank and their use, regulations appertaining to the tank, operating the tank and depot services including inspection, cleaning, repairs, and testing. As part of this investment in the future of the industry ITCO have provided a fully operational TC to Shanghai Maritime University



MSC Flaminia - a cautionary tale with lessons to be learned

documentation preparation as well as clearly documented remits for DG personnel and protocol for middle management to ensure that the remits are followed.

"TCOs need to ensure that the cargo they are transporting are properly documented and that the certifications are correct."

He concluded: "In this increasingly litigious world operators must be in a position to be able to demonstrate to a judge that they have the correct internal procedures, documented and followed."

Given that, Skoufalos believes that, due to the increasing size of vessels, the Flaminia case may one day be regarded as a small claim. These lessons are ones that TCOs should not be ignoring.

At the end of the morning, in the first of two presentations from Brookes Bell, Dr Penelope Cooke and Dr Ken Kirby looked at the issues presented by the interaction between chemical cargoes and TCs and the importance of correct cargo classification. Emphasising the need for consistent data sheets for all products regardless as to whether they are hazardous or dangerous, to enable operators to be informed with regard the potential effect on the tank, this highlighted an ongoing industry challenge. The lunch break that followed was the perfect opportunity for delegates to discuss this along with the other industry issues already highlighted.

Risk exposure

The afternoon session started with an insightful analysis of claims to highlight the top risk exposures in the TC sector by Mike Yarwood, TT Club which was followed by Chris Newton, Partner at Keoghs.

Newton talked through the detail of a fictional bodily injury claim based on the risks associated with confined spaces to thoroughly explore the potential consequences for the tank container operator through HSE and police investigations.

The final presentation of the seminar, and the second from Brookes Bell, took a close look at the practical problems faced when tank containers experience pitting. This is covered in more depth on p8 of this issue.

The quality content presented by industry experts proved to be invaluable with seminar attendees discussing the issues raised long after the presenters had finished.

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KN on the acquisition trail

Antwerp-based Katoen Natie has made two major acquisitions over the past couple of months.

First, the company reached a deal with Nijhof-Wassink to acquire the latter's warehousing and value added logistics business in Kutno, Poland.

Situated on 25.5ha, the business includes 42 silos, 15,000 sqm of outside storage and five warehouses with a total of 40,000sqm covered space. A repacking hall, office building and technical building are also present. All machinery and other equipment, directly linked to, and used for, operating the facilities are part of the acquisition.

Katoen Natie has decided immediately to expand the acquired facilities with additional warehouses with a total surface of 16,000 sqm and 42 extra silos in the near future.

Staff, processes and facilities of the warehouse of Nijhof-Wassink in Poland are well-known in the market. In particular, warehouse activities have grown very rapidly, which is why the former owner looked at how it could expand its storage and transshipment facilities.

They planned some major investments and it was during this process that Katoen Natie came in the picture as the Antwerp chemical logistics specialist was making known its ambitions in Poland. Katoen Natie management considered Poland to be a blind spot in the network.

So both parties discussed the possibility of a takeover. Since Nijhof-Wassink and Katoen Natie are companies with a similar culture and view on business operations an agreement was easily reached guaranteeing continuity, stability and growth for all stakeholders.

The acquisition only applies to the logistics centre in Kutno. All transport activities of Nijhof-Wassink, as well as the five Volvo and Renault Trucks dealerships, will continue to operate under the Nijhof-Wassink Group. With more than 400 employees on the payroll locally, Nijhof-Wassink remains an important business partner and employer in Poland.

Activities at the logistics site include warehousing, handling, transport and semi-industrial services for the petrochemical and chemical industries, loading, unloading and treatment of (petro-) chemical products (powders, granulates), and packaging and re-packaging of solids.

The business is a perfect fit for the existing Katoen Natie structure, both in terms of geographical location and its core activity. The integration of the new terminal in the existing Katoen Natie network will lead to increased efficiency and economies of scale, which will improve the services delivered to customers, the company said.

The takeover also typifies the strategy of Katoen Natie to increase its services for the chemical industry, both by investing in new installations and by acquisitions.

The Kutno facility is located next to the PCC intermodal terminal (250,000 TEU capacity) and near the junction of two main roads in Poland which connect north-south and east-west.

The facilities are in direct rail contact with leading ports like Rotterdam, Hamburg, Gdansk/Gdynia and Antwerp.

Joosen acquisition

On 30 September, Katoen Natie bought Flemish transport company Joosen.

Transport Joosen is a family-owned haulier specialised in transporting sea containers with a strong focus on dock transports.

The firm includes a team of planners, administrative staff and more than 180 drivers. With a young and modern fleet of tractors and



Transport Joosen is a family-owned haulier specialised in transporting sea containers with a strong focus on dock transports

Nijhof-Wassink's Kutno site includes 42 silos, 15,000 sqm of outside storage and five warehouses



trailers, supplemented by a permanent team of subcontractors and combined with a strong focus on software and new applications, Transport Joosen is one of the leading transport companies in Port of Antwerp, said Katoen Natie.

Through its existing independent transport companies Valkeniersnatie NV and Katoen Natie Trucking NV, Katoen Natie already has a strong 'transport' presence in Port of Antwerp. The


acquisition of Joosen will enable the group to reinforce its transport capability in Port of Antwerp and so continue to ensure the supply and transport of containers to its Antwerp warehouses in the future. Thanks to this acquisition, the group says it will be able to respond even faster and more flexibly to the demands of customers.

Kurt Joosen will remain active as the leading force behind Transport Joosen.



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Transport Joosen is a family-owned haulier specialised in transporting sea containers with a strong focus on dock transports

Thielmann WEW addresses GBA requirements

Thielmann WEW has expanded its military base support capabilities with a new approach to generic base architecture (GBA) requirements.

GBA is a defense standard that specifies mandatory standards for data, power, water, waste and fuel infrastructure in an operational military base or headquarters, including mechanical interfaces for all equipment.

As armed forces look to reduce dependency on the logistics supply chain and increase camp autonomy, GBA requirements are once again emerging in the base support domain, and Thielmann WEW says it is ready to meet them with its expanded camp utilities capabilities.

The company's 'drop and go' 2-50,000 litre fuel and water systems are already designed to meet the ruggedised requirements of the defense environment, with high-grade steel tank and frame and integrated ancillary systems (pumps, filter units, distribution and recording systems) providing a 'plug and play' mainstay capability in support of doctrinal fourth through to first line military echelons.

The company's fuel system portfolio has now been extended by teaming/partnering with other specialists, to include expandable 'pack and go' capabilities that can fulfil more temporary and mobile base requirements as defense forces seek increasingly mobile and scalable camps in support of deployed forces. These include expandable skid mounted bladders for vertical storage, and flexible bund and bladder storage solutions with shade protectors to reduce evaporation and the risk of condensation contamination.

For its water solutions range, the company's product line has been expanded to include water treatment plants that enable water to be derived from local water sources, including lakes, rivers and boreholes; wastewater treatment plants that can recycle camp water; secondary grey water piping systems; sludge de-

Thielmann WEW's drop and go products are designed to work with the typical handling and support equipment used by military logisticians around the world



watering; and solid waste incineration to reduce waste removal from site.

As a whole, these new capabilities will enable Thielmann WEW to provide a one stop shop for camp utilities – water, waste and fuel – as part of its 20ft x 8ft intermodal, C130-transportable and PLS system-capable product line.

"Interoperability has long been one of the differentiators of Thielmann WEW fuel and water solutions," Falko Pfeuffer, head of defense at Thielmann WEW, said. "Our 'drop and go' products are designed to work with the typical handling and support equipment used by military logisticians around the world, and our ISO frame design means that the systems can be carried by any standard logistics vehicle that can carry containerised military systems.

"This move to GBA is a natural continuation of this design approach as military forces look to simplify their base camp infrastructure, and maximise commonality and interoperability of all the systems that fit together to make up a base."

Stolt unchanged

Stolt Tank Containers reported third-quarter revenue of \$US\$135.2 million, essentially unchanged from \$135.8 million in the second quarter.

Performance for the quarter reflected continued softness in markets overall, combined with price competition.

The total number of tanks in STC's global fleet increased marginally in the quarter.

STC reported a third-quarter operating profit of \$12.1 million, compared with \$12.6 million in the second quarter. Total operating costs were up slightly. A decrease in ocean freight costs, mainly because of fewer shipments, was offset by higher tank rental expense, higher inland freight costs and higher repositioning expense.

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Suttons showcases safety and innovation

UK bulk chemical logistics company Suttons showcased its commitment to safety and innovation during a customer focused event.

A variety of workshops were held led by Suttons senior managers, focusing on the organisation's safety culture, compliance excellence and innovative technology project with fleet telematics provider Microlise.

The company's 2019 Volvo units and new general purpose tanks were on display with given an opportunity to drive one of the rigs around the track at Bruntingthorpe Proving Ground in Leicestershire.

"We wanted to give our key customers an insight into our commitment to safety and how we're investing for the future, in both assets and technology," said Michael Cundy, managing director of Suttons Tankers.

"This location provided the perfect backdrop for customers to take part in workshops, have a drive of the vehicles and climb inside our innovative training tank. An event of this kind gives us an opportunity to meet and listen to our customers and demonstrate our capability across a range of areas.

It's been a positive year for Suttons' business which is continuing to grow, Cundy added. "We'll be announcing a number of new business wins in the coming months."



Bruntingthorpe Proving Ground provided the perfect backdrop for the event

Mark Beal from BOC Fleet Services commented: "What a great event! The day was well structured and gave a very informative insight into the great work that Suttons is doing for its customers and the industry. Everything was slick and timed very well."

www.suttonsgroup.com



Suttons' training tank was on display

Win-win for chembid and TankContainerFinder

Chembid, the world's largest search engine for chemicals and plastics, and TankContainerFinder.com, a booking platform for tank containers, entered into a partnership at the beginning of September.

The search engine is now taking its first steps in the direction of chemical logistics. Both platforms hope to create cross-sectoral synergies through long-term co-operation, which will be expressed primarily in the form of a broader range of services and greater transparency for their users.

In addition to the range of chemicals worldwide, supplementary logistics services will also be available for the platform users. The two firms claim users will benefit from a wide range of transport containers, high comparability and cost transparency. At the same time, commercial suppliers can offer their tank containers and present them efficiently and cost-effectively to a large number of potential customers. TankContainerFinder.com currently has over 1,100 active users from 114 countries and over 900 brokerage enquiries, making it one of the largest and fastest growing platforms for the booking of tank containers.

The co-operation between chembid and TankContainerFinder.com gives chembid users access to a reliable logistics service. With this co-operation, chembid is broadening its position in the chemical industry. "Our users demand innovative solutions for everyday challenges in the chemical industry. In addition to purchasing and selling chemicals and plastics, supplementary services in areas such as logistics or financing are also highly relevant. In TankContainerFinder.com we have found a reliable partner from the logistics sector with whom we can offer complementary logistics services on our platform," commented Christian Bürger, managing director of chembid.

Léon de Bruin, CEO of TankContainerFinder.com, is also looking forward to the co-operation: "The partnership between chembid and TankContainerFinder.com enables us to broaden our horizon and network within the chemical and plastics industry. We are looking forward to connecting the largest search engine for chemicals and plastics worldwide, with a great presence in the Far East, to the leading platform for tank containers worldwide, which has more than 65 percent of the global fleet connected, and building a more transparent and efficient chemical supply chain together."

The move should also be a signal for open and interdisciplinary co-operation between digital platforms. Further partnerships are planned by chembid with companies from other industry sectors in order to offer users a growing and broader range of services.

www.tankcontainerfinder.com



Partnering with TankContainerFinder.com, search engine chembid is taking its first steps in the direction of chemical logistics

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The pitfalls in pitting

The recent TT Club seminar on Managing risk for tank containers (see p 4) included a technical paper of great relevance to repair depots.

Dr Ken Kirby, Ronald Veen and Arron Jackaman, of Brookes Bell discussed *Practical problems faced when tank containers experience pitting*.

They began by listing what the actual condition of a tank is likely to be. It is often the case that there is limited information on cleaning and maintenance programmes. Passivity and roughness records are rarely kept if in existence at all.

In the event of damage to a container the easiest option is to select the most recent cargo as the cause. However, it is sometimes the case that the condition of the stainless steel within the tank was poor, but the lack of information regarding the tank surface condition means it is difficult to determine fault.

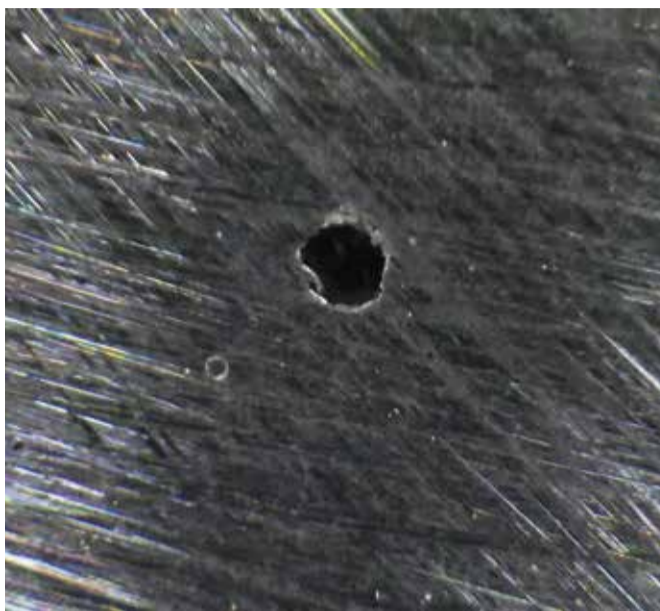
They then detailed the condition the tank container should be in on delivery. The stainless steel needs to be clean, ie, free from visible stains and dirt, and smooth, with an Ra value under 1.5mm.

But critically it also needs to be passive. As per the oxilyser3 test (a stainless steel passivity tester), a value above 65, or preferably higher, is required. Passivity is a property of the stainless steel to resist corrosion under conditions where it should otherwise corrode.

A common misconception is that stainless steel is stainless, but this is not true as stainless steel can be readily tainted by cargo residues (resulting in a varnish). It can also suffer from rouging under certain conditions. Another form of staining commonly observed is 'tea-staining', which is caused by surface contamination.

Cleaning can be carried out by chemical means; but in extreme cases chemical cleaning is not sufficient and mechanical cleaning (polishing) becomes necessary.

The surface condition should be as smooth as possible to have a positive effect on future cleaning regimes. Improvements in surface roughness also enhance corrosion resistance.



Within the pit aggressive ions accumulate combining with hydrogen forming acidic species

But the speakers said their experience is that surface roughness condition is often ignored, because operators underestimate the significance. In fact, surface roughness will deteriorate over time and so should be monitored regularly. If the surface becomes rough then the remedial action is to grind and polish (ie, buffing).

They then moved onto pickling and passivation. Pickling is the removal of the metallic dirt and the damaged oxide (passive) layer. This removes light discolouration and tarnish – particularly heat-tint after welding – and also aids the promotion of beneficial elements to the surface resulting in improvements to corrosion resistance.

Passivation is the formation of a new oxide layer by chemical means.

So what happens in practice? When an off-hire tank container is

delivered to the depot, an estimator visually accesses the condition of the tank and may request an area of test grinding – this might be supported by non-destructive testing (NDT) such as a dye penetrant.

If significant pitting is found the assessor may request for a small area to be test ground to check physically how deep the pits are in the test area. This is then used to help determine the likely time required for repairs to the whole tank. Repairs are then conducted by grinding and polishing and should be followed by pickling and passivation.

Pitfalls

But there are pitfalls in the repair process. The estimator has no realistic idea (even though experience will help to some extent) how deep the pits are, and it is often the case that the test area does not accurately represent the remainder of the tank.

It is also the case that some areas can be so badly pitted that repair/remedial action is uneconomical – this won't be known until grinding happens and sometimes long in to the repair process. This results in wasted costs for the operator.

Improvements can be made, however. For example, checking the cleaning and repair processes by an expert, and also performing stainless steel surface testing in regards to surface roughness, ferrous contamination and passivity in order to prevent as much as possible the pitting corrosion.

To get a correct understanding about pickling and passivation it is necessary first to be aware that the difference between pickling and passivation is like salt and sugar. For instance, is pickling required after surface grinding and polishing, or will passivation only have a better effect?

Brookes Bell has observed at tank repair depots that people are referring to pickling and passivation, but in fact they only carried out pickling without chemical passivation, while it should be chemically passivated in order to reach its desired strong passive oxide layer to

Sahreej Kanoo Tank Services

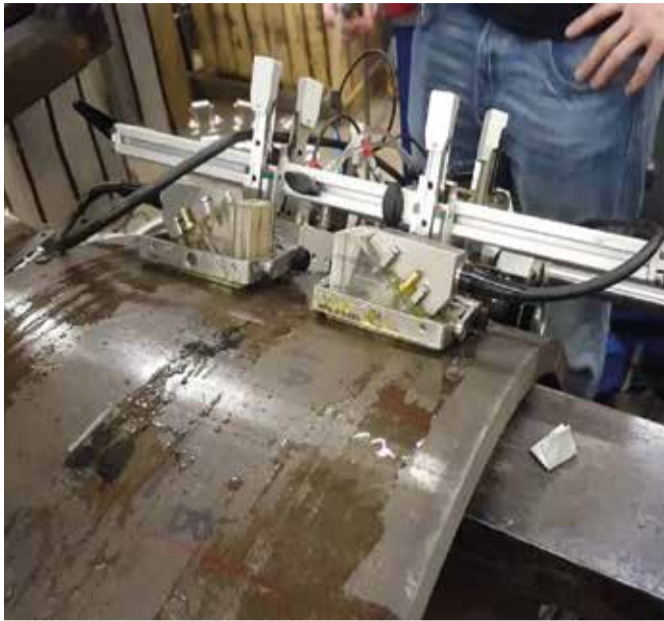
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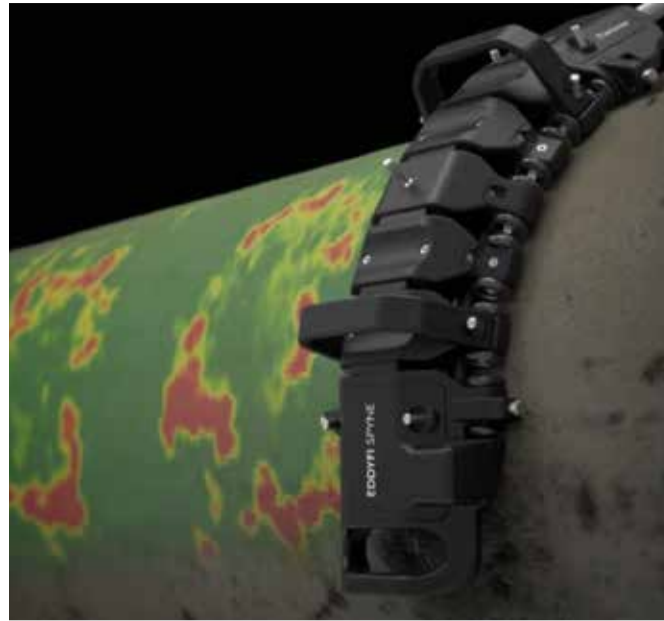
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Rapid motion scanning technology image to examine welds and general corrosion



Test scan data overlaid to give a feel of the real-time data acquisition

be tested on completion by the oxilyser 3 passivity tester.

In the case of a clean polished tank surface it is even better to carry out only chemical passivation. Furthermore, it is also very important to degrease the surface prior to pickling and/or passivation, even when grease or other dirt is not observed on the surface.

Other aspects also need to be checked. What is the right chemical mixture for pickling and passivation? What concentration of nitric acid and HF will be used by the repair depot? What kind of materials will be used for grinding and polishing? What is an acceptable passivity value for the stainless steel, especially tank containers? For example, will a reading of 65 on the oxilyser passivity test be high enough or should it over 80 to have a much stronger resistance against corrosion attacks?

Pitting and stainless steel

The environment within the pit is different from the environment outside. Aggressive ions accumulate within the pit, combining with hydrogen forming acidic species. This accumulation of acidity within the pit accelerates the corrosion reaction.

Pitting is further compounded by several factors. The area of the pit is active whereas the surround steel is passive creating an anode-cathode galvanic cell. This drives the corrosion in the same way as an electrochemical cell.

Also, the geometry of the pit restricts the flow of oxygen within the body of the pit preventing self-passivation.

Visual inspection of the pit will not reveal what is happening below surface and it is very difficult to know how the pit has penetrated and can result in a dangerous situation.

Owing to the localised nature of pitting corrosion rates in terms of their depth of penetration are typically several orders of magnitude greater than those experienced by general corrosion.

Following the onset of pitting, if the environment/cargo is sufficiently aggressive then penetration of the full thickness can happen quickly resulting in a breach.

Pits cannot self-repair in the same way as the surface can and, once initiated, pitting will become progressively worse.

Pitting also presents a problem with cleanliness and, owing to all these factors, pitting must be removed. This is achieved by mechanical means.

Repair

Conventional methods of inspection do not reveal how deep pitting extends below the surface. Visual methods will not reveal the true extent of pitting as pits in the early stages often fall below the level of visual acuity – to locate all the pits techniques such as dye penetrant inspection can be used, but again no information is revealed regarding the depth.

To date, finding information regarding the true extent of pitting to stainless steel structures (including ISO tank containers) has not been possible. This results in many unknowns when it comes to repairs and operators can find themselves in the position of embarking on a repair which can turn out to be very labour intensive or even a waste of time if the tank is unsalvageable. It is this dilemma which has been the focus of a collaborative research project between Istech, Brookes Bell's materials team, and Eddyfi (a leading manufacturer of NDT eddy current technologies).

NDT what is it?

NDT is a wide group of analysis techniques used in science and technology industries to evaluate the properties of a material, component or system without causing damage.

The main purpose of this process is to look for anomalies or defects that may compromise the integrity and reliability of the product being tested.

NDT guarantees a uniform quality level across the transport industry and ensures that any remediation and repairs are carried out cost effectively and efficiently.

The six most frequently used methods are eddy current,

radiographic (x-ray), ultrasonic, magnetic particle, liquid penetrant and visual testing.

They are split into two categories - conventional techniques and advanced techniques.

In recent years advanced techniques have taken NDT to new heights thereby increasing the probability of detection, accuracy, recordability and traceability of testing, Brookes Bell says.

The research partners, and their peers, have devised many ways of assessing the integrity of tanks, finding means for detecting general corrosion, pitting corrosion, stress corrosion and fatigue cracking (see the rapid motion scanning technology image).

The problem

Although good for general corrosion all current NDT scanning methods cannot accurately detect and size micro-pits in stainless steel. Also, magnetic wheel tracks render the scanners useless on non-magnetic materials such as stainless.

For many years, the most difficult defects to detect have been small pits that accelerate corrosion and wastage of assets, these are some of the most incipient and dangerous defects. Until now,

conventional methods such as dye penetrant testing (PT) have been the only way to assess pits visually and these are completely dependent on the operator's trained eye with no recordability of results.

This technique provides no measurement of the depth of pits which often have a below surface cavity. This means that the part has to be inspected every time it undergoes grinding repair, over and over until the pit is removed, which is very time consuming.

A solution

Brookes Bell and Eddyfi engaged in long research and development and discovered a technological breakthrough in detecting and sizing pits and stress corrosion cracking (SCC).

This is electromagnetic testing with eddy currents (ECT). When a wire is shaped into a coil, the interaction of each turn produces a magnetic field around the coil. This magnetic field oscillates at the same frequency as the electric current injected into the coil.

When the coil is placed over a conductive material, opposed alternating currents are generated - eddy currents (ECs). ECs also oscillate at the same frequency as the current in the coil, and this principle can be used to detect defects.

If we supercharge this coil principle, we can create eddy current array sensor probes which contain a large number of elements (coils) arranged and activated in specific patterns, they explained. This is called 'multiplexing' and it is with this process that the partners were able to create the new scanning technology which enables users to: detect very small pits and cracks on large surfaces at high speed; perform highly accurate depth analysis; improve flaw detection and sizing with C-scan (birdseye view) imaging; integrated encoder for accurate defect positioning; be adaptable to any surface contour; and vastly reduce inspection time.

Once the sensor is calibrated on the material to be tested the signal is normalised. The angle of signal rotates clockwise with depth (phase-shift). Signals are then obtained from various anomalies: lift-off (any air gap between the sensor and test material); shallow-surface pit; deep-surface crack; subsurface defect; and deeper subsurface defect.

The novel eddy current array (ECA) sensor can contain up to 128 coils that when energised in various sequences, allow the inspector to detect the smallest of defects and, in many different orientations, pits and cracks are all detected and sized accurately.

Quala expands in Gulf

Earlier this year, US bulk container cleaning specialist Quala acquired Birmingham Tank Wash in Birmingham, Alabama, expanding its presence in the US Gulf region.

"We look forward to bringing the Birmingham Tank Wash into the Quala family," said Jeff Noble, senior vice-president of operations at Quala. "The acquisition allows us to expand our network in the Gulf region with Quala's best-in-class service".

The new facility is located at 2420 18th Ave N, Bessemer, Alabama 35020, a few minutes away from Interstate 20 West / Interstate 59 South.

Quala also appointed Angela Samuel to the role of vice-president of sales for IBC services.

Prior to joining Quala, she worked at Union Pacific Railroad (UP) for 16 years, having started her career with UP as a sales and marketing intern.

Commenting on the appointment, the company said: "Since joining Quala in August 2018, Angela's work performance and attitude have been exemplary. She excels in leading sales organisations, navigating through highly complex accounts, and generating profitable revenue. She's a perfect fit for this role. We are all very excited to see Angela taking on this new position in what is now one of our largest lines of business.

"At Quala, our employees are our greatest assets, by supplying great support to our employees we are able to provide an excellent experience to our customers."



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SQAS for Kanoo Sahreej

Kanoo Tank Services says its Sahreej, Saudi Arabia, depot has successfully completed its assessment as part of the Gulf SQAS Attestation process relating to Tank Cleaning.

Conducted during September 2019, general manager Mike Tunstall praised the hard work and determination shown by technical manager Sarfaraz Selani and HSEQ Manager Faris Al-Shali, who worked tirelessly with their teams to achieve the success.

Sahreej is a joint venture between Stolt Tank Containers and YBA Kanoo of Saudi Arabia. On acquisition of the Saudi tank cleaning assets in 2015 a significant redevelopment and modernisation plan

was created to provide world class facilities in Saudi Arabia covering the hubs of Jubail, Dammam and Jeddah. Gulf SQAS was seen as a vital part of this vision.

Dammam depot was expanded and completely redeveloped and became fully operational in February 2019, shortly followed by the 100,000sqm head office and green field facility in Jubail within the Royal Commissions Logistics Area, giving excellent lines of communication to SABIC, Sadara and other facilities within Jubail.

To complete the expansion and modernisation project, Jeddah Depot has been relocated and expanded and a modern facility will replace the existing one during Q1 2020.

Following the success of Gulf SQAS, Sahreej has initiated a programme to achieve ISO14001 (Environmental) certification and ISO45001 (OSHAS) certification.

Sahreej covers all major port areas of Saudi Arabia and services include: ISO tank, IBC and road tanker cleaning (all cargos including MDI/TDI and latex); inspection and repair (including shell repairs and modifications); statutory testing; full range of spare parts and materials available in stock; on-hire/off-hire services; laden storage (including heating); reefer services; full nitrogen services; operator and customer training; and off-site emergency response and technical assistance.

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Website: www.jts.ae

STC expands Sing heating

Stolt Tank Containers' Singapore terminal – STC's hub depot in Asia – has invested in a significant expansion of its heating facility.

Stolt Container Terminal Pte Ltd (SCTPL) started cargo heating shortly after its establishment 32 years ago, with 12 heating bays. Now the Singapore terminal has expanded its steam heating facility vertically, to a total of 60 bays provided in two tiers.

The SCTPL depot began operations in June 1987. The facility provides support for all STC activities in Asia and also plays a major role as the training centre for STC staff and for regional depots and customers. Every tank container is handled in accordance with the globally applied operating standards of STC, ensuring quality, reliability and safety for people, the environment and the cargo, the company says.

The Singapore depot's heating lines are equipped with step-down regulators that allow the application of different steam pressure to suit different cargo types and different requirements in terms of pace of heat transmission. Cargo sampling is carried out on each laden tank and cargo temperature is monitored throughout the entire heating process.

SCTPL is located on Jurong Island, where major companies including Infineum, ExxonMobil, Chevron, Shell, Lanxess, Afton, Evonik, Mitsui, Sumitomo and Singapore Refinery operate. The island is linked to the mainland by a 2.3km causeway, with high security measures. The depot provides cargo heating 24/7/365 mainly for the Infineum plant, which is close by. Other tanks are sent to the depot directly or indirectly for heating by numerous other

Gröninger builds IBC cleaning line for Houweling

In 2018, the Houweling Group, a diversified company offering among other things reconditioned packaging, completely renovated its headquarters and warehouses in Bleiswijk, The Netherlands.

The roof was newly insulated, solar panels installed and the office space expanded.

For the new IBC cleaning line Gröninger Cleaning Systems was selected as partner. The new system installed has an automatic chain conveyor for the IBCs. The cleaning process includes removal of caps/covers/opening of the ball valve, external IBC cleaning, internal cleaning, drying, leak testing, and application of caps/covers/seal/cleaning label.

By deploying several rotor jets and drying tubes simultaneously on the various sections, a large throughput is achieved. Important energy-saving measures have also been built in, such as, filtered rainwater used to reduce drinking water consumption, clean rinsing water collected for reuse in pre-rinsing, energy from the solar panels serves to power all motors.

In another project, Gröninger fitted out a second cleaning station for Wemmers Tanktransport. Headquartered in Bleskensgraaf, Wemmers also built a cleaning facility in Zaandam.

Two tanks can be cleaned simultaneously in the new station, which is suitable only for cleaning food tanks and is HACCP-certified. In the meantime the EFTCO food and SQAS audit has taken place, so a European Cleaning Document (ECD) can be issued after the cleaning process.

By means of smart communication between ONEtoClean software and the PLC of the cleaning station, the consumption data is linked to the order number. In this way it is easy to trace how a tank has been cleaned. ONEtoClean also provides a unique entry system that ensures that every cleaning is carried out at an agreed time. Waiting times are also prevented.

In addition to cleaning, tanks can be heated with steam. A separate bay has been set up for this. The new cleaning has the possibility to disinfect, clean and dry for kosher markets. Gröninger's relationship with Wemmers goes back more than 20 years.



Gröninger installed a new IBC cleaning line for Houweling



STC's Singapore depot's heating lines are equipped with step-down regulators that allow the application of different steam pressure

important customers on the island.

Covering an area of 20,000 sqm, the depot offers customers easy one-stop-shop services for storage, heating, cleaning, testing and

repairs. The depot and cleaning stations comply with local government regulations, with health, safety and wastewater management being key priorities.



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Loading rack concerns

David Morrow explains the advantage of next-generation bottom-loading API couplers

Without doubt, the piece of equipment that is the true workhorse in any type of liquid storage terminal is the bottom-loading API coupler that serves as the conduit between the loading arms and the tank truck.

In high volume terminals, it is not unusual for these couplers to be connected and disconnected more than 50 times a day. That is 50-plus head-on collisions between the coupler and adapter, which translate into a huge amount of use and abuse.

Over the years, the design and operation of API couplers (also known as 'load heads') have evolved to the point that they can reliably withstand the abuse that they are subjected to on a daily basis.

6 loading rack concerns

With that in mind, there are six areas of concern that operators must be on the lookout for and remedy if the efficiency of their couplers, and their overall loading-rack operations, are to meet expected operational standards:

Seal Wear. If a coupler is experiencing leaks after it is connected to the delivery vehicle, the most likely culprit is a worn seal. Specifically, the nose seal, which is the primary link between the truck and the coupler, may need to be replaced. Terminal operators must monitor this seal constantly and replace it at any sign of wear, lest a leak point develop.

Loading arm adjustment. Another potential cause of leaks could be the positioning of the loading arms. Ideally, the loading arms should be balanced at the truck adapter's height of 30-35 ins

off grade. If the arms are positioned either lower or higher than recommended, undue stress on the loading system can result, which can lead to the creation of leak paths.

Weak or broken wave springs. While the first two conditions will generally result in minor leaks, a weak or broken wave spring in the coupler can lead to a significant product loss. The wave spring is critical in producing effective coupler operation because it creates seal compression when it is connected to the truck adaptor. Closely monitoring the performance of the wave spring is important because if it were to break, resulting in insufficient seal compression, the coupler will need to be taken out of service. And while it is replaced, that downtime will compromise fuel-delivery schedules.

Thermal expansion. Most couplers are rated for use at 75-80 psi (5.2-5.5 bar), but they can experience much higher pressures if thermal reliefs are not in place and functioning properly. In fact, extreme thermal expansion can create pressures in excess of 300-500 psi (20.7-34.5 bar). At pressures this high, the coupler could be at risk of a catastrophic failure leading to extreme loss of product. If the technician is having difficulty opening or closing the coupler handle, this may be a sign of thermal-expansion issues.

Extreme temperatures. Regardless of the ambient temperature, the terminal must keep product flowing. This can become more difficult to do when extreme temperatures are experienced. This is especially true when extreme cold takes hold. Most couplers are designed to operate effectively at temperatures as low as 0degF (-18degC), but the seals may become compromised – leading to product leaks – if the temperature gets much lower. In this case, the terminal operator should consider employing one



The Lynx bottom-loading coupler from OPW combines all of the best features of API couplers in one device

of the new cold-weather couplers that can operate in temperatures as low as -40degF (-40degC) that have begun to enter the market.

Dirt and debris build-up. Operators should regularly check the latches and cams on their couplers for any build-up of dirt and debris. If any contaminants are allowed to collect in the coupler, the cams may catch and create an imperfect seal, which can result in leaks. Extra attention should be paid to this area in the winter months when road salt and sand can collect on the face of couplers.

To the rescue

Knowing how important it is to optimise loading rack efficiency, manufacturers of bottom-loading API couplers have worked on developing advanced technologies that can meet the demands of high-volume liquid-transfer activities around the world. One example is the Lynx Bottom-Loading Coupler from OPW Engineered Systems. This advanced coupler model combines all of the best features of API couplers in one

device that has been designed to provide a superior and effortless bottom loading experience.

The fulcrum of advanced API coupler design is the use of a unique U-pin that allows assembly and disassembly of the coupler in no more than 30 seconds. Other key features of the advanced design include: in-field replacement of the main seals, on or off the arm; wave-spring design that will last three times longer than competitive models; durable stainless-steel collar and hard anodised aluminium body for increased service durability and life; four 'true interlocking' stainless-steel latches that ensure secure coupling and maximum product containment; A wide variety of seal materials, including fluorocarbon, Buna-N (nitrile) and FFKM; short 5.9ins (110mm) and long 7.8ins (200mm) operating-handle lengths. Finally, an ergonomic operating handle and carry loop puts less physical strain on users.

David Morrow is director of product management for OPW Engineered Systems.

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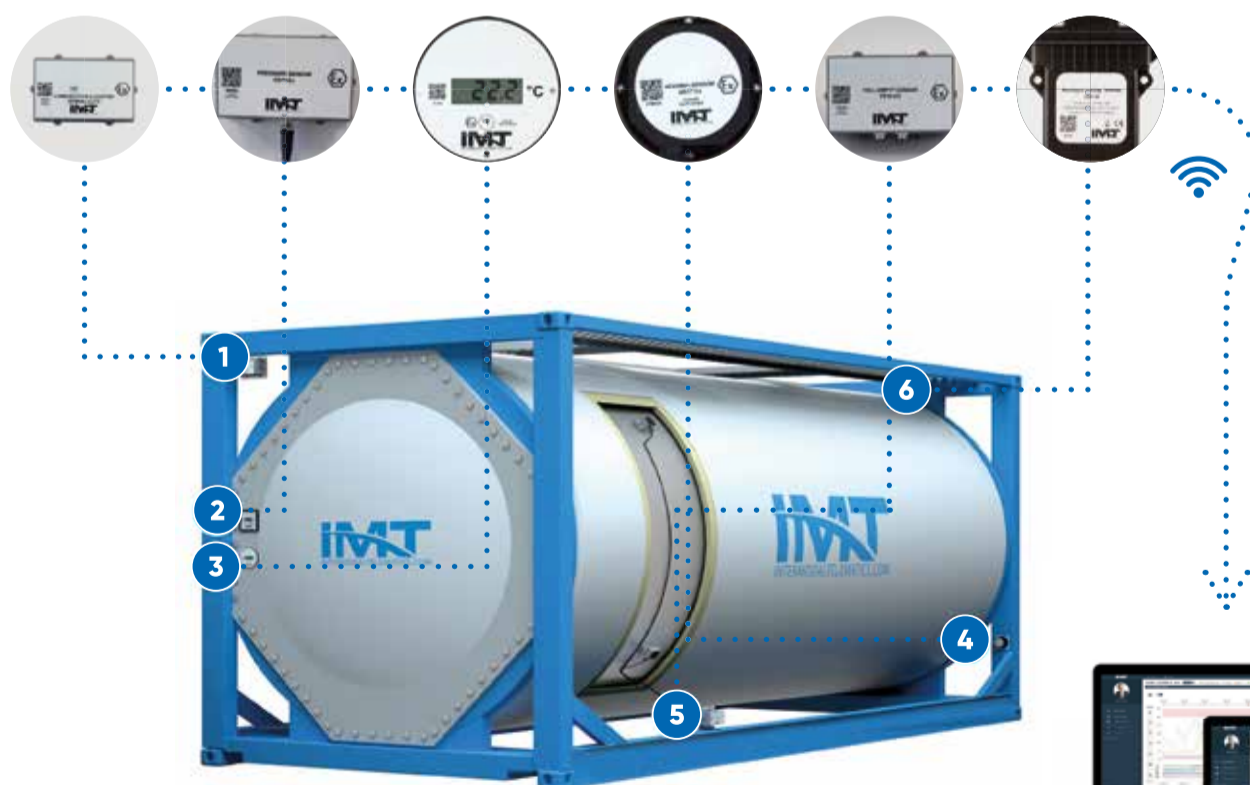
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Debut PBLA meeting a success



The Premier Bulk Liquids Alliance (PBLA) held its first global network meeting in Amsterdam's unique sustainable Hotel Jakarta, on 9-10 September.

PBLA was formed earlier this year as "the first global network for independent freight forwarders, logistics companies and service providers in the bulk liquids transport industry".

Although open to numerous sector participants, the initiative has come primarily on behalf of flexitank operators. However, PBLA also welcomes ISO tank container operators and wine & spirits forwarders.

Members representing 30 countries were given the opportunity to have 30 min meetings with other members which had been pre-arranged on-line. These meetings were followed by a gala dinner on the first day.

On the second day following more p2p meetings, talks were given by flexitank and bulk liquid industry specialists on the challenges and opportunities of containerised bulk in maritime logistics, as well as sustainability and plastics recycling.

In his welcome speech, co-founder Jason Wright updated members on the area coverage achieved in less than a year, which stands at 33 countries with 40 expected by the end of 2019.

Participants were reminded that the global association is the first of its kind. PBLA said members came away feeling that the event had far exceeded their expectations.

The two days concluded with a cocktail reception where participants could meet, in an informal environment, members of the sister 'boutique' cargo alliance, Premier Cargo Alliance (PCA) hosting its event over the following two days



The first PBLA network meeting comprised a mixture of p2p meetings and informal gatherings

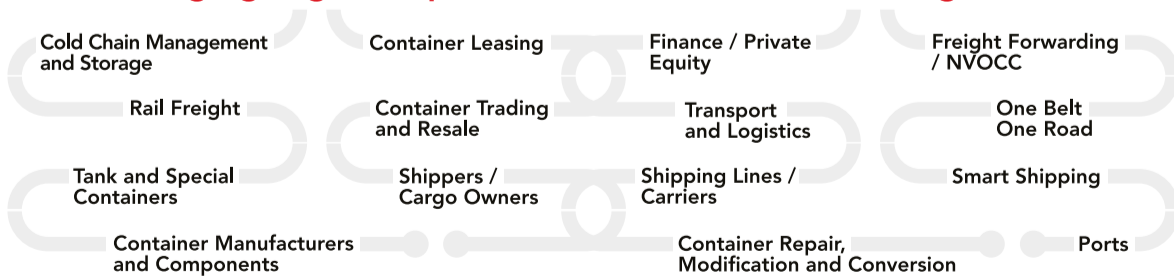


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Fertiliser in a flexi

Russian container logistics group Ruscon organised a flexitank shipment in Saint Petersburg during the summer.

As part of its strategy to expand the range of services for containerised cargo in the north-west region Ruscon partnered with terminal operator Global Ports and Trans Ocean Bulk Logistics to organise a flexitank shipment of KAS-32 liquid fertiliser overflow service at 'Yanino' terminal.

The process was implemented on the basis of a mobile bulk cargo transhipment complex provided by Ruscon.

Both Ruscon and Global Terminals are part of the larger DELO Group, one of the biggest private transport and logistics holdings in Russia which manages port assets in the Azov-Black Sea, Baltic and Far Eastern basins.



Ruscon partnered with Global Ports and Trans Ocean Bulk Logistics to organise a flexitank shipment of KAS-32 liquid fertiliser overflow

VTG takes first flexi steps

Tank container operators have had a mixed relationship with flexitanks.

One of the first big operators to offer the service was Stolt, but after experiencing some reliability problems the operator exited the business in 2012.

Of course, one of the pioneers of flexitank transport, UK-based Braid Logistics, has for long had its own tank container fleet as well.

Hoyer continues to provide a flexitank service to customers, even manufacturing its own units. Having already invested in a joint venture in Malaysia in 2010, the production site near Kuala Lumpur has been fully owned by Hoyer Group since 2014 operating under a subsidiary name Powertex Asia Pacific. Hoyer's own production facility has more than 20 employees and fabricates 700-800 flexitanks of various sizes per month.

At the same time, a number of tank container depots have entered the business of properly fitting flexis into standard containers to provide shippers with greater assurance that the carriage will meet best practice standards.

So the tank industry will be interested in the latest move by Hamburg-based operator VTG Tanktainer GmbH, part of VTG Group.

VTG is adding flexitanks to its range of facilities for carrying liquid goods. Announcing the development the company cited the familiar reasons that are usually put in favour of fitting flexitanks into standard containers, ie, it enables non-hazardous bulk goods – including oils, wines, fruit juices, biofuels and industrial chemicals not classified as hazardous substances – to be shipped anywhere in the world.

They therefore offer a useful complement to traditional methods of transporting liquids in small containers, such as drums and IBCs.

Compared with drums and IBCs, they allow as much as 30 percent more payload to be shipped in a 20ft container.

To offer the service, VTG Tanktainer entered into a strategic partnership with long-standing flexitank producer Büsscherhoff Packaging Solutions GmbH. The company says the flexis are made in Germany and have capacities of 12,000-24,000 litres.

Headed up by John Affeld, VTG's flexitank division will leverage



Service providers who install VTG flexitanks are trained and certified by trained VTG Tanktainer personnel at least once a year, the company says

VTG Tanktainer's global network and provides customers with an end-to-end package: from procurement to the fitting of the flexitank, plus loading, transport handling and unloading, up to and including flexitank recycling.

"We are pleased to have an experienced flexitank team on board and that we can now move liquid goods in both tank containers and flexitanks," said Jan Röbbken, managing director of VTG Tanktainer. "For us, it is important never to stop developing and improving – and always to be able to offer our customers the best possible transport solution."

All service providers who install VTG flexitanks are trained and certified by trained VTG Tanktainer personnel at least once a year, a

company spokesperson told Bulk Distributor. The installation takes place in defined steps that must be documented on a checklist. For every installation (ie, each container), photos are taken before, during and after.

Similarly, choosing the container to hold the flexi is equally important to mitigate the risk of sloshing pressure causing sidewall bulge. VTG says its service providers are all trained to choose only suitable containers for flexitank transport. "Furthermore, VTG works together with shipping companies holding a controlled stock of suitable containers," the spokesperson added.

www.vtg.com



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Greif continues Russia expansion

A second IBC production plant in Russia has been opened by Greif.

Located on Vorsino Industrial Park in Kaluga, adjacent to Greif's steel drum production plant, the new hi-tech, food-grade IBC facility covers an area of 5,500 sqm and will allow Greif to double production capacity of IBCs in Russia.

Konstantin Savinov, director of operations EMEA Eastern Europe, said: "The opening of a new IBC facility in Russia underlines Greif's commitment to the market. Continued investment from local government and multinational corporations, as well as its proximity to several of Greif's key customers makes Kaluga an attractive region.

"The investment will allow us to serve better our existing customers by offering more flexibility, reduced lead times and lower transport costs as well as the ability to dispatch combined batches of steel drums and IBCs. It will also mean we have the capacity to secure new contracts, particularly in the food industry, as well as coatings, petrochemicals and specialty chemicals."

Greif opened its first IBC facility in Russia in Kazan in 2007. The company also operates seven steel drum production facilities, the



Greif's new IBC production plant in Kaluga, Russia

most recent of which was opened on Vorsino Industrial Park in July 2018.

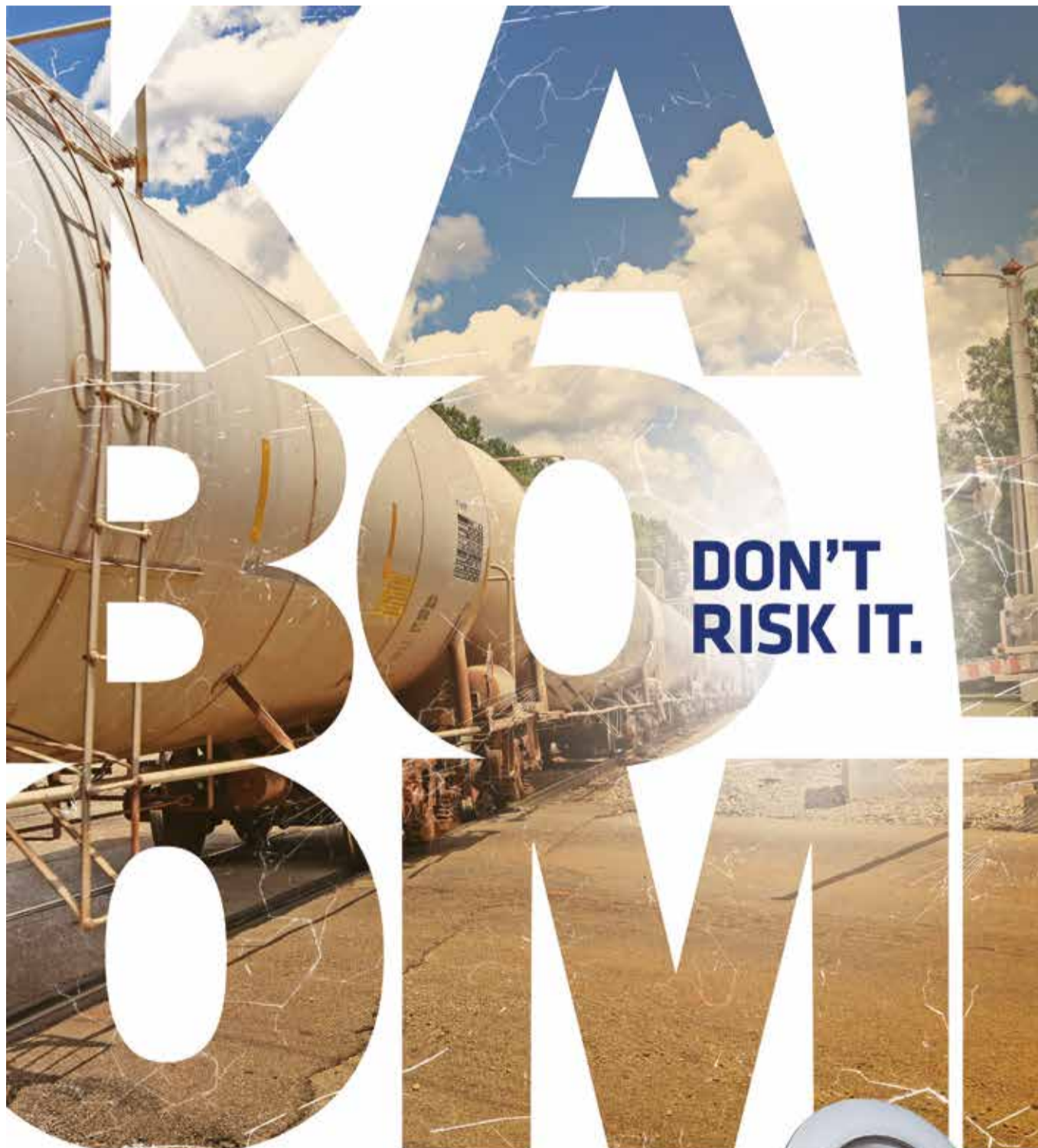
- Greif president and CEO Pete Watson was the keynote speaker at the World Business Council for Sustainable Development (WBCSD) annual meeting dinner, kicking off the four-day event.

"It is our honour to support an event that gathers representatives from more than 200 global companies dedicated to working together to create a sustainable world," Watson commented.

The 2019 WBCSD Council meeting took place 14-17 October in

Lisbon, Portugal. This year's theme was Lead, Transform and Succeed. Greif sponsored the council dinner on 14 October, where Watson provided remarks focusing on the linkage between servant leadership and sustainability.

"Applying a servant leader approach to sustainability means finding ways to serve our colleagues, customers, shareholders, ecosystems and communities where we operate," he said. "It's about taking care of and serving all of our stakeholders and our planet."



Dust-free dumping

A new mobile drum tipper-conveyor system from Flexicon allows dust-free dumping of bulk solid materials from drums, and/or conveying it to process equipment and storage vessels throughout the plant.

The system's Tip-Tite Drum Tipper accommodates drums from 114 to 208 litres, weighing up to 340kg and measuring 90-120 cm in height. Mounted on a mobile frame with quick-action floor jacks, it raises the drum hydraulically to form a dust-tight seal between the rim of a drum and the underside of the discharge cone.

A separate hydraulic cylinder tips the platform-hood assembly and drum, stopping at dump angles of 45, 60 or 90 degrees with a motion-dampening feature. The vertically-oriented cone mates with a gasketed inlet port fitted to the hopper of the system's flexible screw conveyor, and to any low profile equipment throughout the plant. A pneumatically-actuated slide gate valve prevents material flow until the discharge cone has been properly seated in the gasketed receiving ring.

The mobile Flexicon screw conveyor, which can operate independently or when mated to the drum tipper, can feed material to elevated process equipment and storage vessels. The only moving part contacting material is a rugged inner screw which can move both free- and non-free-flowing materials with no separation of blended products. The screw is driven beyond the point of discharge, preventing material contact with seals or bearings. Removal of the hopper lid allows manual dumping and feeding from upstream equipment.

Flexibility of the tipper and conveyor to handle a diversity of materials independently or in tandem throughout the plant enables the system to satisfy a range of current and future requirements, according to the manufacturer.

Ready to plug in and run, it is constructed of carbon steel with a durable industrial finish, and is available with stainless steel material contact surfaces or in all-stainless construction, finished to food, dairy, pharmaceutical or industrial standards.

The company also manufactures high-lift drum tippers, drum fillers, box/container tippers, bulk bag dischargers, bulk bag conditioners, bulk bag fillers, pneumatic conveying systems, tubular cable conveyors, bag dump stations, weigh batching and blending systems, and engineered plant-wide bulk handling systems with automated controls.

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Schütz expands in Norway

The Schütz plant in Norway celebrated its latest expansion and modernisation in August.

At the site in Kongsvinger, around 100 km northeast of Oslo the entire local production of plastic components has been concentrated and expanded in a newly-built hall space covering 1,200 sqm. In addition to the extrusion blow moulding system already in place, a new three-shift layer extrusion blow moulding system was installed and inner container production was linked to IBC assembly via new, fully-automated conveyor technology.

Production of plastic pallets has also been relocated to the new hall complex with the result that plastics production is now all under a single roof. Following centralisation in combination with other optimisation of intralogistics as a whole, the efficiency and flexibility of the plant have now been given a further boost.

During a plant tour, the guests were able to gain an insight into manufacturing which consistently follows the most stringent environmental, safety and quality management guidelines. Visitors were also impressed by the improvements to in-plant logistics. This project was realised parallel to expansion. One interesting detail is that thanks to this infrastructure upgrade, just-in-time orders can now be realised even faster.

Another component of the expansion process is a new, fully-separate warehouse which also meets the highest standards of the foodstuffs industry in accordance with FSSC 22000. Considering the weather conditions in Northern Europe, this means that finished products no longer need to be stored outside. Furthermore, it also guarantees perfect, order-based storage in line with customer orders, providing customers with even more reliability of supply and flexibility.

Veit Enders, business unit manager EMEA Schütz, and Erik Platek, general manager Schütz Nordic, welcomed representatives from industry, business and politics. Numerous international customers representing a wide variety of sectors also took up on the Schütz invitation and were thanked by Enders in his speech for decades of mutual trust and ensuing long-term partnerships. At the same time, he emphasised the significance of the Nordic countries – an



Erik Platek, general manager Schütz Nordic, said the current plant expansion and modernisation at the Kongsvinger site has further increased flexibility and supply security for customers in Northern Europe



The factory tour gave visitors a chance to see the ultra-modern production lines and efficient internal logistics

extremely important market for Schütz right from the start, where the company has meanwhile also established itself as the largest reconditioner.

Reprocessing containers and reusing recovered plastics is a key component of the company's sustainability strategy.

Platek also expressed his gratitude to those present for the long term and successful business relationships established. On the company's 20th anniversary, he reviewed the development of the Norwegian location. His outlook for the future promised continuity and steady expansion by means of ongoing investment.

In her welcoming remarks, Margrethe Haarr, the deputy mayor, praised the company's efforts and the positive effect it has on the business region as a whole. Schütz Nordic is one of the most important employers in the province of Hedmark and has made an

essential contribution towards its development, she said.

The plant was commissioned in 1999. 2003 saw comprehensive technological upgrades and conversion to automatic production facilities. Since then, the location has been distributing the extensive Schütz product range of IBCs and drums made of plastic and steel on the Scandinavian market, including the Schütz Ticket Service.

In August 2011, after relocating to a larger operational site, a new plant opened with state-of-the-art production technology. 2013 saw the company embark on a co-operation with All-emballage. This Swedish reconditioner had meanwhile become a wholly-owned subsidiary of Schütz. A year later, the plant was certified in accordance with the FSSC 22000 industrial standard within the framework of launching Foodcert and Cleancert packaging.

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Abbey adds new cement silos

Abbey Logistics has added a number of new silo tanks to support the company's growing business in the UK cement and minerals markets.

Manufactured by Feldbinder, the new lightweight tanks are designed and built to comply with the Fleet Operators Recognition Scheme (FORS) Silver accreditation, intended to protect vulnerable road users.

Specifications include rear facing cameras, infilled side panels and blind spot minimisation mirrors as well as many more of the latest safety and security features to ensure the safety of other road users.

While the latest equipment is vital, safe operation while on the road will make the biggest difference and that is why all Abbey's drivers and planning staff working in this area of the business have completed vulnerable road user training,

through Abbey Logistics' own JAUPT approved training centre.

CEO Steve Granite said: "We have significantly increased our capability and capacity in the cement and minerals markets, and this is reflected in our fleet replenishment and acquisition programme.

"Our commitment to our customers to deliver the highest standards of service can only be delivered if we have a trained and skilled workforce using the latest and best equipment.

"The new silo tanks give us the ability to offer more capacity and coverage for our customers, giving them higher levels of support and flexibility.

"We have grown significantly in the cement and minerals markets over the last couple of years and this increased capacity will enable us to further support our customers in this important sector."

www.abbeylogisticsgroup.com

Transaid in post-crash care project

Logistics charity Transaid has funded a project by The Makerere University School of Public Health to implement a pilot to strengthen emergency medical services in post-crash care along selected roads serving oil rich districts in Uganda.

The objective of the project was to assess the capacity of the emergency medical services (EMS) and pre-hospital care in these areas which have a high volume of heavy goods traffic, and to improve the capacity of emergency post-crash responders.

Transaid's chief executive Caroline Barber says Uganda faces a severe road traffic injury epidemic, with one of the highest road traffic fatality rates at a projected 29 deaths per 100,000 population.

"Many of these lives are lost before getting to hospital in a context where emergency medical services are practically non-existent and responders lack the appropriate knowledge and skills to provide basic first aid care to the injured victims," she said.

"The Makerere University School of Public Health approached us directly for help, and after a full assessment by our team, we agreed to cover the small cost of this initiative through our Innovation Fund."

The post-crash care project delivered a three-day emergency first aid responder (EFAR) training course to 34 police officers who regularly respond to traffic crashes, and who are often called on to provide in-situ life-saving care. The course included training in emergency first aid, safety considerations, patient assessment, and how to deal with trauma, shock, difficulty in breathing, and mass casualties.

In addition, a four-day basic emergency care (BEC) course developed by the World Health Organisation was delivered to 25 health workers who manage acute life-threatening conditions with limited



The post-crash care project delivered a first aid responder training course to police officers who regularly respond to traffic crashes

resources. Post-training assessments showed a 39 percent improvement in knowledge, with course participants all achieving a 75 percent pass mark.

Within the study, baseline assessments found that pre-hospital care for injured victims was predominantly administered by untrained police personnel and lay responders who arrive first at a traffic crash scene. With no organised ambulance service delivering patients from crash scenes to hospitals, police patrol vehicles and 'boda bodas' were found to be the main means of transport for injured victims.

The project also found that with proper training in the principles of field triage and emergency stabilisation, easy-to-use scene care check lists and triage tools, and a basic kit of essential equipment and supplies, personnel in charge of traffic scene management should be able to provide crash scene control and the appropriate pre-hospital care to the injured.

However, notable challenges remain when responding to road traffic crashes including a limited availability of first aid materials to enable police to carry out their roles as first responders, a lack of transport of police personnel to the crash scene and delayed communications of traffic crash events.

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chainPORT drives digital transformation

ChainPORT, a multilateral partnership of some major ports, held its fifth annual meeting on 16-17 September hosted by Port of Montreal, Canada.

Presidents, CIOs and head strategists of 11 ports gathered to continue to close the collaboration of recent years.

While welcoming delegates to the event, Sylvie Vachon, president and CEO of the Montreal Port Authority, said: "After participating in the chainPORT Hackathon and hosting the chainPORT Academy last year, we are very proud to host the fifth edition of the AGM. We see our membership of chainPORT as significant in facilitating and accelerating our digital transformation by tapping into a very rich pool of knowledge and expertise."

Montreal is well positioned to hold such discussions, with its stated ambition to become a global hub in artificial intelligence. While the overarching theme of the meeting was 'innovation ecosystems', Vachon continued by saying: "We are confident that by the end of the event, delegates got a true sense of what makes Montreal a unique model and a true North American leader in innovation."

In Montreal, the discussions were centred on the need for supply chains to become more

predictable in serving customers. The insights from invited key international cargo interests confirmed that deliverables under chainPORT must align with expectations of cargo owners and port users as the manufacturing industry simultaneously undergoes digital transformation.

Gene Seroka, executive director of Port of Los Angeles emphasised: "Faced with increasing trade headwinds, our customers more than ever look at ports for answers. With its spirit of collaboration, chainPORT comes as a timely solution to deepen coordination with the aim of making the supply chain more transparent and reliable."

Following several high profile cyber-attacks in the industry in recent years, chainPORT partners showcased results of joint efforts during the meeting and decided to deepen their collaboration in this field. After the meeting Jens Meier, CEO of Hamburg Port Authority, said: "In terms of cyber security, over the past year chainPORT helped galvanise our efforts and it is precisely in this global challenge that we can greatly benefit from our joint know-how."

A priority on this year's agenda was accelerating the smart adoption of artificial intelligence in the port sector. The technology holds tremendous potential to further optimise processes and

Montreal hosted the fifth chainPORT annual meeting



increase efficiency in ports.

This was supported by an exchange of the chainPORT representatives with Professor Yoshua Bengio, one of the world's leading researchers in the field of artificial intelligence and deep learning. During a visit at the O-Mile-X, North America's largest artificial intelligence lab, Dr Bengio elaborated in practical terms how artificial intelligence can advance the collective innovation agenda of the maritime industry in tackling complex logistical problems.

With port authorities being largely responsible for facilitating the adoption of emerging technologies, Professor Bengio's intervention was inspiring and critical in bringing a balanced view bridging social, ethical and technological aspects of artificial intelligence. "The insights of Yoshua Bengio illustrated the hitherto barely used possibilities of artificial intelligence," said Jens Meier. "However, as port authorities we must reasonably and responsibly adopt this technology to thrive in the digital era."

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Vopak invests in Colombian LNG site

Royal Vopak has bought a 49 percent stake in Sociedad Portuaria el Cayao (SPEC) in Cartagena, Colombia.

SPEC is the only LNG import facility in Colombia and has been in operation since 2016.

The LNG import facility consists of an LNG jetty, onshore infrastructure and a 9.2km gas pipeline which connects SPEC to the national gas grid. A chartered FSRU is receiving the LNG and sending the gas on shore. SPEC holds long term contracts with three local gas-fired power plants.

The shareholders in SPEC are Promigas (51

percent) and Royal Vopak (49 percent).

Eelco Hoekstra, Vopak's chairman and CEO, said: "We are very much looking forward to this partnership with Promigas and to enter into the growing Colombian LNG market. This is another growth step in our LNG portfolio and it fits very well in our ambitions to grow and diversify our service offering in LNG."

Promigas is a private company in the Latin American natural gas sector with 45 years of experience providing mass access to natural gas.

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SPEC is the only LNG import facility in Colombia. A chartered FSRU receives the LNG and sends the gas on shore

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Circulation: Berni Chetham, berni@andpublishing.co.uk, Tel: +44 (0)1565 653283

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Bulk Distributor is published by Ashley & Dumville Publishing

Caledonian House, Tatton Street, Knutsford, Cheshire WA16 6AG, United Kingdom

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Dunkerque opens new secure corridor

In September, a secure access corridor for heavy goods vehicles at Dunkerque-Port's Cross-Channel Terminal was inaugurated.

The access corridor was opened in the presence of Emmanuelle Verger and Stéphane Raison, respectively chair of the supervisory board and president of Dunkerque-Port executive board, Gilbert Beltran, regional director of the French Customs Authorities, Jean-Claude Charlo, managing director of DFDS Seaways France and Nike Drinckal, director of the United Kingdom Border Force.

The new facility reinforces the safety of trucks waiting to check in. The VIPs also inaugurated the Cross-Channels site's drone-monitored perimeter fence surveillance system. It is the first such system in Europe licensed to fly drones over private sites out of direct sight, by day and by night under the simple supervision of a teleoperator.

Since the decision of the UK to exit the European Union, Dunkerque-Port has made the necessary adjustments to the control of goods and people as part of the creation of this new frontier in Europe and has carried out other works in response to the urgency of the situation.

For export flows ex-France these include: a third passport control booth for the French Border Police (PAF); extension of boarding car parks; and creation of counters to enable customs officers to carry out tax refund formalities and process declarations.



L-r: Jean-Claude Charlo, DFDS Seaways France; Stéphane Raison, president of Dunkerque-Port executive board; Nike Drinckal, director of the United Kingdom Border Force; Emmanuelle Verger, chair of Dunkerque Port supervisory board; and Gilbert Beltran, French Customs

For import flows into France, they cover: allocation of premises for customs authorities (offices, counters and support services); fitting-out a hangar to control heavy goods vehicles; redevelopment of the

quays, traffic management and signalling systems at the exits of the link-spans in order to sort the heavy goods vehicles and create a waiting parking area for those subject to formalities; creation of a tax-refund area and random control zone including offices, recreational rooms, washroom facilities, search room, storage room and kennels; creation of a heavy goods vehicle parking area as an extension to the facilities of the Veterinary and Phytosanitary Inspection Service (SIVEP) to accommodate heavy goods vehicles subject to this type of control

Since 30 March 30, French government services – including customs authorities, and the regional directorate for food, agriculture and forestry (DRAAF) - have been organising themselves to use the infrastructure created by the port 24 hours a day.

DFDS, for its part, has supplemented the information system developed by the customs services with a computer application that informs each driver of the 'customs' status of their cargo, during the actual crossing.

As for the port of Calais and Eurotunnel, all of these facilities and systems will be tested on 24 September 2019 for exports and imports alike. Selected heavy goods vehicles will be given an opportunity to test both the smart border allowing them to fill in their customs declarations on departing from Dover, thereby facilitating the processing of customs procedures on arrival in France, as well as the new traffic control system at the port.



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In doing so, the organisation has a strong focus on enhancing technological and business developments for the sake of quality, health, safety, environment, and Corporate Responsibility in the tank container industry.

www.itco.org

THE International Trade Association for the Tank Container Industry.

- 150 Member Companies from around 30 Countries
- Representing around 90% of the Global Tank Container Capacity
- Manufacturing, Operating, Leasing, Service Providers, Inspection, Surveyors

EDUCATION
INFORMATION
COMMUNICATION
REPRESENTATION
NETWORKING



ADNOC takes stake in VTTI

Abu Dhabi National Oil Company (ADNOC) has bought a stake VTTI.

Following the transaction, VTTI is now owned 10 percent by ADNOC, 45 percent by IFM Global Infrastructure Fund, an investment vehicle managed by IFM Investors, and 45 percent by Vitol (both directly and through Vitol Investment Partnership II Ltd, an investment vehicle sponsored and managed by Vitol).

VTTI owns 15 storage terminals across 14 different countries. The network holds around 60 million barrels (9.5 million cbm) of combined capacity, much of which is in locations that are complementary to ADNOC's trade flows.

The investment in VTTI provides ADNOC access to storage across some of its key export markets such as Asia, Africa and Europe while also securing additional facilities at the port of Fujairah, UAE, its main hub. The transaction also significantly contributes to the development and growth of ADNOC's global marketing, supply and trading platforms, providing greater access to knowledge and capabilities that will further enable ADNOC's growth plans.

By expanding its international storage and reach, ADNOC will move closer to its customers, allowing it to be more agile and respond quickly to market needs and dynamics. It will also unlock incremental revenue, margin and cost saving opportunities from the trading, transportation and storage of its products, giving ADNOC better control over where, when and how its products are being supplied to key markets and customers.

The announcement came just days after ADNOC confirmed the successful closing of its refining and trading agreements with ENI and OMV, under which a new trading joint venture, ADNOC Global Trading, has been established. This will focus predominantly on the trading of products from ADNOC Refining.

www.vitol.com



ADNOC's investment in VTTI provides it access to storage across some of its key export markets