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Forth Ports launches box tracking service

UK ports group Forth Ports Limited has launched a new online, real-time, container tracking system for customers.

The bespoke tracking system is available via the Forth Ports website and gives customers the ability to enquire in real-time about the status of their containers passing through London Container Terminal (Port of Tilbury) and Grangemouth, in Scotland.

Forth Ports says the simple to use system has been successfully delivered by the company's in-house IT team in conjunction with long-term port system supplier TCS and has been designed to be accessible without the need for a login or password.

By simply using a container number or booking reference, customers can locate up to 50 containers with status options ranging from exit by vessel, exit by truck, in yard, and exit by rail. These real-time, 24-7, accurate updates are aimed at supporting and streamlining customer's supply chain processes by reducing the need to contact the port to get the same information.



Grangemouth is one of two ports to offer the new web-based container tracking service

Commenting on the new system, Forth Ports chief operating officer Stuart Wallace said: "Our business is continually working hard to ensure that our customers receive an efficient service across our ports. Streamlining of logistics processes and improved access to information are important aspects for customers importing, exporting or distributing their goods and we have

invested in this new container tracking system to support this."

For container customers in London and Grangemouth this new system will help businesses by providing self-service access to key information, assist in reducing time within their supply chain and manage just-in-time logistics by providing accurate, real-time status information about containers within the two ports.

"It is now very easy to find the answer to the question 'what is the status of my box,'" said Wallace.

The container search system has been introduced as part of an overall business strategy for a more unified and consistent service across the group. As part of the complementary IT strategy, Forth Ports has also recently transitioned its two container businesses onto a common and fully integrated terminal operating system in

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Using a container number or booking reference, customers can locate up to 50 containers with status options

association with TCS.

The group also created a new website with a comprehensive new solution providing a much clearer and more unified perspective on Forth Ports as a group, facilitating structured and easy access to specifics on its various ports and associated services.

Forth Ports owns and operates six ports in total. Aside from Tilbury and Grangemouth, the group runs four other ports in Scotland; Leith, Dundee, Rosyth and Fife.

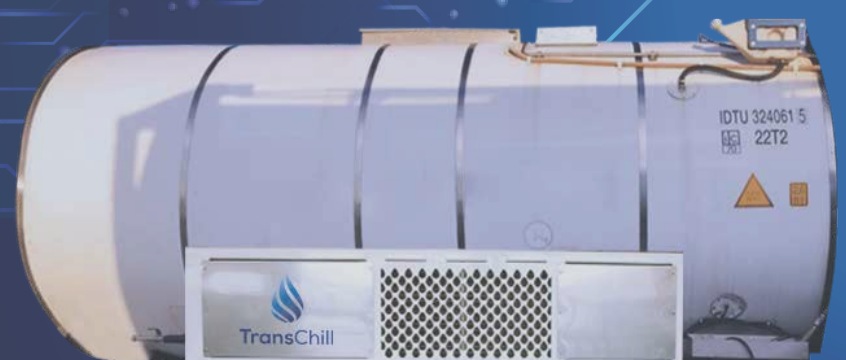
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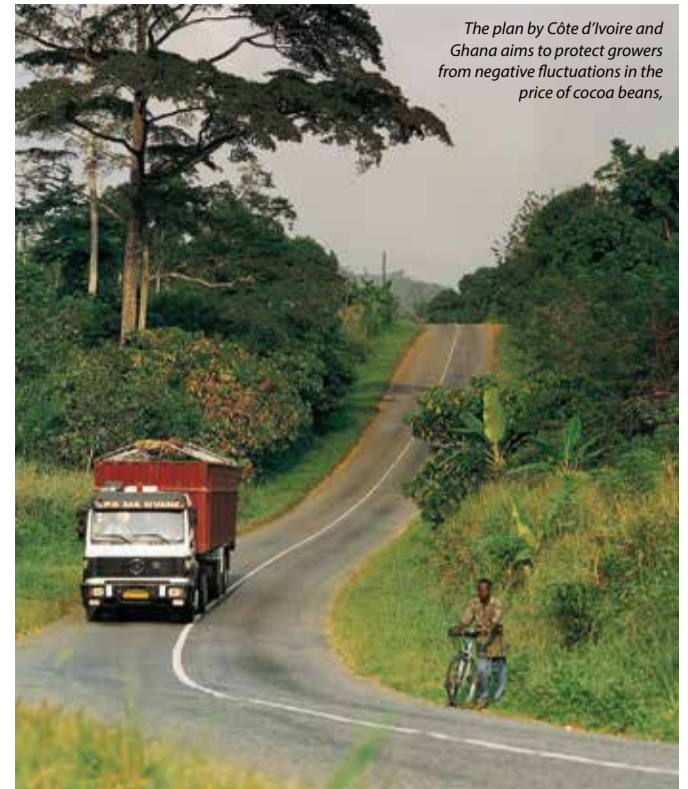
An OPEC for cocoa?

The world's two biggest cocoa producing nations are seeking to promote sustainability in their respective industries, as well as ensure higher earnings for farmers, by agreeing to a new pricing mechanism for the sale of cocoa beans.

In August, Côte d'Ivoire's president Alassane Ouattara announced that his country and Ghana would introduce a US\$2,600 per tonne minimum price on cocoa bean sales, to be implemented on purchases from the 2020/21 season onwards.

The initiative, which also raises the guaranteed price for farmers from CFA750 (\$1.28) per kg to CFA1,000 (\$1.70) as of October, is designed to protect the livelihoods of farmers in both countries, and responds to perceived imbalances between growers' incomes and the profits of large commodity traders.

"We arrived at a consensus; everyone agrees that the producers are not well compensated, and that something must be done to improve (their) conditions," Yves Brahima Koné, general manager of Côte d'Ivoire's Coffee and Cocoa Council, said in mid-June.



The plan by Côte d'Ivoire and Ghana aims to protect growers from negative fluctuations in the price of cocoa beans.

The plan aims to protect growers from negative fluctuations in the price of cocoa beans, as when prices fell 74.5 percent from December 2015 to December 2017, due to excess supply.

Oxford Business Group says that President Ouattara's comments mark a return to earlier proposals aimed at boosting cocoa returns and represent a change of course from plans negotiated last month.

Côte d'Ivoire and Ghana had initially agreed to implement the flat \$2,600 per tonne minimum price in June, but talks with chocolate industry representatives in July led officials to replace the proposal with a \$400 a tonne 'living income differential' that would be written into export contracts.

Under this system, buyers would have paid an additional \$400 a tonne on cocoa purchases when market prices dipped below \$2,600, and farmers would receive 70 percent of the overall price.

The plan also stipulated that should market prices exceed \$3,000 a tonne, resources be directed towards a stabilisation fund, which could later be tapped to bolster farmers' incomes during times of low market prices. However, precisely how much would be directed towards the fund was not clear at the time of writing.

The intervention signals a move by both nations to assert their influence on global cocoa markets.

Despite producing around 65 percent of the world's cocoa – 45 percent comes from Côte d'Ivoire and 20 percent from Ghana – the countries receive only about \$6 billion each year from the \$100 billion global chocolate industry.

In a nod to efforts by the Organisation of the Petroleum Exporting Countries (OPEC) to exert pressure over the supply and price of hydrocarbons, Mahamudu Bawumia, the vice-president of Ghana, expressed enthusiasm about creating an alliance for cocoa-producing countries called COPEC.

If successful in stabilising income for farmers, the minimum price initiative could have widespread effects in both countries given the industry's economic significance: cocoa makes up 40 percent of Ivorian export revenue and supports some two million small scale farmers, while in Ghana cocoa accounts for around 25 percent of export revenue.

A more stable market would improve the livelihoods of the millions who work in the industry. It would also increase farmers' chances of gaining access to credit, which in turn could help boost production and support government efforts to increase local processing.

In order to capture a greater share of cocoa industry revenue, Côte d'Ivoire aims to process locally as much as half of its cocoa output by next year, up from 30 percent in mid-2016.

Ghana likewise aims to process half of its yield in the near future, compared to current levels of around 20 percent.

Despite the projected benefits of the initiative, concerns have been expressed regarding implementation of the measures.

Although they nominally support increasing farmers' returns, representatives from chocolate companies have voiced disquiet about any attempt to influence market prices, telling international media that they fear such proposals could place significant risk on companies should commodity prices fall.

A minimum price could also impact global cocoa markets. Some commodity analysts have warned that the introduction of the \$2,600 floor price, which is around 8 percent above current market prices of \$2,400, or the introduction of the \$400 differential could see some processors turn to other markets for their cocoa supplies in the long term. This could potentially trigger a surplus of cocoa in West Africa.

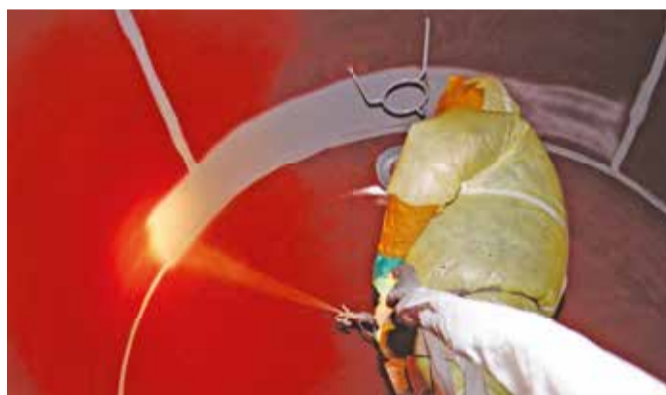
Furthermore, while the living income differential appeared to offer a compromise between public and private players, President Ouattara's pledge to revert to the \$2,600 minimum rate could see a colder reception.

To this end, Ivorian and Ghanaian government representatives are expected to meet with key chocolate industry figures to discuss technical aspects of the deal.

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A glimpse of the sun

The EU's chemical industry is turning up, but for how long?

The EU's chemicals business is recovering modestly from a 'technical' recession.

Data compiled by industry trade body Cefic confirms a good start to this year compared with the second half of 2018, which was more severe than expected.

Chemicals production in the EU posted an increase of 1.7 percent looking at Q1 2019 against Q4 2018. Producer prices were above the previous year's level, rising 1.3 percent during the first four months of this year.

The quarterly output analysis shows that after a period of declining output, growth rates were positive at the beginning of the year. This follows a technical recession (two consecutive quarters of output decline): -1.1% in Q3 2018 and -0.8 percent in Q4 2018.

Total sales (domestic and exports) were up by €1.2 billion, 0.9 percent above the previous year's level. Sales in Q1 2019 posted a value of €144.6 billion, up from €143.4 billion in Q1 2018. Cefic says sales growth was driven by positive growth in producer prices.

Chemical exports rose by €0.6 billion. Outside the EU28 area they reached €41.4 billion through March this year, up from €40.8 billion during the same period last year. This represented a hike 1.4 percent over the previous year's level.

Exports to the USA reached €8.2 billion, down from €8.8 billion in Q1 2018 (-6.8%). However, there was a big jump in exports to China, which rose by €319 million (9.1 percent) during the first quarter of 2019 compared with the same period last year.

EU chemicals imports rose €1.6 billion through the first three months. Imports outside the EU28 were €30.1 billion from January to March, up from €28.5 billion during the same period of last year (5.7 percent).

The main changes were higher imports from the USA (€6.4 billion, up 11.7 percent from €5.8 billion). This was mostly in petrochemicals. Alongside that, EU imports from China rose significantly in both petrochemicals and polymers. Lastly, imports from Russia fell by €130 million in petrochemicals.

The net trade surplus was €11.3 billion from January to March, down from €12.4 billion during the same period last year. The EU as a whole registered a trade deficit with Japan, China, India and South Korea. The surplus with the USA dropped back from €3 billion to €1.8 billion, 42 percent by value compared with the previous year's level.

Chemicals consumption rose by €2.3 billion to €133.3 billion through March, up from €131 billion last year (+1.8 percent).

Total domestic sales (ie, inside the EU28) grew 0.6 percent from January to March compared to the same period in 2018. Q1 2019 reached a value of €103.2 billion, accounting for 77 percent of EU chemicals consumption.

Lacking confidence

But the modest bounce back is set against a more gloomy general background. The continuing uncertainty over Brexit and wider trade disputes, particularly between the USA and China, are reflected in a marked fall in positive EU economic sentiment. According to the latest EU business and consumer survey results (June 2019), the Economic Sentiment Indicator (ESI) fell in both the euro area and the whole EU. The deterioration of euro-area sentiment was driven by lower confidence in industry and, to a lesser extent, in services and



There was a big jump in EU chemicals exports to China

among consumers, while confidence improved in the retail trade and, particularly, construction.

The ESI decreased in all of the largest euro-area economies, most so in Germany, followed by Italy, the Netherlands, France and Spain, according to European Commission services, business and consumer surveys.

Worse still, EU industry confidence registered the most significant decrease for almost a decade. According to the EU business and consumer survey in June, EU confidence posted a sharp decline constituting, together with a commensurate drop in April, the most significant decrease in about eight years. The latest deterioration brought the indicator for the first time since autumn 2013 down to slightly below its long-term average and was caused by managers' more pessimistic views on all three components, ie, production expectations, the current level of overall order books and stocks of finished products.

Some sectors are, nevertheless, doing well. The construction industry is continuing its positive trajectory and seems to be less



Output in European construction was good, giving a positive boost to the chemicals business

affected by the declining activity of most EU manufacturing sectors. Output in construction was 4.6 percent above the previous year's level. This is a good performance, giving a positive boost to the chemicals business. Output in most EU manufacturing sectors went down at the beginning of the year, with only a few above the 2018 level.

On the other hand, the business environment in the automotive sector is still uncertain. Several factors have contributed to this modest mood: rising protectionism all over the world is negatively impacting industrial and economic activity. The slowdown in the Chinese economy and new regulations in the automotive industry have had a negative impact as well, mostly in Germany.

The automotive sector showed a negative confidence indicator for nine months in a row up to Q1 2019. Production and employment expectations were also negative. Data on new orders in recent months and export expectations show no sign of improvement. The automotive business posted a decrease of 3.7 percent in Q1 2019, mainly affected by weak performance in Germany.



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Nouryon to double surfactants capacity

Netherlands-headquartered Nouryon is to double capacity at its surfactants plant in Stenungsund, Sweden.

The investment is to support the growth of several existing products as well as new sustainable technologies for markets such as oil & gas, lubricants and fuels, and asphalt. The €12 million expansion and upgrade project includes the installation of a new reactor and is expected to be completed by the first quarter of 2021.

The additional capacity will allow Nouryon to expand production of several technologies for the oil & gas market. These include Armohib CI-5150, a corrosion inhibitor that meets the industry's most stringent environmental requirements, as well as a new range of biodegradable demulsifiers that will give oil & gas producers a more sustainable option to separate crude oil from natural gas and water.

"Our customers are looking for more innovative and environmentally-conscious solutions that offer better biodegradability, lower toxicity, and meet the latest regulations," said AB Ghosh, managing director surface chemistry at Nouryon. "The design of this new reactor allows for a wide range of chemistries and technologies, including those required for creating more sustainable ingredients."

The expansion also allows Nouryon to increase output of products including Berol R648NG, a biodegradable surfactant used as a degreaser by customers in the cleaning market. It will also produce surfactants used in the lubricants and fuels and asphalt markets.

Nouryon was spun off last year from AkzoNobel to become an independent company under new venture capital owners the Carlyle Group, which acquired it for US\$11.6 billion.

Nouryon CEO Charlie Shaver said: "We started producing surfactants at our Stenungsund site in 1917. Over the past 102 years, the facility has



The Stenungsund project is the latest in a series of investments by Nouryon in Sweden

proven to be key to our growth and the investment to double capacity there makes good business sense. We are now well positioned to meet the growing demand from our customers for more sustainable products."

The Stenungsund project is the latest in a series of investments by Nouryon in Sweden. The company recently completed a €20 million project at Sundsvall that significantly raises production capacity for its Expancel expandable microspheres, and earlier this year completed a €4 million expansion of surface-modified colloidal silica at Bohus.

Back on home turf, Nouryon has made a series of investments at its metal alkyls plant in

Rotterdam. The projects will enable the company to continue meeting growing demand in the polymer industry and improve supply reliability in Europe.

"The Rotterdam plant has increased production capacity by more than 40 percent in the past three years, and this latest investment series positions us for sustained growth," said Rotterdam plant manager Jeroen Jungschlager. "It will enable us to move greater volumes with improved reliability and consistency to our customers."

The most recent investment includes automating raw material handling, improving overall efficiency and safety at the site by avoiding potential

exposure risks. This project also allows for material to be supplied in bulk, which reduces transport costs.

"Projects such as these reflect our strategy of accelerating growth through operational excellence and strategic investments tailored to the needs of our customers," commented Johan Landfors, managing director polymer chemistry.

Nouryon also strengthened its position in metal alkyls with the recent acquisition of Zhejiang Friend Chemical Co. It is the largest Chinese producer of triethyl aluminium (TEAL) – a metal alkyl used in the production of high-volume polymers, including polypropylene and polyethylene.



Rotterdam Polymer Hub is scheduled to be operational by 1 April 2020

RTM Polymer Hub construction starts

Foundation works have started, and the construction of the Rotterdam Polymer Hub logistics centre will start soon.

"We're sticking to a rigorous construction schedule," said Geert Van De Ven, managing director of Rotterdam Polymer Hub. "And that's really necessary with such strict deadlines. Completion is planned for early March 2020, and we aim to be operational by 1 April."

Rotterdam will then be bolstered by having the first logistics hub especially dedicated to polymer storage; one of the most important raw materials for the plastics industry. The construction process comprises the realisation of two warehouses, with a joint surface area of 35,000 sqm, providing 550,000 tonnes in storage capacity.

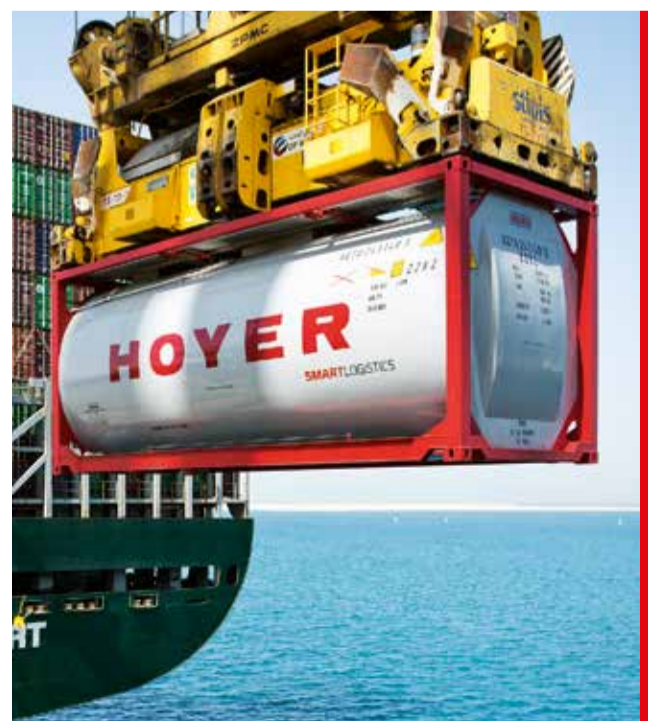
A 15,500 sqm container yard will be constructed next to the warehouse, including a

tilt platform for the storage of bulk containers.

Market interest in the 'RTM Polymer Hub' is certainly high, says Port of Rotterdam. This is partly due to the increasing congestion involved in transporting from and to polymer market leader Antwerp.

"But it's also because Maasvlakte is a particularly efficient location," continued Van De Ven, "with excellent connections from and to the hinterland as well as being close to the deepsea container terminals. Another really positive point is that we will be the first non-container terminal connected on the Container Exchange Route (CER)."

The CER connects container companies on Maasvlakte with one another, enabling them to minimise container exchange costs and reduce the CO2 footprint.



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WHEN IT MATTERS ■

Sous le pont d'Avignon

A new study is looking at the development potential of river transport in France's Rhône-Saône-Mediterranean basin and its beneficial effects, particularly in terms of sustainable development and security.

Launched by industry trade group France Chimie, in partnership with Voies Navigables de France (VNF), the body which oversees the country's inland waterways, Compagnie Nationale du Rhône (CNR) and Grand Port Maritime of Marseille (GPMM), the study will evaluate the feasibility of transporting chemicals through the waterways using the Rhône-Saône basin, south of Lyon, down to the Mediterranean coast.

This study complements a similar approach to modal shift conducted by France Chimie and VNF in 2014.

The findings, conducted by CTS Consulting and MV2 Impulse and co-financed by the European Union in the framework of the EU's Rhône Plan, were made public at the start of summer.

They confirm that despite the dominance of road transport (around 85 percent of chemical products flows), river transport, at just 6 percent, has strong potential for the chemical industry. The remaining 9 percent of such goods flows are shipped by rail.

Moreover, as the industry is highly dependent on international trade - nearly 80 percent of sales generated in 2018 was for export - shipping more product by river could be a competitive lever if more containers (tanks and dry boxes) were made available. Instead of discharging at the loading port, containers could be transhipped onto deepsea vessels at Marseilles to reach overseas markets.

It would also allow the sector to demonstrate its green credentials to end customers.

However, this would likely need the creation of a multimodal logistics platform dedicated to dangerous goods in the Rhône-Saône basin, and a reliable supply of containers for the sector, in particular for small and medium sized enterprises.

The study reckons the potential for modal shift away from the road is between 580,000 and 650,000 tonnes. Of this, the waterways could carry 410,000 tonnes, with 285,000 tonnes containerised for maritime shipping.

Along with the lower environmental impact, other advantages include greater security and reliability. France Chimie welcomed the study as reinforcing its desire to double the share of river transport in the basin through an action plan to remove existing logistical, regulatory and economic barriers.

To this end, the study recommends a policy of promoting river transport with not just shippers but also security consultants and other actors along the transport chain, personalised support for shippers through online decision support and in-house testing, and the harmonised application of dangerous goods across all modes.

"The waterways, combined with adapted logistics solutions, represent a real opportunity to develop alternative modes of transport, allowing French territory to be more attractive by offering logistics solutions to companies that are already located there or want to establish themselves (in the region)," a spokesperson for France Chimie said. "With this study, the chemical industry in France reaffirms its commitment to sustainable development."

Medlink success

One initiative which is already claiming to be a success is MedLink Safe, a body launched in 2016 by CNR, Port of Marseille-Fos, Lyon-Terminal, Logi Ports Shuttle and Greenmodal.

Medlink Safe offers fluvial transport dedicated to dangerous goods on the Mediterranean-Rhône-Saône route. The group says river flows in the Rhône-Saône basin grew by 67 percent in 2018. Among the benefits, customers have greater security and safety conditions as well as easier access to modal shift. It is supported by a guarantee of boarding and immediate handling at port of Marseille-Fos, with flexible container parking and simplified customs procedures.



Under Medlink Safe containers get a free night's storage at Lyon river terminal



Shipping more chemical products on the Rhone could be a competitive lever if more containers were made available

Another indication of Medlink Safe's recognition among logistics players in the hazardous materials sector is the growth in the number of accredited companies. Now standing at 20, mid-July saw the acceptance of by XPO Logistics and LPO Sogena.

Camille Berthelot, co-ordinator of hazardous products for LPO Sogena, told French media that she values Medlink Safe's

"anticipated and controlled end-to-end declaration process (which) promotes a reliable transport plan and better risk management".

While Caroline Ricard, of XPO, highlighted "the benefit of two additional days of storage at Marseille-Fos and a free night at Lyon river terminal".

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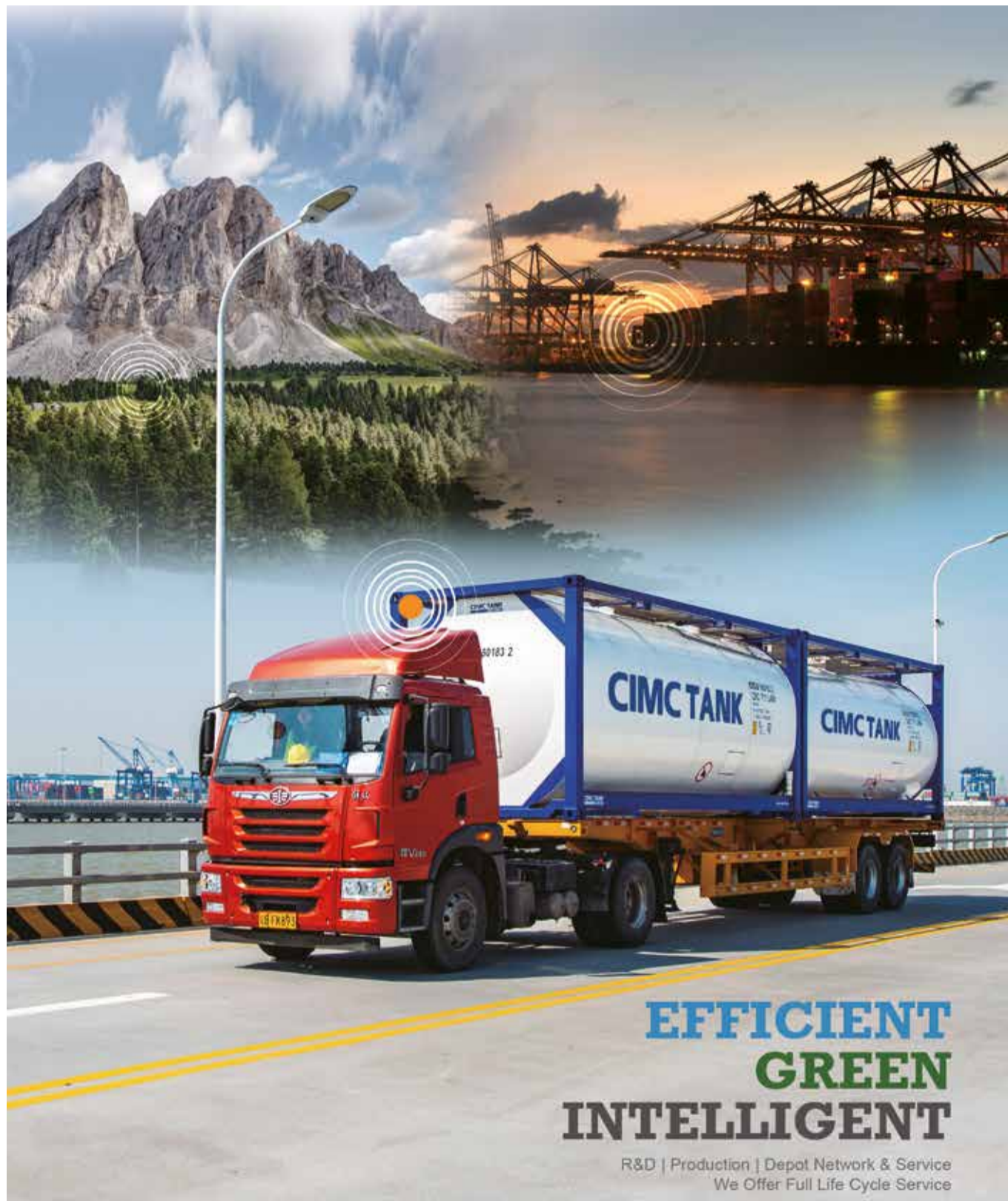
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Bertschi takes stake in SBB Cargo



Bertschi's rail terminal Birrfeld/Lupfig



Bertschi and three other companies are investing in Swiss rail operator SBB Cargo.

Swiss Combi - a joint venture between Swiss logistics companies Planzer, Camion Transport, Galliker and Bertschi - is to buy a 35 percent stake in SBB Cargo. The four family businesses intend to contribute to the rail company's development as well as to more sustainable logistics.

In September 2018, SBB communicated its intention to identify partners for a minority investment in its rail freight business. SBB is trying to shift its market position Cargo towards more entrepreneurship. Accordingly, SBB Cargo was positioned as independent company within SBB Group on 1 January 2019.

The four logistics firms all move significant volumes along the Swiss and international road and rail networks. They have a mutual interest in a sustainable modal split between rail and road as well as in a competitive Swiss rail freight business. Therefore, they decided to buy an equity participation through Swiss Combi.

SBB and Swiss Combi say they are convinced that partnership is right for all involved. The 35 percent stake held by Swiss Combi and the corresponding minority shareholder rights should ensure a partnership-driven market development of the rail freight business. SBB will remain the majority shareholder with a 65 percent stake. The board of directors of SBB Cargo will be constituted by three representatives of SBB, two from Swiss Combi, and one independent member.

Bertschi Group moves 80 percent of its European freight volumes via rail intermodal transport. The company plans to use its decades-long experience in intermodal transport to achieve positive development for SBB Cargo as well as a sustainable modal split in Switzerland, in Europe, and worldwide.

Closure of the transaction is subject to approval of the relevant antitrust authorities, foreseen to be granted in spring 2020. The parties agreed not to disclose the value of the transaction.

SBB Cargo moves 29.8 million net tons of cargo annually in wagonloads traffic, company trains, and intermodal traffic within Switzerland, equivalent to 10,000 full truck loads a day. The company is also the leading provider of transalpine rail freight services through Switzerland, with a market share of 38.1 percent.

In 2018, SBB Cargo generated revenues of SwFr742 million and its equipment fleet encompasses 5,324 freight wagons, 313 mainline locomotives, and 76 shunting locomotives.

20 years young

On 4 July, an anniversary celebration was held at the Lonza site in Visp, in the Swiss canton of Valais.

The 20-year partnership between life sciences firm Lonza and Bertschi at the transshipment terminal has made a significant contribution to the shift from road haulage in favour of combined transport, thus helping to streamline the logistics of Lonza's largest production site globally.

When talks were initially held back in summer 1998 about a possible terminal for combined road/rail transport at the site, Lonza and Bertschi were already long-term transport partners. Both parties saw the advantages of an integrated terminal at Lonza's production site for goods transshipment to rail, which would tie Bertschi into the facility logistics chain with its container loading and unloading operations. The partners reached an agreement in a short time and a building lease contract was implemented. The opening of the terminal was celebrated in August 1999, about a year after the idea was first conceived.

Since operations began 20 years ago, the terminal's transport volume has increased at a healthy rate. In 2000, the terminal handled approximately 4,000 containers a year; now, it processes 16,000 consignments. At the same time, the number of employees



Bertschi Group moves 80 percent of its European freight volumes via rail intermodal

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Guests watched the 250,000th tank container being handled

Lonza's Visp location in the heart of the Alps has always represented a logistical challenge



has risen from two to eight, while the storage capacity was almost doubled in 2009 to 400 containers. The services portfolio has developed at a dynamic pace, too. In the beginning, the terminal was primarily the site of traditional operations, such as rail loading and storage; today, it is integrated much more strongly into Lonza's logistics chain through Bertschi's empty container management procedures.

The location in the heart of the Alps has always represented a logistical challenge for Lonza Visp. The terminal – and thus the link to the rail network – connects the plant to global freight flows. Raw materials are, among other places, procured in Asia, transported by container ship to Europe and finally delivered by rail. Conversely, the products produced in the plant are loaded into containers, leave the terminal by rail and are sold worldwide, including Asia and the US.



Eurotainer's customers can read-out the buffered temperatures when needed

Eurotainer's digital thermometers

Tank lessor Eurotainer has decided to equip all its new build liquid tanks with digital thermometers.

Each digital thermometer buffers the measured temperature in an internal log for two years. Even if no telematics device is installed, Eurotainer's customers can read-out these buffered temperatures when needed.

In the design and construction of the company's newbuild tank containers, Eurotainer will install an additional bracket that allows a standard tank to be transformed easily within minutes into a 'smart tank', enabling customers to start using telematics quickly in the cloud.



The containers serve as a transport unit and storage vessel for interim storage on the plant premises. This eliminates investment in stationary warehousing and avoids multiple unloading and loading of products.

Thus, the successful partnership between Lonza and Bertschi was at the heart of the anniversary event and duly celebrated by both companies. The trust, good communication, effective integration at the Visp site and, last but not least, close co-ordination of the day-to-day operations stand testament to this partnership.

After the anniversary speeches, the invited guests had the chance to watch the transfer of the official 250,000th container. The two companies says this figure alone is evidence of the importance of the terminal for the Lonza plant and the role it will continue to play in the future.

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Van den Bosch looks to expand SA business

Van den Bosch DMCC is looking to expand its bulk liquid transport services to and from South Africa.

The logistics company has concluded a partnership with freight forwarder Stacks Logistics, based in Cape Town. Stacks has more than 15 years of experience in African logistics and will become the local agent for Van den Bosch in South Africa.

"With this partnership we aim to develop our liquid bulk transport activities from and to South Africa," said general manager Bart van de Vorst of Van den Bosch DMCC. "The focus is specifically on the transport of liquid food products in ISO tank containers. The South African market offers huge opportunities in regards to the transport of liquids in bulk as an alternative to traditional drums and IBCs. With the start of this promising partnership, we want to strengthen our position as a tank operator in the South African market."

Under the agreement Stacks is now the exclusive agent for Van den Bosch DMCC in the country, and is the first point of contact for the South African business relations of Van den Bosch.

Stacks managing director Olivier Vanreusel added: "We are excited to develop the liquid bulk activities together with Van den Bosch and aim to become a key player within the food & beverage logistics industry in South Africa."

An additional advantage is that Stacks offers in-house customs. "We operate as a freight forwarder with our own customs department. This will enable Van den Bosch to offer their South African customers a full in-house door to door solution."

In recent years, Van den Bosch has built up a strong position as a tank operator in the African market. Branches were established in Dubai, Ghana, Ivory Coast and South Africa, and this year investments were made again in 400 new ISO tank containers.

"The start of this partnership marks a next step in the African market," Van de Vorst continued. "Just like Van den Bosch, Stacks has a strong focus on Africa. The slogan 'connecting Africa' fits in seamlessly with our vision and ambitions." Vanreusel agreed: "We share similar values, vision and focus. We aim to keep developing partnerships with Van den Bosch in other African countries as well and conquer these markets together."

Van den Bosch DMCC, based in Dubai, is part of Netherlands-based Van den Bosch group and is responsible for the worldwide co-ordination of deepsea activities.

The firm has been represented in South Africa by Aspen International since 2016, with whom a joint venture has been concluded. This collaboration will become part of the new Stacks-Van den Bosch partnership. Owner Gary van Niekerk continues to be a strategic advisor for both Van den Bosch and Stacks. His network and expertise in the field of bulk, reefer and fruit transport will be a valuable contribution to the new partnership.

www.vandenbosch.com

www.stacksafrica.com



Signing of the agreement by Bart van de Vorst, GM of Van den Bosch DMCC, and Olivier Vanreusel, managing director of Stacks Logistics



Above: Suttons provided UK Border Force with a tank container designed to help train officers in the detection and prevention of illicit goods entering the UK

Left: Suttons' service sees anything from minor repairs to full tank refurbishments

Suttons refurb is a hit with customers

Suttons International has refurbished more than 120 tank containers since moving the service in house just under a year ago.

Suttons made the move in response to demand for its services around the world and to revamp its existing international tank container fleet.

The service, which sees anything from minor repairs to full tank refurbishments, has been such a success that the company is now offering the facility to its customers.

Group CEO John Sutton, said: "The new custom-built workshop helps us to keep the fleet up to the high standards our customers expect and is a continuation of our long-term investment plan.

"Before any refurbishments take place a thorough inspection of the tank is carried out to establish current condition. If a repair is needed an estimate is raised of the likely time and cost to bring it up

to standard. The specialist team is able to complete around 12 tanks a month and it's paying dividends in terms of smartening up the fleet at a competitive price.

"We have always offered a cleaning service to customers but offering full tank refurbishment increases the condition of the fleet and shows our commitment to the global market."

Suttons International operates a growing fleet, transporting more than 9,000 tank containers around the globe.

Border force

Suttons is also working with UK Border Force, assisting its officers in the fight against smuggling.

The company provided Border Force, a law enforcement agency within the Home Office, with a tank container designed specifically to help train officers in the detection and prevention of illicit goods

entering the UK.

"Suttons is proud to assist the Home Office in keeping the UK's borders safe and secure and has supplied Border Force with a training tank that can be used to demonstrate where contraband items might be hidden to aid detection when freight enters the UK from overseas," said Barry McNally, managing director, Suttons International.

"As experts in ISO tank training, we were quickly able to fit out a suitable tank, based on our existing training design, to show how the tank could be modified to hide contraband."

Border Force will also use the tank for demonstration purposes at courses and conferences around the world, with the potential to train other border agencies around the world, in future.

www.suttonsgroup.com

VTG expands in S America

VTG Tanktainer is expanding its interests in South America through a joint venture with its long-standing agent MissionLine Logistics.

The aim of this collaboration is to drive business in Argentina, Brazil, Chile, Mexico and Colombia.

Combining Argentina-based MissionLine Logistics' network with VTG Tanktainer's expertise, particularly in hazardous goods and chemical transport, as well as flexitank shipments, the new venture is said to be ideally set up to serve these markets.

"We have shared a close and successful relationship with MissionLine for many years and are delighted to be extending this partnership now. We are confident that by combining our strengths

we can create significant added value for our current and future customers," says Jan Roebken, managing director of VTG Tanktainer.

VTG-MissionLine Tanktainer do Brasil Ltda's executive director Alessandra Torazan and her staff operate out of the São Paulo office. This location was a strategic choice: Brazil plays a key role in South America's chemicals market, and demand for tank container transport is consequently high. In addition, Brazil today already transacts 20 percent of its foreign trade with China, and VTG is equipped to serve this transport route, thanks to its joint venture COSCO-VTG, formed in China in 2007.

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Russian rep for APC

Advanced Polymer Coatings (APC) has appointed BM Technologies LLC of St Petersburg, Russia, to represent APC in the Russian market.

"This is an excellent opportunity for APC to grow its international presence and serve a growing market as Russia is one of the world's leading industrial countries," said APC president David J Keehan. "With 15 years in business, BM Technologies adds to the strengths of APC and brings a wealth of local technical expertise for all our customers in Russia."

Key contacts at BM Technologies will be Konstantin Belousov as technical manager and Ivan Medvedev as sales manager, both working from the head office in Saint Petersburg. BM Technologies also has a team of representatives and agents in Ust-Luga, Kaliningrad, Vladivostok, Port Kavkaz, and Rostov-on-Don to provide further localised services.

BM Technologies is highly regarded for its ability to supply technical products and solutions across a range of Russian industries, from marine engineering systems, to chemicals, to refrigeration systems. Konstantin Belousov stated: "The main focus of our company is to provide customers with technical products and services that provide solutions, and to deliver these with a high level of quality and efficiency."



Captain Onur Yildirim, global marine manager for APC (centre) is shown with APC's new agent in Russia, BM Technologies LLC, with Konstantin Belousov, technical manager and partner (left), and Natalia Medvedeva, partner (right)

www.adv-polymer.com

Hoyer expands green fleet

Hoyer is progressively enlarging its fleet with LNG trucks and CNG vehicles. The most recent additions are two LNG trucks put on the road by the logistics firm together with its partner Nippon Gases Deutschland.

Hoyer is using the two LNG-fuelled Iveco Stralis 440S40 NP trucks to carry industrial gases such as hydrogen and nitrogen on an everyday basis from the Hürth site throughout the entire German state of North Rhine-Westphalia on behalf of Nippon Gases Deutschland. The company brought the same truck model into operation last year to transport mineral oil. Its environmental and performance figures – 15 percent less CO₂ and 60 percent less nitrogen oxides emitted – prompted the logistics specialist to make the additional investments despite significantly higher procurement costs. Other plus points included 15 percent lower fuel consumption compared to the diesel counterpart, and a low-noise engine for more comfortable driving and considerably reduced noise emission.

Thomas Hüttemann, managing director of Hoyer's Gaslog business unit, said: "As experts in transporting gases liquefied under pressure and cryogenically, we ensure gases of all kinds are transported safely and smoothly on a daily basis. The growing LNG market has an especially positive effect on the balance sheet of our business."

According to Hüttemann: "Not only transporting these alternative energy sources but also driving with them ourselves immediately was therefore a logical consequence for us."

Hoyer has seven CNG-fuelled vehicles operating in parallel nationwide. Some 96 percent of the trucks used by Hoyer in Germany already have Euro 6 Class low-emission engines.

Alternative drive systems will be followed up in the future to achieve the company's target of reducing CO₂ emissions by 25 percent per ton/km by 2020. The purchase of electrically-powered cars is also being considered. Currently, however, the market does not yet offer any adequate solutions for heavy commercial trucks of the kind used by Hoyer. The fact that a service station network for alternative energies is not yet available in many countries represents an additional obstacle.

www.hoyer-group.com

Stolt revenue climbs

Stolt Tank Containers reported second-quarter revenue of **US\$135.8 million**, up from **\$124.1 million** in the first quarter.

The increase was driven by a 12.7 percent increase in total shipments. Transport revenue per shipment was essentially unchanged in the second quarter. The total number of tanks in STC's global fleet increased by 1.7 percent in the quarter, as STC continued to take advantage of favourable leasing arrangements.

STC reported a second-quarter operating profit of \$12.6 million, down from \$15.7 million in the first quarter. While revenue per shipment was flat in the quarter, transport costs per shipment were up 4.9, largely due to rising ocean freight contracts — costs that will ultimately be passed on to customers — and an increase in inland trucking and repositioning expenses caused by more shipments and longer trade lanes, resulting in a 14.7 percent decrease in margin per shipment. STC also announced the successful implementation of a brand new integration project with FourKites, an end-to-end supply chain visibility platform, which aggregates information from multiple suppliers to give end users a single view of their supply chain.

The new integration caters for all key status events which occur in the transport of a container. FourKites then exposes this information to customers through its platform, while combining it with information from customers' other suppliers.

"This new integration allows status updates to be communicated from STC to FourKites in real-time," said Shane Robertson, principal business analyst at STC business applications. "By harnessing our own extensive digital supplier network, we can automatically pass updates to FourKites whenever our logistics partners notify us of key status update events".

www.stolttankcontainers.com

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TISS inspector Rick Forster carries out a fuel tank inspection



Let's check the tank!

Fleet engineers – or those tasked with managing or maintaining their truck fleet – are busy people.

With so much on their plate, including managing seemingly endless red tape and day-to-day issues around operating their fleet, there's not enough time in the day, or week, or year to sort everything out. Some things will inevitably get left behind.

Which is why Blackpool, UK fuel security specialists TISS, has rolled out a fuel tank inspection service with the premise of checking the health and security of the entire fuel tank, from filler neck to drain plug and all points in between, to make sure no irregularities are found.

Think of it as an MoT for the fuel tank – with a few added extras.

"Time after time, the fuel tank is one of the few areas which gets left out of the weekly checks by mechanics at a depot," explains TISS' technical director, Richard Forster. "Fleet engineers tell us that it's unlikely fuel tanks will be inspected unless an issue has been raised. However, the fuel tank could be a potential reason why a truck is deemed unroadworthy if stopped by an official.

"We have spoken to a number of fleet operators who are unaware of the neglect of the fuel tank and the vulnerability it presents to theft and spillages. The results from initial inspections have been very surprising.

"77 percent of the fuel tanks our technicians inspected were classed as failing for various reasons – including damaged fuel caps or broken chains, damaged or missing anti-siphon, brimmed tanks, missing spill flaps – a number we never expected to be so high."

Testing last year at the sites of a number of fleet operators for TISS' latest device, the TankSafe 'Optimum', proved to be the catalyst for the introduction of the fuel tank inspection service.

Forster added: "The first fuel tank we inspected had a broken filler cap and some damage to the filler neck which could indicate tampering or a driver just being heavy-handed when replacing the cap.

"The second fuel tank had the OEM supplied spill flap removed, whilst others had anti-siphon devices fitted to the tank that were missing their bases, which indicated a likelihood of fuel being stolen.

"These observations became a recurring theme the more tanks we viewed. If an anti-siphon is fitted and a cursory look shows the cap is fitted correctly, then it would be fair to assume all is secure. It is only when you remove the cap and see the base of an anti-siphon has been broken, or in some cases the anti-siphon removed entirely, that you would realise the entire tank remains completely open to fuel loss.

"Fleets frequently tell us that skimming is the single biggest issue when it comes to loss of fuel. They add that it is virtually impossible to detect as the small quantities (around 20+ litres) that are taken are easily masked within the accepted MPG variances of the truck."

As well as broken caps, chains, damaged filler necks, broken or missing spill flaps, smashed or broken anti-siphons, there has also been tampering evident in the sender units – often unprotected – and the drain plugs, all places often left by regular fleet inspections.

After a TISS inspection has taken place, a report is compiled using photos of the inspection, plus a detailed look at each fuel tank, marking down the technician's expert opinion of the tank. It's based on a traffic light scenario; green for pass, amber for advisory and red

for fail. The report is then sent to the customer for their own purposes.

"The purpose of our inspection is simple," says TISS CEO Ryan Wholey. "To provide the fleet operator or engineer with a report on the health of their fuel tanks. There's no obligation to do any of our recommendations at all once they have the report in their hands. It simply states whether each tank has passed, any advisory notes to consider, and whether the technicians deem any tanks to have failed and the reasons for this. How the operator chooses to respond to this report is entirely down to them.

"The industry has evolved since TISS first introduced its TankSafe products onto the market almost two decades ago. Fleet Owners tell us that they are typically working on very tight margins, especially when it comes to fuel prices, therefore any opportunity to protect or improve their profitability is an important consideration.

"We are not pointing fingers as often fuel loss can be attributed to a number of factors, not just theft – therefore we rolled out the fuel tank inspection.

"A couple of hours spent inspecting a percentage of the fleet can identify opportunities for positive action to generate savings on fuel bills. We believe it's one of the most important reports a decision-maker should have on their desks when they are considering the safety and security of their fuel."

www.tissltd.com

The benefits of frozen pipes

Pipe freezing for temporary pipe isolation has now become the safest, quickest and most cost-effective method for pipeline leak testing, maintenance work or for making pipe repairs including valve and other control system replacements.

It is still very common for maintenance workers to drain down entire systems before repairs can be made but this can lead to time lost spent draining and disposing of the product.

To reduce costs while maintaining a high level of safety, Accu-Freeze pipe freezing systems are available from the Pipestoppers Division of Huntingdon Fusion Techniques HFT.

Accu-Freeze uses liquid nitrogen (LN2) to freeze stationary liquids in a section of pipe or tubing. The nitrogen is passed through a coil surrounding the pipe producing a frozen plug inside and hence preventing flow through the part to be removed.

Luke Keane, technical sales manager for HFT, said: "Accu-Freeze ensures very little drain-down or refill and little to no system downtime. The ice plug only forms beneath the Accu-Freeze coil wrap, jacket or aluminium clam jacket. The system is effective on 6-12ins (150-300mm) pipe or tube. The ice plug does not expand outside of the range of the jacket or coil.

The LN2 injections are automated which reduces the operators' workload and the amount of LN2 consumed, keeping operating costs low. Accu-Freeze can also be operated remotely, which makes it ideal for use inside 'hot' nuclear areas where personal exposure must be kept below certain limits.

Many plumbing and maintenance companies have already switched to pipe freezing systems attracted by the significant cost savings involved.

www.huntingdonfusion.com



Accu-Freeze uses liquid nitrogen (LN2) to freeze stationary liquids in a section of pipe or tubing

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With the assistance of Marcos Kremers, left, sales manager of Cetil Dispensing Technology, and Iris Willmes, centre, regional sales manager for PSG and Blackmer, Ángel Reques, Jr, right, and his Reques e Hijos fuel distribution business has become the leading supplier of heating oil and diesel fuel in the Madrid market



Reques e Hijos, which began as a one-truck operation that delivered home heating oil in 200-litre increments, is now one of the largest distributors of heating oil and diesel fuel for Repsol, Europe's sixth-largest oil company

A partnership built through progress

Reques e Hijos has become Madrid's largest fuel distributor with help from Blackmer TX Series Sliding Vane Pumps, writes Iris Willmes

Looking back, there were probably safer and less stressful times to launch a fuel-distribution business in Spain than the late 1980s.

Spurred in part by the death in 1975 of dictator Francisco Franco, Spain had begun the long, arduous process that was required to gain admission to the European Community (EC). At that time, the EC, which was formerly known as the European Economic Community and which would eventually be absorbed into the European Union in 2009, was one of three international organisations that governed Europe's coal and steel, atomic energy, and economic/marketing communities.

Gaining admission into the EC would necessitate the dismantling of, after 60 years of operation, Spain's state-run oil company, Compañía Arrendataria del Monopolio de Pétroleos Sociedad

Anónima (CAMPASA), which was created in 1927. Replacing CAMPASA would be a conglomeration of formerly state-controlled oil-sector companies.

Amid all this turmoil, volatility and uncertainty, Ángel Reques, Sr, had created a trucking operation that supplied heating oil to residences in Madrid. After originally securing a supply contract in the early 1980s with CAMPASA, he started a one-truck operation, which expanded to two when his son, Ángel, Jr, joined the business.

"My father started with one truck that had a little 200-litre (53-gallon) tank that he would fill before going to homes to sell heating or diesel oil," recalls Ángel Reques, Jr. "In 1992, the monopoly of CAMPASA was officially ended and all of the distributors had the possibility to buy their own trucks and open their own distribution businesses."

Stability amid uncertainty

Taking advantage of this opportunity, Reques, Sr, chose to form his own fuel-distribution business and named it Reques e Hijos, SL (Reques and Sons), which he based in the village of Collado Villalba, about 25km (16 miles) northwest of the Spanish capital of Madrid. By the time of CAMPASA's final dissolution in 1992, Reques e Hijos had already grown to the point where it was delivering two million litres (528,000 gallons) of heating oil and diesel fuel (called 'gasoleo' in Spain) a year.

At the same time, rising from the ashes of CAMPASA's demise was Repsol SA. Repsol, which was originally 100 percent state-owned, but today consists of more than 90 percent private ownership, was Spain's first integrated international oil company. It currently controls 60 percent of Spain's refining market and has grown into Europe's sixth-largest oil company.

"We were already buying two million litres of heating oil and diesel fuel and Repsol saw that we were a potential customer that sells a lot, so they gave us the opportunity to form a partnership with them to distribute heating oil under their brand," said Reques, Jr, who is now director of Reques e Hijos. "So, we started buying more and more trucks and the business started to grow. We started only with heating oil, but now we also distribute diesel for cars and diesel for agricultural uses."

With all of the uncertainty that is inherent when launching a business in a turbulent market, Reques e Hijos benefited from the presence of one stabilising factor – all of the company's trucks and the loading bays at its fuel depot were outfitted with TX Series Sliding Vane Pumps from Blackmer. Blackmer, a product brand of PSG, based in Oakbrook Terrace, IL, USA, is a leading manufacturer and supplier of pumps and compressors for use in industrial truck-



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By combining Blackmer pumps, left, with Cetil Dispensing Technology's metering equipment and systems, Reques e Hijos has optimised the performance of its truck-mounted fuel-delivery systems

transport applications.

"We started mounting Blackmer pumps on our trucks in 1993 after we had been using other pumps for a couple of years," said Reques. "We have tried other brands over the years, mainly because some tank truck manufacturers mount other brands of pumps, but when we order those trucks we get the surprise that it isn't a Blackmer pump. I prefer the TX pumps because they are very robust, very reliable, they last long and we can trust them in almost every situation."

Specifically, the TX Series pumps provide the operational characteristics that can satisfy the demands that are common in the delivery of heating oil and diesel fuel, including: sliding vane operation that self-adjusts for wear and maintains flow rates; dual-end shafts that simplify installation; mechanical seal and ball-bearing construction for maximum reliability; symmetrical bearing support for even loading wear and long life; adjustable relief valves that protect against excessive pressures; and easy vane replacement without needing to take the pump out of service

A symbiotic relationship

Ensuring that the Reques e Hijos fleet, which now numbers 30 trucks that use two fuel depots to serve an expansive client base that makes it Madrid's largest fuel distributor, has ready access to TX Series pumps, parts and accessories is Cetil Dispensing Technology, SL, of Algete. Located 25km northeast of Madrid, Cetil has its roots in the Spanish fuel-handling companies Cetil, SA and Medición y Transporte, which have served the market since 1953 and 1972, respectively. Cetil places an emphasis on developing dispenser equipment and systems that are used in the transfer of motor fuels and other oil-related products.

Marcos Kremers is sales manager for the company's High Flow division, which outfits truck fleets and depots with equipment and systems for use in handling heating oil and diesel fuel.

"Before we were Blackmer distributors, we were distributors for another company, but when that company decided to sell directly to its customers in Spain, we had no pumps," explained Kremers. "So, we decided to go with a high-quality pump and started the Blackmer partnership for distribution. Suddenly, all of our customers changed to Blackmer because they wanted Cetil's after-sales service and stock for immediate delivery of parts. This is a great example of customers being loyal to a company because of the great service that is provided." *Continued on page 14 →*



Heating oil and diesel fuel deliveries must be completed in a timely, safe and reliable fashion. By equipping all of its delivery trucks with TX Series Sliding Vane Pumps, Reques e Hijos is able to satisfy the demands of these critical operations, especially in the cold winter months when service interruptions cannot be tolerated



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→Continued from page 13

A partnership built through progress

In the case of the relationship between Reques and Cetil, that loyalty is a two-way street.

"We always ask our tank truck manufacturers to install a compact pump emission system from Cetil because they give us a good warranty and help us to size the pump to our needs," said Reques. "We are happy with this solution we are using right now, and because Cetil's pump is Blackmer, we are happy with the Blackmer pumps."

A main contributor to the loyalty that Reques e Hijos has built with Cetil and Blackmer is the reliability of the TX Series pumps in varying operating conditions. Madrid is situated at the foot of the Sierra de Guadarrama mountain range, whose peaks are still snow-capped in June, serving as a reminder that the harsh winter months are never too far away. In those conditions, when people rely on the availability of heating oil to warm their homes, schools, hospitals and businesses, service interruptions cannot be tolerated, especially if they are caused by a malfunctioning pump.

The operational reliability of the TX pumps makes that concern irrelevant. "One of the things we appreciate most from Blackmer pumps is their high reliability in winter," said Reques. "Because heating oil is 70 percent of our turnover in the winter months, we need pumps that don't break and that we can trust during this very busy time for us."

Out of the upheaval and uncertainty that marked Spain's transition to a privatised oil industry nearly 30 years ago have risen the success stories of Reques e Hijos and Repsol, with a significant assist from Blackmer TX Series Sliding Vane Pumps and Cetil Dispensing Technology.

"Like our partners Blackmer and Cetil, we provide quality service, a quality product, and that is the secret of our success," said Reques. "The Blackmer pumps give us the guarantee that when we come to a customer we can make the delivery without any surprises. We pump a lot of litres a year, so we need something very trustworthy. We are very happy with Blackmer pumps and we will continue using these pumps for many years."

Iris Willmes is regional sales manager, Europe and Scandinavia, transport dry bulk and liquids for Blackmer and PSG.

www.psgdover.com

CST launches CASSI service

CST Industries has launched a new 360-degree view virtual reality camera assisted inspection (CASSI) service for dry bulk material stored in bolted and welded storage tanks.

CASSI tank inspection services are for situations that require interior inspection and observation of tanks while they remain in service.

Typically, tanks are taken out of service to be emptied and inspected directly by personnel, a process which can be hazardous, costly, time consuming and sometimes taking several days. CST's new service allows clients instead to use state-of-the-art camera equipment that is lowered from the top of the tank.

The internal inspection is performed above the product line without interrupting operations. The camera captures video footage and high-resolution images for complete inspection and

documentation to evaluate and assess the tanks condition. When evidence of corrosion is detected, CST can make treatment recommendations, repairs and patch recoating or facilitate a complete tank refurbishment when needed.

"CST's new virtual reality CASSI tank inspection services will help our customers realise the overall condition of the interior of their tank, which will assist in identifying and budgeting for any necessary repairs. All the work can be done while looking after their bottom line and keeping their tanks in service at the same time," said Tom DeDonder, vice president of construction & services at CST. "CST also offers master service agreements for tank repair & inspection services, providing a single source service to its customers."

www.cstindustries.com

New CEO for Scully Signal

Ohl is the granddaughter of the founder, Francis P Scully, and daughter of Robert Scully. She has a wealth of experience in the industry, and has held numerous positions within the company, most recently interim president and executive vice president.

Lead director Ernest Santin, said: "Katrina has been employed at Scully Signal Corporation for over 20 years and has served in a number of senior positions, most recently as interim president & CEO. Due to her deep industry knowledge and the excellent results under her leadership, the board of directors unanimously approved her appointment as CEO."

Ohl has been instrumental in the past few years at Scully in driving initiatives to invest in new product development, improve operations, and focus on customer support through active, open communications. These changes included an ERP and CRM system, increased engineering capabilities, new product launches, and implementing a new website and customer portal.

Of her recent appointment, Ohl stated: "I am deeply committed to



Scully Signal Company new CEO Katrina Scully Ohl

our customers, suppliers, employees, and my family; I am honoured to be serving them in this new position. I am very excited to continue the process we started a few years ago to revitalise our role as the innovative industry leader in fluid handling solutions."

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Getting to grips with telematics

Historically, data connectivity of containers mainly focused on reefers using a 'wired' connection, initially via a 4-pin socket. More recently, this migrated to using a modem to transmit data via the reefer powerline connection.

Dry container data was limited to location-only – partly from trials with RFID tags, but primarily by visual gate reporting of the container serial number.

But in 2007 the smartphone revolution took off. This enabled complex, hi-tech features to be manufactured in volume, supplying a global consumer market of some 1 billion units a year.

As a result, advanced battery technology, multiple transmission frequencies, movement and shock sensors, etc, are now economically-priced features enabling their inclusion in niche, industrial applications.

For containers, this new industrial internet of things (IIOT) technology enables data to move by wireless connectivity and brings the possibility of real-time data throughout a voyage.

For reefer containers, high value or sensitive cargo can be monitored, settings changed in transit and maintenance issues identified. For dry freight containers, precise location data, shock/damage or door opening can be transmitted.

So this evolution from 'wired' to 'wireless' has opened up big opportunities to make container supply chains 'smarter'. On the other hand, it also adds significant complexity because of the wide range of communication technologies available, how they are used around the world in different countries and communication issues with, say, containers on vessels.

To help container users find their way around the maze of available technical solutions (and, of course, the inevitable industry jargon), the Container Owners Association (COA) has published a 'Guide to Container Tracking and Telematics Technology'.

The guide provides container operators, leasing companies and other relevant stakeholders with an overview of the technology issues that they might face, and the choices that are available to them.

Commencing with a glossary of many of the different industry terms and acronyms that are frequently used, the guide goes on to provide a background of the way that the industry has developed.



The evolution from 'wired' to 'wireless' has opened up big opportunities to make container supply chains 'smarter', but also adds significant complexity

Next it covers some of the issues for tracking dry freight containers, including such aspects as: data flow, required communication frequency, battery life (and installation cost), power consumption, sensor technology requirements and compatibility with vessel partners.

For example, as dry vans are not connected to power, a primary decision is to whether to fit a simple RFID device only reliant on sending back basic data to an RFID reader, or a more sophisticated device which has its own power, normally from a battery.

Issues for reefer container communication are also tackled – including landside transit, on-board vessels, global use, telematics technology. On vessels, owners/operators must invest in on-board communication hardware, and there are a variety of transmission technologies available. But these must be able to communicate with alliance partners' hardware.

The choices available for landside and inland operation, terminals and on-board vessels are also reviewed.

The final section covers API - Application Programming Interface. The guide explains that this needs to be integrated and agreed across the industry to ensure data can be transmitted by any hardware provider and provide the same standardised information to data



Cost considerations include co-ordinating with terminals on their communication infrastructure and data transmission on land under data roaming contracts

users.

Detailed evaluation work will be required by the vessel and container operator before finalising the specification of a workable wireless data solution for a reefer or dry van fleet.

Cost considerations include: the purchase and installation of hardware on containers and ships; co-ordinating with terminals on their communication infrastructure; and data transmission on land under data roaming contracts.

Given the wide variety of communication technologies that will need to be considered, operators of reefers will need to consider carefully the capabilities of products being offered by different telematics suppliers to see which systems best meet their needs both today and over the coming years. They should also consider what options conference and partner shipping lines are using and whether alternative systems are also compatible.

Finally, operators will also need to consider API issues between differing systems to ensure greater flexibility and lower costs of operation over the long term.

The guide is available to download from the COA website.

www.containerownersassociation.org

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TWA, Savvy ramp up partnership

Transwaggon (TWA) is expanding its co-operation with Savvy Telematic Systems. The contract runs for five years and includes equipping an additional 1,500 TWA freight wagons with Savvy CargoTrac-ExR-M1 telematics systems. This system currently holds the highest possible certification for use in potential hazardous zones as well as LTE-Cat M1 communication for the most modern and future-proof data transmission in connection with the Internet of Things (IoT).

Equipped with the CargoTrac-ExR-M1, which is approved for zone 1 (IIC) and 21 (IIIC) in compliance with Directive 2014/34/EU as well as IECEx-certified, TWA's rail wagons can now be used in potentially explosive atmospheres.

This enables TWA to secure a competitive advantage because it can reap the benefits of digitalisation under the demanding conditions of different hazardous goods areas.

Savvy devices make it possible to track the freight wagons in use reliably even under conditions of up to -40degC. In addition, they ensure that vibrations and shocks are detected quickly, for example in the case of mutual customer ScandFibre, with whom 6,000 freight wagons have already been digitalised, where the sensitive paper rolls are subject to jolts. The devices also send encrypted data about temperature travel direction, location or time and therefore any schedule deviations in real time to the cloud and/or IT environment such as the ERP system. Technical updates and configuration adjustments are wireless and take place during operations.

Process digitalisation brings about the greatest possible degree of workflow transparency for all logistics stakeholders and their customers. Savvy says its robust, maintenance-free and flexibly configurable telematics units are highly intelligent, only triggering a notification when certain threshold values are exceeded.

Freight wagons equipped with the CargoTrac-ExR-M1 can access designated hazardous zones without any restrictions. TWA customers can therefore also enjoy the advantages of digital networks and business process monitoring in these atmospheres. The devices also enable wireless connections to other external sensors to monitor temperatures, pressure, filling levels or closing devices.



TWA can secure a competitive advantage because it can reap the benefits of digitalisation under the conditions of different hazardous goods areas

"Our co-operation with Savvy is helping us take our cross-border transports, regardless of which rail company is involved, into the digitalised future," said Helena Engstedt, project manager & sales at TWA. "The consistently reliable technologies in combination with excellent service and Savvy's team spirit are proof to us every day that we have found the right partner."

Savvy CEO Aida Kaeser added: "We are proud of the trust that has

been put in our team and our products. In co-operation with our customers, we are able to make our contribution to digitalising the chemical and logistics sectors and to providing support into the future."

www.savvy-telematics.com

www.transwaggon.com



The 34,000th DB Cargo wagon with state-of-the-art telematics and smart sensors rolled out of the refitting facility in Seelze

DB powers on

DB Cargo is powering ahead with the digitalisation of its freight wagon fleet.

The 34,000th wagon with state-of-the-art telematics and smart sensors rolled out of the refitting facility in Seelze, near Hanover, Germany in August. By 2020, the 68,000-odd wagons in the company's German fleet will all have the digital technology on board – the result of investing a high seven-figure sum.

The GPS and sensor technology bring a range of benefits for DB Cargo's customers, the operator claims. A telematics module, GPS and the use of RFID and NFC tags help the analogue freight wagons join the fully connected digital world. The modernised wagons use mobile telephony to transmit signals during the journey, such as when the wagon starts and stops or sensors detect an impact. This data can help to produce useful information about the load condition, temperature and humidity and about the movement of sensitive cargo inside the wagon.

"The smart freight wagons are modernising rail freight transport

and making it fit for the future," said Marek Staszek, member of the management board for production at DB Cargo. "Our customers are benefiting from more manageable logistics chains, higher quality transport and predictable arrival times. With these advantages, we want to achieve a lasting shift in traffic onto the rail network and to make our contribution to 'strong rail' in Germany and Europe."

"The value chain at Salzgitter Flachstahl relies heavily on efficient logistics processes," added Dr Jürgen Harland, head of logistics and SCM at Salzgitter Flachstahl GmbH. "The digitalisation of our business processes, which is focusing on connectivity, real-time capability, high quality and service, is becoming ever more important. The 'smart freight wagon' is the final piece in the puzzle. The new data will refine and improve forecasts and assumptions as it provides information not just on the consignment but on quality, too."

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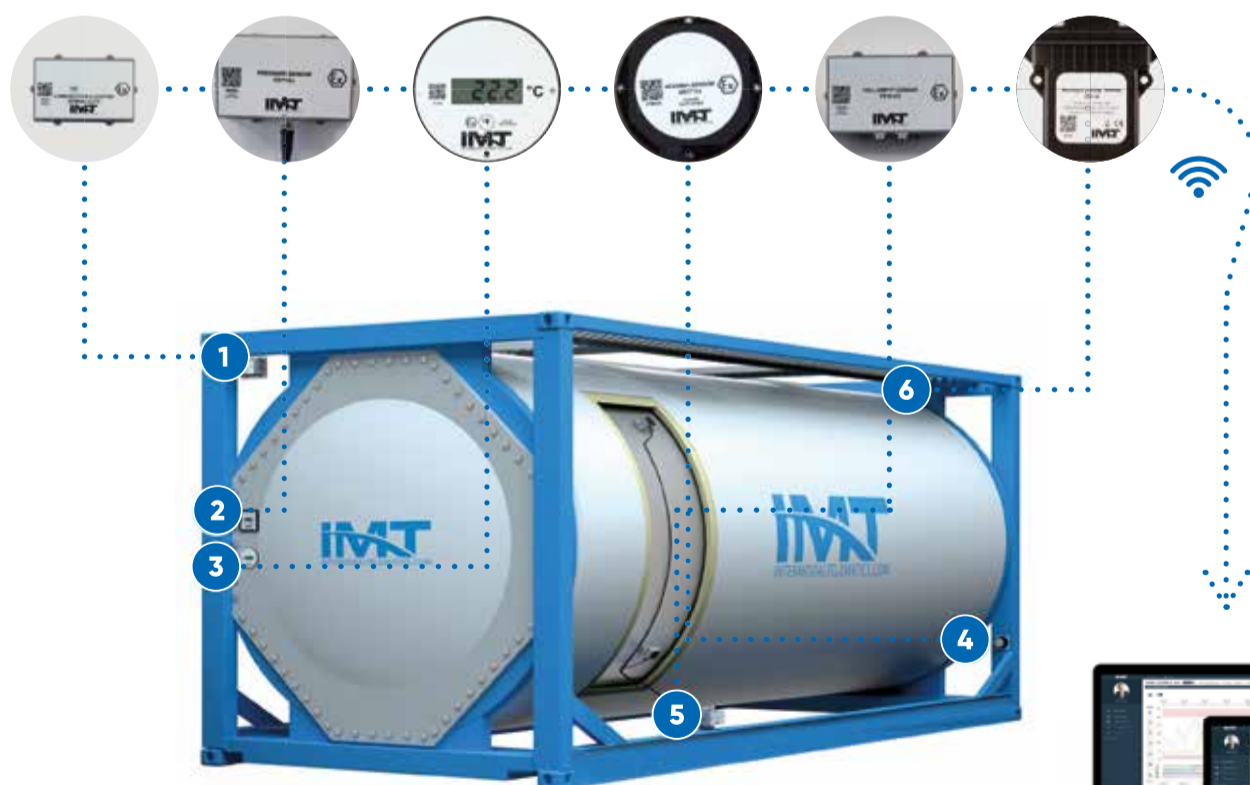
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NTtank, the world's second largest tank container manufacturer, chooses IMT as its partner in creating smart tanks. On all new builds NTtank will install the IMT Pre-Kit including the digital thermometer at no extra cost.



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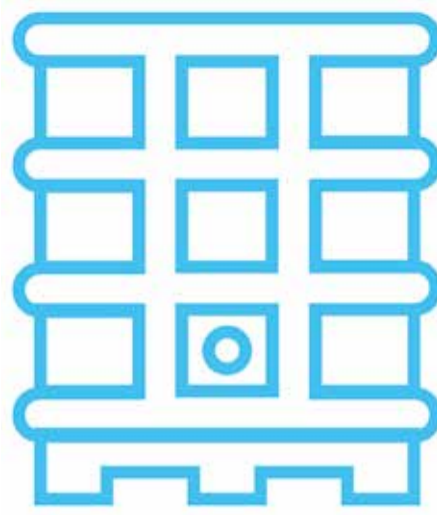
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Packwise was founded in 2017 to promote digitalisation around the reconditioning and reuse of IBCs and drums. L-r: Felix Weger, product development; Gesche Weger, CEO; and René Bernhardt, product development



With Packwise's smart IBC a digital twin of the container is created which gives increased control over the unit and creates new insights into the supply chain

Packwise picks up award

Packwise GmbH has won the Solvents Award 2019 for its 'Smart IBC industrial containers'. The project showcases innovation in the field of digitalisation.

The Solvents Award is given by the European Solvents Industry Group (ESIG).

Packwise was founded in 2017 to promote digitalisation around the reconditioning and reuse of IBCs and drums as well as smart packaging cycles.

With its smart IBC a digital twin of the container is created which gives increased control over the packaging unit and creates new insights into the supply chain.

The Packwise industrial internet of things (IIoT) device includes track, trace & sense functionalities, enables identification, localisation, filling level detection, temperature and closure control. With its project, Packwise says it improves time and cost efficiency, helps save resources and creates a new approach to customer relationship management.

From the beginning of 2020, Packwise is also launching a 'Smart Cap'. The plug & play device tracks the location of IBCs, and large

stainless steel and plastic containers. The IIoT solution also monitors the filling level, temperature and motion. Series production is made possible by the successful completion of a second round of financing that the Dresden-based company has now achieved. The lead investor is Technologiegründerfonds Sachsen (TGFS). The team around CEO Gesche Weger was also able to convince two noted family offices with industry expertise (Hüttenes hoch drei and Golzern Holding) of the merits of the company and its product. A total of €1 million euros is now available for expansion of the company's activities.

"We are convinced that Packwise GmbH will revolutionise the supply chain with its technologies," said TGFS CEO Sören Schuster, explaining the decision in favour of the investment.

The technology could also generate new business models in the future. For example, easier ordering or reordering of products or pay-per-use, ie, payment according to actual consumption. "Packwise offers a viable industrial solution for companies that want to take full advantage of the possibilities offered by digital industrial packaging," explained René Köckritz, investment manager at TGFS, who accompanied the financing round.

Anova signs Kroll

Anova has appointed industry veteran William (Bill) Kroll as its first advisor to support the company through a period of immense expansion.

In April this year, Anova became the new name for DataOnline, WESROC, Wikon and iTank, and most recently joined forces with Portugal-based Intelligent Sensing Anywhere (ISA).

With over 40 years of experience, Kroll brings a wealth of knowledge and expertise to the business. Kroll spent more than half of his career with industrial gases firm Matheson, most recently as chairman and CEO. During his years with Matheson, he focused on the strategic direction and growth of the company, particularly the development of its activities in the electronics market sector, including compound and silicon semiconductors. In recent years, he focused primarily on the growth of Matheson - implementing corporate culture changes that drove organic expansion and paved the way for several strategic acquisitions, dramatically increasing revenue for the company.

"This is a unique opportunity to marry decades of global business experience with industry insights to help shape the company that Anova is positioning itself to become - the greatest IIoT company in the world," said Kroll. "I have the ability to provide the extra bandwidth to distinguish Anova from today's norm for the constantly evolving customer experience and I am anxious to get started!"

His global business experience includes board responsibilities for Taiyo Nippon Sanso Corporation. "As Anova continues along a route of rapid global expansion, we will look to Bill's success in guiding organisations through monumental transitions to help steer us," said Chet Reshamwala, CEO of Anova. "We feel immense pride in welcoming Bill to the family, his presence will be felt immediately."

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The Easy!Force trigger gun is now standard across all Kärcher hot and cold water pressure washers with a maximum pressure of up to 300 bar

Easy does it

Kärcher is making its Easy!Force trigger gun available across all its hot and cold professional pressure washers.

The Easy!Force gives users the freedom to master any high-pressured task with 'effortless control', the company claims. The key, says Kärcher, is that the gun provides full power with zero force, letting the water do the work.

In-depth research was carried out in real-life working environments into the pressure and strain put on muscles and joints from repetitive and prolonged use of a pressure washer.

Following this, Kärcher made substantial improvements to the trigger gun, transforming the user experience by changing how the trigger is activated. Now located at the rear of the gun it is the recoil of the water jet that automatically presses the trigger into the palm, contributing to stress-free and effortless use. The reduced force action prevents hand and finger strain and in turn muscle cramps, allowing for longer operating periods.

The introduction of this new and patented design showcases Kärcher's investment into innovation to improve user experience and health.

Kärcher also included a redesign of the lance and high-pressure hose, which features the new trapezoidal Easy!Lock thread. This lock combines the speed of a quick release coupling with the safety of a threaded connection with only a single turn, saving time and improving productivity. The Easy!Lock screw-thread also allows for a tight and reliable connection with a single turn, providing greater flexibility when cleaning.

The valve within the trigger gun underwent significant improvement, with the ball and valve seat now manufactured in a high-grade ceramic to ensure a long lasting and reliable seal. This improvement ensures a longer product lifetime, up to five times longer than trigger guns with a conventional valve, Kärcher says.

In fact, the Easy!Force won an award from the VDE for its ergonomics and handling.

Test experts confirmed that the accessories for the high-pressure cleaner make a significant contribution to the relief of the hand and back and that muscles and joints are spared during use. The ergonomics investigation was carried out by the VDE Testing and Certification Institute in co-operation with the University of Kassel (Institute of Industrial Science and Process Management, Department of Labour and Management Psychology), in Germany, and the DLG-Test Centre Technology and Farm Inputs.

The investigation essentially consisted of two parts: a standardised survey of the test persons with the aim of achieving a subjective assessment and an objective evaluation by means of scientific methods. The tests involved measurements of strength and the recording of movement sequences.

The test results showed physical relief especially on the fingers, as it is no longer necessary to form a fist. Consequently, there is also less strain on the wrist, elbow and back. The fine motor movements of elbow and wrist are also supported, which means the user can work in a more targeted and more relaxed manner over longer periods. This significantly lowers the risk of injuries, particularly those caused by fatigue from redundant movement sequences.



Re-Gen invests further £1m

In a second tranche of investment, Newry, Northern Ireland-based Re-Gen Robotics has committed a £1 million spend in an additional Zone 0, explosion proof, tank cleaning robot and an ADR certified jet/vac tanker, in order to keep up with demand for its services.

The firm, which specialises in remotely controlled, 'no man entry' robotic tank cleaning in the petrochemical industry, is also recruiting four new employees as part of its ongoing expansion.

Every year as many as 25 people in Ireland and the UK lose their lives working in confined spaces. There are inherent risks to entering a confined space and although safety regulations and industry standards are stringent, accidents occur due to human error and failure of safety devices.

Managing director of Re-Gen Robotics Fintan Duffy said: "We are the only remotely controlled, 'no man entry' robotic tank cleaning company in the British Isles and since our launch in Spring 2019, interest from the major oil companies has been phenomenal. We take delivery of our additional robot and tanker in October which means we can increase capacity and meet customer demand.

"The industry is striving for more predictable methods of cleaning, inspection and assessment and there is a very real appetite across the board, for no man entry tank cleaning. Tank owners globally are increasingly looking for tank cleaning and waste product removal systems that can perform safe, efficient and cost-effective operations."



MD Fintan Duffy - interest from major oil companies has been phenomenal.

Duffy added that some major oil companies in Great Britain have been instructed by their boards to find an alternative to manual tank cleaning, with several postponing cleans on tanks, until they have found a solution that guarantees operational safety and conserves the health and well-being of personnel.

"Applying fully integrated, no man entry, robotic cleaning technology is where a monumental difference can be made to safety in the petrochemical industry and this major investment places us in a strong position to service our clients' demands and gives us a solid platform to continue our roll-out plan," he said.

One of the firm's aspirations is to create new standards across the tank cleaning industry by surpassing the highest international safety legislation and directives.

www.regenrobotics.com



Re-Gen Robotics' ADR robot in cleaning mode

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Spoelhal Rosteyne's new facility will have six wash bays, four for bulk products and light chemicals, and two for food



Gröninger helps Rosteyne expand

Gröninger Cleaning Systems has supplied a state-of-the-art waste water treatment system at Spoelhal Rosteyne, a tank cleaning firm based in Zelzate, close to the Belgian city of Ghent.

The system was built on-site by Gröninger's long term partners AAQUA. Now run by the children of the depot's founder Daniel De Vleeschauwer, the decision was taken last year to invest significantly in new facilities to aid the expansion of the site.

The new facility will have six wash bays, four for bulk products and light chemicals, and two for food. The water preparation system is 'best-in-class', combining hot water and steam boilers, thereby optimising fuel efficiency. In addition the waste water will be partly recuperated, making use of a reverse osmosis system.

A highly intelligent pump back-up system ensures zero downtime. All automation, including the automation for the existing bays, has been upgraded to the latest standards. This will give Sabine and Wim Daniel De Vleeschauwer control over both the cleaning process (Cleaning Guard) and the technical processes.

In the past year, Gröninger also teamed up with Quala, North America's largest independent network for tank cleaning and maintenance. With almost 80 sites throughout North America Quala is well represented in the North American market.

Gröninger and Quala were looking for ways to combine the expertise of both companies. This led to a technology upgrade for Quala's sites in Rahway (New Jersey) and La Porte (Texas).

Both sites will have a number of so-called 'FastTrax' with Gröninger technology operating at 100 bar (1,500 psi). The wash bays will be slightly modified for the new equipment and will be suited for ISO tank containers and tank trucks.

The Rahway system is completely containerised, placed next to the washing bay, using existing utilities as much as possible. The first new Quala site opened this summer. With new technology Quala is able to perform common cleans in half the time.

www.groninger.eu

Scanjet updates free simulator

Scanjet Systems has released a new version of its tank cleaning simulator software, which helps users model and understand the operation of cleaning devices inside a tank.

It can be difficult to visualise what a tank cleaning machine does inside a sealed, dark steel tank, and even more difficult to determine what sort of machine should be chosen for any given tank, how it should be configured, where it should be placed, and so on, for optimal results.

Running costs can also be difficult to determine — how much water or cleaning fluid is required to run a cleaning cycle, how much energy will the pump require to operate, and how long does the process take?

Now, Scanjet Tank claims tank operators are much closer to answering these questions, thanks to the cleaning simulator, which enables one to compare different cleaning devices in a wide range of tank sizes and shapes, and to estimate the resources needed and the subsequent cleaning results to be expected under different operational parameters.

The simulator, which was first launched some five years ago, has been considerably updated, expanded and improved, with more cleaning device models included: the simulator includes all the rotary jet head (RJH) models, such as the Bio 25 and the versatile and robust SC 15, as well as one single axis single jet (SASJ) machine, powerful SC 60A.

More models will be added in upcoming releases.

Reflecting the growth in the use of smart phones, tablets and other mobile technologies, the simulator is now also available for Android and iOS devices, as well as Windows and Mac PCs.

The simulator is available free of charge from the Scanjet Systems website.

www.scanjetsystems.com

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Schütz keeps banging the drum

Schütz can lay claim to have revolutionised the transport of liquid products with the invention of the IBC.

The Selters, Germany-based company is constantly opening up new fields of application by introducing innovative material and design solutions.

However, steel drums remain the product of choice in many areas of application, largely due to their specific properties. Customers appreciate this classic bulk packaging for its universal applicability, its material-related electrical conductivity and because it gives the filling product natural protection against UV radiation and permeation. Consequently, Schütz is committed to on-going investment in its steel drum business, and particularly in the expansion of global steel drum production.

As a major metalworking company with four of its own steel service centres worldwide, Schütz also has decades of experience in the production of steel drums.

Unlike other manufacturers who are scaling down their capacities, says Schütz, the firm is continuously expanding this competence by enlarging its worldwide steel drum network.

Following Schütz's tried-and-tested, fully autonomous production concept, the drums are manufactured worldwide according to standardised and comprehensively controlled processes, thus allowing it to guarantee that the drums have the same high quality on all continents.

In addition to the plant in Selters, Schütz manufactures steel drums in Moerdijk, the Netherlands, Vilaseca in Spain and Houston, Texas, USA. Since spring 2018, Schütz has also been represented in Mexico by Schütz Elsa, a wholly owned subsidiary. Thanks to the steel service centres in Europe, the USA and Asia, Schütz can respond quickly and flexibly to customer requirements and guarantee maximum supply security. This is a decisive argument for many of customers, the company says.

Schütz is also continuously upgrading its existing steel drum plants and expanding by opening new plants. The extensive investment programme in Selters kicked off with the complete rebuilding of the coating line. As a result, practically the entire production line was brought up to the latest technical standard with the objective of increasing production quality, capacity and flexibility.

New lines for bung closures, screen printing, shell moulding and fully automatic palletisation were put into operation. The latter allows Schütz to implement the individual loading schemes for customers even faster – and with their choice of plastic straps, machine cord or stretch film. The latest investments include a new folding machine and a sophisticated helium leak testing system.

In the USA, Schütz started production of steel drums at the Houston plant in 2016.

The company recently forged ahead with the expansion of steel drum production for the North American region with a new Mexican subsidiary Schütz Elsa, which produces a wide range of product variants for the local market.

Steel drums are highly effective in daily use thanks to their simple handling. They are easy to move with grippers or can be rolled. In addition, the material itself has a number of advantages: they are generally conductive and can therefore be used without further precautions in hazardous areas. UV radiation and permeation are no problem for filling goods, meaning that even sensitive products are always protected. Steel drums are also very robust when used for particularly hot or cold filling products.

A special internal coating, adapted to the respective filling material, ensures that the surface is resistant to a wide variety of chemicals. The steel drums also meet special requirements with regard to corrosion protection and maintaining product purity. This makes steel drums ideal for a broad range of applications in a wide variety of industries: from mineral oil and lubricants to chemicals, paints and coatings to the food, pharmaceutical and cosmetics industries.

Corrugated steel open-head drums are manufactured in a variety of sizes. Volumes range from 216.5 to 250 litres for tight-head drums and 210 to 230 litres for open-head drums. Sheets with wall thicknesses between 0.8 and 1.2 mm are used to make the drums. For the Mexican market, Schütz Elsa also produces smaller models with a capacity of 30 litres and higher. The drums are delivered uncoated or coated inside, individually or palletised as required by the customer.

In addition to the standard range, Schütz also offers steel drums for special applications – such as the special 216.5 L tight-head drum. In addition to the two bung openings in the top, it has a third opening with a nominal width of 230 to allow the immersion of agitators with folding wings. The packaging is ideal for highly viscous filling products that require stirring before discharge because the stirring process can take place directly inside the drum. This ensures greater cleanliness and optimum residual emptying. Schütz offers the cylindrical open-head drum 213 L for automatic drum emptying. As the drum is non-corrugated, it fits perfectly into drum



Customers appreciate classic steel drums for their universal applicability

pump systems. The pump creates a radial seal between the product and the drum, thus guaranteeing clean and uniform discharge processes for the end user.

Schütz can also comply with individual branding wishes. A choice of stove enamel finishes in any colour can be selected, and company

or brand logos can be applied using the latest screen-printing technology.

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Electrostatic ignition during FIBC discharging

James Grimshaw, of Newson Gale, explores the factors behind the ignition source of a static discharge during FIBC unloading

The greatest concern posed by static electricity in a flammable or combustible atmosphere is the risk of an explosion due to an electrostatic discharge.

With the right approach electrostatic ignition hazards can be identified and controlled.

FIBCs have long been considered a great innovation in the transport of dry flowable material since their introduction in the 1960s. They can be unloaded at a fast rate, with anywhere between 300kg and 500kg typically in 30 seconds or less.

Used in agricultural, chemical, food and pharmaceutical industries, FIBCs have proven to be simple to use, cost-effective and strong, and are more convenient than rigid IBCs for powder transfers because they can be collapsed after use and stored away. However, the use of FIBCs is not without risk and when filling and emptying in hazardous areas, electrostatic charge can accumulate on both the contents (product) and the fabric of the material. It is common under these circumstances for the rates at which static electricity charges are generated to exceed the rates at which the charges can relax, allowing the

accumulation of a static electric charge to develop.

The danger to plant personnel and the surrounding environment is if the charge is released in the presence of a flammable atmosphere, an ignition can occur. Since many products are combustible, the inherent electrostatic discharge hazard from the material cannot be overlooked. Eliminating the potential risk of an electrostatic ignition is of paramount importance.

For example, in the first of two incidents, an operator suffered a singed head, a burn to the back of the neck and a second-degree burn on the right arm. A second incident led to second and third-degree burns to the stomach and face, too. As a result of the second static incident, the employee made the decision to leave his role, citing his apprehension towards the job.

Discharging risk

Incident A

In the first incident an FIBC Type C bag was used to transfer resin to a 6,000 gallon mixing tank. This operation involved making lacquer for can coatings. The mixing tank was equipped with thin

conductive wires running lengthwise through the spout and connected to a bare stranded aluminium wire and alligator clip.

The FIBC was hoisted above the tank using a fork lift and the resin was dumped through a circular port on a hinged tank cover. There was no independent venting of displaced vapour and the tank lid was not gas tight. Despite the operator reporting that the ground wire was missing from the FIBC, it did not stop him proceeding to unload the container.

The tank lid was open allowing solvent vapour to escape into the operating area. Although it was not categorically determined whether the fire occurred immediately or after the FIBC was nearly empty, as the operator was standing within the vicinity of the tank during the operation, he turned away when he observed the flash. An operator typically stands within close proximity of the FIBC during emptying, first to untie the strings and later to shake out residual powder. In this scenario an ignition occurred and the operator was caught in the flash-fire zone and severely burned in the process.

The investigation into the incident made the assessment that a spark discharge had occurred from the ungrounded FIBC during emptying. The lack of continuity to ground meant that charge could not be dissipated. Charge on an insulated object is retained because of the resistance of the material itself. For a conductor, such as the FIBC to remain charged, it has to be isolated from earth. As it was known that the resin had low minimum ignition energy (MIE), it was assumed that flammable vapour was a significant factor in the ignition process reaching well in excess of an acceptable level. Materials with low MIE will regularly reach the minimum explosive concentration (MEC) in an FIBC emptying operation such as the one described due to the flow-rate and ability to charge, and may be at risk of combustion by several sources of ignition. In this incident electrostatic discharge was the ignition source.

Although the operator himself was not grounded, the nature of the operation involved making a lacquer, meaning that static dissipative footwear would probably have been ineffective as there was possibility of a film of lacquer on the floor around the tank. Common in processes where coatings are prevalent, a build-up on the sole of the shoe regularly occurs. A cleaner sole will typically give off a lower resistance. Despite this, he was not considered a likely source of ignition.

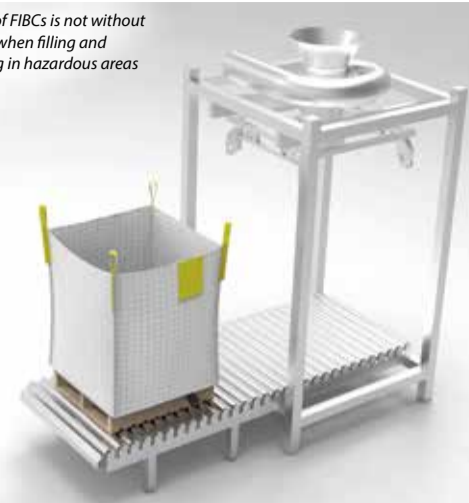
Incident B

Unfortunately, this incident involved the same operator and was not dissimilar to the first. The main difference being the FIBC was designed with an internal conductive aluminium liner bonded to the polypropylene in the spout. This was connected to an external grounding tab to which a grounding clamp was to be connected by the operator.

The FIBC was suspended over the tank as before, and after applying the grounding clamp the discharge spout was pushed through the port in the tank manway so that it extended 10-12ins inside the tank. The draw cord was then cut to open the spout and release resin into the tank.

The FIBC was not opened at the top to vent the contents and prevent drawing vapour into the

The use of FIBCs is not without risk and when filling and emptying in hazardous areas



bag. On this occasion flow was delayed and the operator 'puffed' the FIBC to free the flow. Within 10 seconds of flow a flash occurred. Failure to vent the FIBC was not believed to be a contributing factor as there was no fire or explosion inside it.

In the event of an ignition during such an operation, plant personnel that are usually within close proximity are likely to be caught in the flames. The operator was once again in the vicinity of the FIBC but not touching it. As a result he received second and third degree burns to his stomach and face. The sprinkler system installed above the tank did not emit water; however, pallets of resin bags were singed at a distance of 20-30ft from the tank.

A major hazard in any explosion is when material is dispersed into the general plant area and a secondary ignition occurs. Although the hinged lid was closed there was again no provision for venting either the purge gas or the air entrained into the tank by the powder flow. A significant displacement of flammable vapour therefore took place into the operating area.

Unlike the first incident, in incident B it was reported – but not conclusively determined – that a grounding connection had been properly made ensuring continuity to earth to dissipate static charge. However, it was not possible to ascertain completely whether this was the case as the grounding clamp was unavailable for examination. As a result, an FIBC operational error causing loss of continuity could not be ruled out since the FIBC involved was destroyed in the fire.

Although polypropylene has a unique blend of qualities and characteristics that make it an ideal material for the construction of FIBCs; it is also highly flammable and susceptible to ignition via a spark discharge.

If we are to generalise failures for FIBC operations, these typically occur due to manufacturing defects, operator error or disabling continuity to a verified earth via a grounding clamp.

Preventive actions

With any incident the first place to start is to determine why electrostatic charge was 'permitted' to accumulate.

Charge generation normally occurs due to the process of contact and separation of the material which takes place between particles and the equipment, known as triboelectrification. Any material will naturally become charged by triboelectric action. Particle separation within FIBC processes occurs between conveying equipment and the bulk bag during filling and emptying. The nature of FIBC operations means that they are particularly susceptible to charge accumulation.

In these incidents electrostatic charge had been

Given the magnitude of charge that can build up on bags, an active grounding system is the recommended – and safer choice



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allowed to accumulate because the FIBC was isolated from ground, whether this was through the negligent actions of the plant operator or inconclusive grounding methods. As grounding wasn't achieved, charge was allowed to accumulate. Had grounding been accomplished via a Type C bag with either passive (single pole clamp and cable) or through active means (monitoring systems), connection to a true earth ground would've been verified and charge subsequently dissipated.

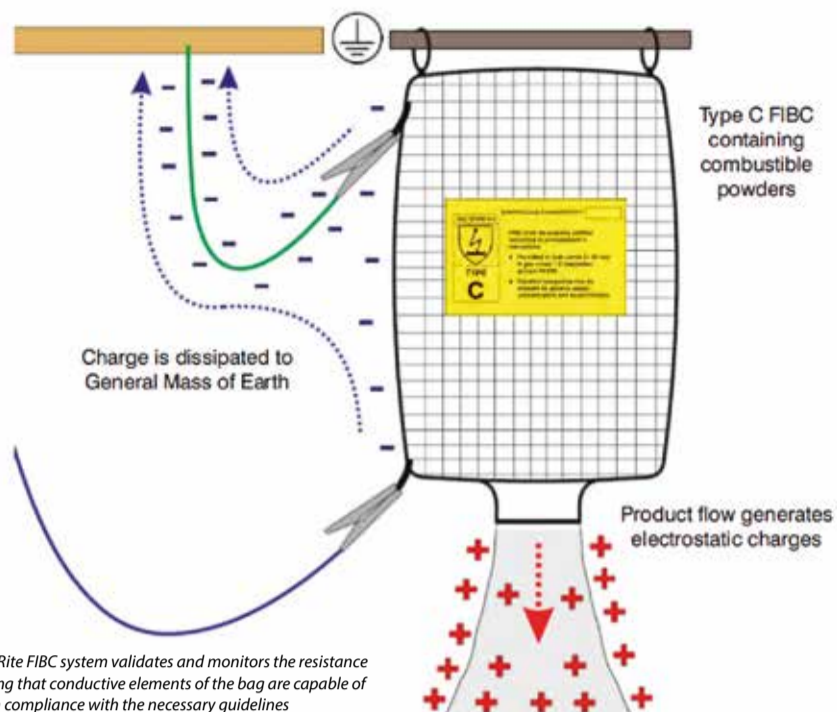
In accordance with industry guidelines such as NFPA 77 "Recommended Practice on Static Electricity" and IEC 61340-4-4, "Electrostatics – Part 4-4: Standard test methods for specific applications – Electrostatic classification of flexible intermediate bulk containers (FIBC)" the resistance through the bag should be less than 1×10^7 ohms (10 meg-ohm).

Given the magnitude of charge that can build up on bags, an active grounding system is the recommended – and safer choice. This is because the system can determine whether or not the bag's construction complies with the relevant standards and will also ensure the bag is grounded for the duration of the filling/emptying operation.

The primary benefit of checking the resistance through the bag is to ensure that after many cycles of repeated use, the static dissipative threads are functioning correctly, and more importantly, to ensure that bags not of Type C construction are not permitted to be used in hazardous areas.

Newson Gale's Earth-Rite FIBC system validates and monitors the resistance of Type C bags ensuring that conductive elements of the bag are capable of dissipating charges in compliance with the necessary guidelines.

Type C bags are designed to dissipate static electricity through static dissipative threads that are interwoven through the bags material. Grounding tabs located on the bags are points where grounding systems can be connected to



Newson Gale's Earth-Rite FIBC system validates and monitors the resistance of Type C bags ensuring that conductive elements of the bag are capable of dissipating charges in compliance with the necessary guidelines

ensure static electricity does not accumulate on the bag.

Once the connection of two grounding clamps has been made onto the grounding tabs, the FIBC system will identify if the bag is operating in accordance with the relevant standard. This is achieved by sending an intrinsically safe signal through the bag. The system verifies the grounding of the bag by ensuring the signal returns via a verified true earth ground (static ground NOT verified by the FIBC). Should any charge have accumulated on the bag, it will leave via the static dissipative threads to the verified ground.

The static dissipative loop system check continuously monitors the resistance of the bag so that if it rises above 1×10^7 ohms, a red LED on the remote indicator station illuminates to tell the operator the system has gone non-permissive.

Conclusion

Of course, recognition of the hazard is only the first step. It is easy to assume that the use of simple clamps will automatically eliminate the risk posed by static electricity.

However, the complexity of dissipating static effectively requires careful planning and a sound approach to risk management. The correct bag and grounding system can always be negated by plant personnel that purposely or inadvertently circumvent safety procedure; however, as documented in incident A, the effects far outweigh the time it takes to perform the necessary checks and conclusively confirm visually that (a) the operator has clamped on, and (b) the system has confirmed a resistance to ground of 1×10^7 ohms or less.

Regular static hazard awareness training combined with grounding equipment that displays

Helpful Tips

Helpful tips for correctly grounding Type C FIBCs:

- Ensure that the grounding system selected can check and continuously monitor the full range of resistance through the bag
- Ensure the grounding system not only checks the bag's static dissipative threads, but also ensure that the ground circuit includes a direct and monitored connection to a verified True Earth grounding point
- Ensure the grounding system does not monitor a limited percentage of the permitted range of resistance as they may pass of the faulty bags and reject acceptable bags
- Ensure Type C bags are manufactured in accordance with the electrostatic recommendations of IEC 61340-4-4 / NFPA 77 or CLC/TR: 50404.

compliance with industry guidelines will go a long way to eliminating fires or explosions caused by static electricity.

Additional benefits of grounding systems over introductory level clamps and cables is that the movement of product can be controlled through output contacts interlocked with the process; material cannot flow without the permission of the operator.

Simply put, a Newson Gale Earth-Rite FIBC system will have a red LED when:

1. The system is not in use
2. The grounding is compromised (exceeds 1×10^7 ohms)
3. The Type C bag construction does not comply with the relevant standards

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Flexicon feeds the garnets



The Jet-Feed garnet delivery system transfers garnet from bulk bags vertically, horizontally or any angle, over short or long distances, to the waterjet pressure pot location

A new Jet-Feed garnet delivery system from Flexicon automatically feeds garnet directly from FIBCs to waterjet cutters.

The company says this eliminates worker fatigue, potential injury, labour, spillage, dust, downtime and higher material costs associated with manual dumping of bags typically weighing 25-50 kg. Garnet stone or sand is often used as an abrasive in industrial applications.

A BFF series Bulk-Out bulk bag discharger allows floor level connection of bag straps to a lifting frame, which is forklifted onto cradles of spring-loaded Pop-Top extension posts. The weight of the full bag compresses the posts, which stretch the bag upwards when it empties/lightens to promote flow.

The bag outlet spout is pulled through an iris valve which is then closed, preventing material flow while the spout is untied and the access door is closed. Releasing the valve slowly prevents uncontrolled bursts of garnet into the hopper and dust into the plant environment.

The discharger employs Flow-Flexer bag activators that raise and

lower opposite bottom sides of the bag at timed intervals, loosening compacted garnet and promoting flow into the bag discharge spout. As the bag lightens, the stroke of the bag activators increases, raising the bag bottom into a steep 'V' shape as the spring-loaded posts stretch it upwards. This action allows for total discharge of the bag.

The floor hopper charges a Flexicon flexible screw conveyor, which can be routed vertically, horizontally or any angle, over short or long distances, to the waterjet pressure pot location.

The only moving part contacting the garnet is a rotating screw that self-centres within the abrasion-resistant polymer tube, preventing garnet from grinding between the screw and tube wall. The screw is driven beyond the point at which garnet exits the conveyor, preventing contact with seals. The rugged inner screw is the only moving part contacting material, limiting maintenance to periodic lubrication of the electric drive motor.

The conveyor can be started and stopped manually or automatically by a PLC linked to high and low level sensors installed on the pressure pot.

Flexicon has also launched a new 223-page French language website (www.flexicon.fr) detailing the company's bulk handling equipment and systems used across industries that fill, discharge, weigh batch or convey bulk solid materials.

"The new website improves online access to information on Flexicon equipment and engineered systems by our French-language customers and prospects in France, Canada and elsewhere," said Greg Slack, vice president global sales, adding, "Those located in France will additionally benefit from Flexicon's new factory-direct sales office in the Dijon region led by regional sales manager Emmanuel Decoeur."

The new website details Flexicon's mechanical and pneumatic conveyors; bulk bag conditioners, dischargers and fillers; bag dump stations; drum, box and container tippers; and weigh batching systems – a total of 108 equipment configurations including integrated plant-wide systems with automated controls available to industrial, food, dairy and pharmaceutical standards.

The site also lists 1,575 bulk materials handled by Flexicon equipment, and details the company's full-scale test laboratories and Lifetime Performance Guarantee.

www.flexicon.co.uk

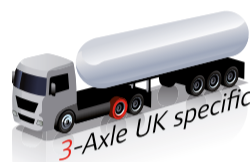


The system eliminates worker fatigue, potential injury, labour, spillage, dust, downtime and higher material cost associated with manual bag dumping



Flexicon's new French-language website details bulk materials, industries, applications, equipment and systems

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Tanker fleets have evolved to offer a wide range of capacities and configurations to suit the demands of today's customers

Transporting bulk powders and granulates raises many challenges. Today's logistics companies need to deliver products in timeframes which meet the demands of the production line and which arrive safely and without contamination. However, with shorter lead times, tighter budgets and increasing regulation, alternative approaches, together with new technologies, are needed in order to provide effective solutions.

Tim Doggett, distribution director of Clugston Distribution explains

Countering contamination

Safety will always be a topmost priority in bulk transport, with the potential for contamination or spoilage being a major concern.

Every measure should be taken to prevent contamination happening when handling, transporting and storing bulk materials in order to prevent problems such as dust, dirt or debris getting into the materials or through accidentally putting the wrong type of product into the silo.

Safety issues can also be caused by ineffective cleaning routines, lack of adequate ventilation and even poor silo design. Regular and effective maintenance procedures are essential to minimise such risks.

Unfortunately, incidents of contamination do occur and, in these instances, they need to be dealt with quickly and effectively before contamination spreads further along the production line. This, however, necessitates the affected product to be removed and the silo cleaned, which can lead to substantial downtime and costs. To minimise the impact, it is essential to put contingency plans in place so that the product can be evacuated and dealt with as soon as potential contamination is discovered. This way, it is possible to lessen the potential for lost product, reputational damage and the costs of downtime that can result.

Agile logistics

The changing demands of the modern marketplace mean that logistics companies need to adapt in order to deliver the best service to their customers; making their operations faster, more flexible and highly efficient. Speed is vital to ensure product integrity and that deliveries arrive on time to keep production going uninterrupted.

Flexibility is key to meeting short lead times, dealing with unforeseen changes or fluctuating volumes and for making sure the compatible vehicles and equipment for the affected silos and specific materials are available on demand. Efficiency is also crucial: optimising delivery routes can shrink costs, speed up delivery and diminish environmental impact.

Today's distributors are tackling these challenges by implementing progressive distribution strategies and adopting the latest technologies.

To deal better with the problem of contamination, they now provide round the clock, rapid response, silo evacuation services. Fast, effective and available 24 hours a day, highly skilled and experienced operators remove the contaminated product from the silo into a specifically designed tanker that is appropriate for the

material being transported, before discharging it to other silos, or locations. This ensures the product is handled safely and in compliance with regulations. Following the evacuation, the contaminated silo can then be cleaned if necessary.

Whether the need is due to routine maintenance, to transfer produce, due to a mechanical failure or the need to resolve contamination issues swiftly and efficiently, a tailored service can be provided.

Multifunctional tractors

To speed up deliveries and evacuations, logistics companies are turning to multi-functional tractor units that can haul different bulk tankers, such as cement, construction, food, minerals, non-hazardous chemicals and plastics. With the enhanced versatility of these modern vehicles, together with the use of specialist tankers, such as pressurised vacuum tanks, bottom discharge tanks, tipping tanks and evacuation tanks, fleets have evolved to offer a wide range of capacities and configurations to suit the demands of today's customers.

The latest technology is also being adopted. State-of-the-art telematics and transport management technology allow all vehicles and their loads to be tracked and traced, while the gathering of data provides accurate scheduling and forecasting to cope with "just in time" demand. As a result, the customer always knows the specific location of their materials whilst on route, or of progress on site, while the distributor is able to ensure optimal vehicle utilisation

and faster, more fuel-efficient routes to be created. Additionally, weight-saving initiatives are used to provide maximised payloads.

Overall, bulk powder and granulate logistics companies are using advanced distribution strategies and technologies to improve their operations in several important ways. They ensure services are faster, more flexible and more efficient and provide the safe transportation of products. In addition, when problems with contamination arise, they deliver the means to deal with them quickly and effectively.

Evacuation in action

Clugston Distribution's bulk powder division was recently tasked with completing a large-scale silo evacuation for a customer in Southampton, Hampshire. This required specialist tankers to be dispatched to a site quickly for the removal of product from a number of silos.

Using specialist sector capabilities and highly skilled and experienced operators, Clugston was able to evacuate the product and deliver it to the end client over a two-week period. The silo evacuation included a deep clean and wash, which safeguarded the product against contamination. This reduced the potential of a costly shutdown of the mill, minimised disruption and enabled normal operations to resume quickly.

Clugston's bulk powder division has more than 50 years' experience in a variety of bulk powder products and operations.

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A Clugston flour tip tanker. The company's bulk powder division has more than 50 years' experience in a variety of bulk powder products and operations



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Gas in demand, says Gasrec



Gasrec currently operates nine refuelling stations, including a mix of open access and dedicated customer facilities

Gasrec, the UK's biggest network of natural gas refuelling stations for commercial vehicles, recorded a 369 percent jump in demand during the first half of this year.

Volumes of compressed natural gas (CNG) and liquefied natural gas (LNG) grew by 286 percent and 393 percent respectively – and Gasrec expects this growth will be sustained across the second half of 2019.

Gasrec chief commercial officer James Westcott commented: "Launches last year from Iveco, Scania and Volvo are starting to have a real impact, as customer deliveries follow trials with seed vehicles and demonstrators. As the volumes show, we're pumping significantly more gas than we were six months ago, and it's increasing every week.

"Businesses transitioning to natural gas are reducing their carbon footprint and making themselves more attractive to potential customers as a result. They are also taking advantage of a fuel which is around 40 percent cheaper than diesel, and trucks that are nearly 50 percent quieter too – the benefits really stack up."

Gasrec projects that one-third of the UK's 44-tonne heavy truck market will have transitioned to natural gas by 2027, with approximately 39,000 gas-powered HGVs on UK roads. It believes this will be key to meeting the government's voluntary target of reducing greenhouse gas emissions from HGVs by 15 percent by 2025.

Westcott explained: "Operators have done a lot of work with telematics and aerodynamics to make their fleets as efficient as possible, but they need to open new doors to find this 15 percent saving. That could mean looking at bigger trailers or squeezing more efficiency out of what they currently have – but in many instances there's not much left to squeeze, and the most practical option is changing fuel."

Gasrec currently operates nine refuelling stations, including a mix of open access and dedicated customer facilities. It opened its latest site in January for Ocado, which is currently refuelling a fleet of 29 Iveco Stralis NP tractor units with a 25 percent biomethane blend.

KN opts for LNG truck

Katoen Natie has taken a new step in the greening of its truck fleet with the purchase of a Scania LNG R410 tractor unit.

The LNG tractor will be used 24 hours a day for trips between Eastern Flanders and Antwerp, and Antwerp-Rotterdam.

"Before the purchase, we were able to test an R410 LNG tractor on this journey with the drivers who are now operating the vehicle," said Tom Brouwers, purchase engineer at Katoen Natie.

"We have 350 trucks in the Benelux to transport our customers' products. We decided to buy a Scania gas vehicle because we also drive in city centres. The Scania R 410 LNG is not only environmentally friendly, it is also very quiet, which is particularly popular in cities," Brouwers continued.

The Antwerp-based logistics firm chose the Scania R410 - with the R-series cab - because this model is popular with drivers and maintains a high resale value. The tractor is powered by a six-cylinder OC13 engine. The gas engine offers a torque of 2,000 Nm between 1,100 to 1,400 revolutions per minute. The truck has two LNG tanks - one of 400 and another of 340 litres - and is equipped with a fully automated Opticruise gearbox.



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Call for ports to engage with Hazcheck

declaration, including minimising any unnecessary restrictions and surcharges. Penalising shippers where deficiencies are found should be applauded. Furthermore, government enforcement agencies are encouraged to take appropriate action under national or international regulations to deter poor practices further."

The Cargo Integrity campaign seeks not only to promote awareness of good practice, such as set out in the CTU Code, but also to reveal the plethora of influences from both direct and indirect stakeholders within the supply chain that result in behaviours leading to dangerous incidents on land or at sea.

"A key element of the campaign is to identify levers – both sticks and carrots – that are available to improve a safety culture in container transport, including considering unintended consequences inherent in trading arrangements or fiscal/security interventions and the possibilities presented by technological innovation," says Storrs-Fox.

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Johor plans oil terminal

Malaysia's Johor Port Authority wants to develop a RM2 billion integrated oil terminal.

The Bunker Island development, located within Iskandar Malaysia, will sit within the limits of Port of Tanjung Pelepas (PTP).

The port authority said in a statement that it will work on the project with developer Smart Crest Sdn Bhd, and that the project will be fully funded by the private sector. It said it had signed a sublease agreement with Smart Crest for the project, which it hopes will enhance PTP's position as a port.

On completion, Bunker Island is expected to be one of the largest independent and fully integrated oil terminals, with 61 tanks located in five tank pits

that will have a storage capacity of approximately 1.20 million cbm to handle various types of products.

Apart from storage, the terminal facility will have two jetties with seven berths.

Transport minister Anthony Loke told local media that his ministry will provide all assistance to the project, which he hopes will put Malaysia, specifically Johor, on the map as a major oil storage and bunker services provider.

Bunker Island is located within the Free Commercial Zone of Tanjung Pelepas and sits on 40.5ha of a reclaimed island at Tanjung Bin. Johor Port Authority said the location will allow Malaysia to benefit from the projected growth of Bunker

Island, which will be developed into an oil hub ideal for transshipment and storage.

"The market now is just about right for such a venture despite the uncertain global economy," said Johor Port Authority general manager Muhammad Razif Ahmad. "The development of this island will be a significant economic multiplier for the country as ships that enter to discharge or load oil will spend on other services.

"It is estimated that for every amount spent at port, an additional amount will also be spent on the local economy either directly or indirectly such as agency fees, port charges and deliveries to the ship and crew transfers, hotels, career development and trade finance," Razif added.

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Events

EPCA 53rd Annual Meeting

6-9 October 2019

Berlin, Germany

<https://epca.eu>

EFIBCA Open Meeting

15 October 2019

Amsterdam, Netherlands

<https://efibca.com>

ITCO Members Meeting

30 September-1 October 2019

Amsterdam, Netherlands

www.international-tank-container.org

Intermodal Europe

5-7 November 2019

Hamburg, Germany

www.intermodal-events.com

ECTA Annual Meeting 2019

14 November 2019

Düsseldorf, Germany

www.ecta.com

ITCO Asia Regional Meeting

27 November 2019

Shanghai, China

www.international-tank-container.org

The Annual GPCA Forum

3-5 December 2019

Dubai, UAE

gpcaforum.net

Logichem

17-19 March 2020

Rotterdam, Netherlands

<https://logichem.wbresearch.com>

Rotterdam's container throughput rose by 4.8 percent in tonnes



Rotterdam posts good figures

Port of Rotterdam achieved throughput of 240.7 million tonnes in the first six months of 2019, 3.4 percent up on the first six months of 2018.

Container throughput rose by 4.8 percent in tonnes (6.4 percent in TEU), which is also a new throughput record. That growth was mainly due to higher import and transshipment volumes.

Other positive highlights were in crude oil (+2.8 percent) and LNG (+94 percent). The rise in crude oil was driven by more imports of cheaper oil from the United States. LNG benefited mainly from more exports of American gas to Europe.

Falls were seen in the first half year in mineral oil products (-5.8 percent) and agribulk (-7.2 percent) market segments.

Financial results for Port of Rotterdam Authority were also good. Revenue from port dues, and rental and leasehold income from issued land, increased slightly, leading to a rise in revenue of 4 percent to €357.8 million, with liquid bulk making the largest contribution.

Partly because operating expenses rose less than revenue, the result from ordinary activities before taxation improved by 7 percent to €134.8 million.

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Many ports and individual container terminals have strict rules on the classes of dangerous goods that can be loaded, unloaded or transhipped

Call for ports to engage with Hazcheck

Transport insurance mutual TT Club is looking to 'call out' any practice that might undermine safety and preclude 'certain of outcome' within its Cargo Integrity/Fit4Freight campaign. Key targets inevitably relate to the shipment, handling and carriage of dangerous goods.

This year has seen a significant increase in incidents related to shipment of dangerous goods, including a number of high-profile ship fires. This has rightly given greater attention and urgency to efforts by the lines and initiatives such as the CINS Organisation to improve safety in the maritime supply chain.

One element that has been identified as open to error and inefficiency for processing dangerous goods internationally has been in relation to terminal and port prohibitions and restrictions. Carriers (and therefore shippers) need to take account of a plethora of rules that may exist not just between the original port of loading and the ultimate port of discharge, but also both transshipment and transit ports.

So, TT Club, together with UKP&I Club, has sponsored the

development by Exis Technologies of the Hazcheck Restrictions Portal. At the outset, this was an initiative with several major container shipping lines to help simplify the management of the partner line dangerous goods booking processes.

This internet portal allows participating lines to enter (or upload) and maintain the operator, ship and port restrictions for their operations. Each line or port controls its own data and authorises password-controlled access for partner lines or shippers who can then ensure dangerous goods compliance throughout the intended journey.

Peregrine Storrs-Fox, TT Club's risk management director says it is of critical importance that ports and terminals are able to upload and maintain their own data in the portal in order to create a single version of the truth and better serve all their line customers. Data upload (supplied in a defined format, such as Excel) can currently be done free of charge and significantly supports making operations more efficient and safer.

Container ship operators, as with most shipping trades, 'charter' space in their ships to partner lines so as to offer customers a wider delivery network than that of their own ships alone. Many lines have sharing agreements (VSAs) or 'slot charter agreements' with upwards of five partner lines on some routes. This system is essential for economic slot utilisation.

Overall, it is estimated that around 10 percent of containers on deep sea container ships, upwards of a thousand containers on any of the larger vessels, carry dangerous goods. In certain trades this percentage can be higher. For each of these shipments there are critical checks to be made against the particular voyage legs (voyage segments between ports) for the dangerous goods being shipped.

While lines may restrict or prohibit certain classes of dangerous goods (particularly explosives, radioactive materials and some organic peroxides), and there may be physical limitations on board specific ships in order to comply with regulations (suitable space is finite), it is especially complex to accommodate rules applied by terminals and ports.

Thus, says Storrs-Fox, carriers need to take account of the anticipated port calls. Many ports and individual container terminals have strict rules on the classes of dangerous goods that can be loaded, unloaded or transhipped; these restrictions often apply also for cargo intended to stay on the ship while it is in port. Lines cannot afford to have their schedules interrupted because the 'wrong' dangerous goods are aboard a ship.

Multiply this process by the thousands of partner line dangerous goods bookings made each day and by the number of ports/terminals in the network, under time pressure, and the scale and complexity of the problem becomes clear, notes Storrs-Fox. Unlike the world of airline cargo shipments, there is no single database of port and terminal restrictions or indeed operator restrictions. This leaves each shipping line trying to capture and keep its own record of port and terminal restrictions as they change on a frequent basis anywhere in their global network.

Enter the Hazcheck Restrictions Portal as a solution to provide a single source of information, securely maintained by the core data owner – whether ship operator, contracting carrier or port/terminal.

This particular initiative improves safety in the maritime supply chain through accuracy and delivers significant efficiency gains to the industry, argues TT Club, urging ports and terminals – and particularly global container terminal operators – to share their dangerous goods restriction data and upload to the Hazcheck Restrictions Portal on a regular basis, as required. This would ensure that their container line customers have the best and latest data available on which to rely and make appropriate decisions.

Misdeclaration fines

TT Club has welcomed initiatives by liner operators to counter lax cargo packing practices and erroneous, sometimes fraudulent, declaration of cargoes. Under Cargo Integrity and Fit4Freight, TT Club has been collaborating with stakeholders through the freight supply chain to highlight on-going risks, including severe ship fires, arising from poorly packed and declared cargo.

In light of the increase in incidents, the loss of life, significant costs and delays to cargo deliveries, the lines are strengthening their inspection procedures and imposing fines on those shippers found to have misdeclared.

Storrs-Fox comments: "Clearly, the shipper has primary responsibility to declare fully and honestly so that carriers are able to take appropriate actions to achieve safe transport. Since this is not always the case, carriers have to put in place increasingly sophisticated and costly control mechanisms to 'know their customers', screen booking information and physically inspect shipments. Equally, carriers have the opportunity to review any barriers *Continued on page 27* →



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