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Behind the wheel - In 2020 the European road freight industry had a driver shortage of around 400,000

No silver bullet for driver shortage

Europe's driver shortage is set to get worse, a new report* warns.

Logistics consultancy Transport Intelligence (Ti) says that despite the many strategies being implemented to alleviate the driver shortage, there clearly is no 'silver bullet' to the crisis.

According to Ti's estimates, in 2020 the European road freight industry had a driver shortage of around 400,000. The most heavily affected countries were Poland, the UK and Germany.

The UK is in a particularly difficult position as it is not only grappling with Brexit, but it also saw many European workers leave over the course of the pandemic, as fears over lockdowns grew.

Ti says that truck drivers in the UK are "lost in a sort of Bermuda triangle of Brexit, pandemic and tax reforms/peak seasons" leading to a pressing shortage.

Brexit effectively ended recruitment from the EU, making it legally impossible to recruit foreign HGV drivers. The COVID-19 pandemic created a backlog of tests and saw around 15,000 Eastern European drivers returning home. Finally, newly introduced tax reforms exacerbated the exodus of EU drivers.

From 2010 to 2017 the number of EU nationals driving HGVs in the UK rose from 10,000 to 45,000, and fell to 42,000 in early 2020, possibly related to Brexit. From March to June 2020, the number of EU HGV drivers declined by another 15,000, to 25,000, recovering only slightly to 28,000 by the end of the year.

Additionally, the pandemic is also believed to have accelerated the retirement rate in the industry. The so-called IR35 reforms by UK's HM Revenue & Customs exacerbated the issue. The reforms required all contractors with a turnover of £10 million or 50 staff to pay full tax and national insurance on their drivers, starting in April 2021. Even though this was widely welcomed by industry leaders, the reforms were adding to the shortage as drivers objected to the drop in incomes that came with regularising their tax status.

Research suggests that around 12,000-15,000 EU drivers left partly due to the pandemic and another

5,000-10,000 left due to the tax changes.

However, despite the many extraneous factors that have hit the haulage industry there is much that the logistics sector can do to reinforce the haulage industry's image as an attractive profession.

Numerous measures are being taken across Europe. These include: the use of apprenticeships and training schemes to attract young people, reducing the minimum age of professional truck drivers, seasonal hiring during peak times, greater use of technology, attracting foreign drivers, recruiting ex-army personnel, and attracting female truckers who account for just 2-3 percent of drivers across Europe.

Overall, the report says that improving the working conditions of drivers will not only help hauliers retain existing personnel, it will also help in recruiting new employees. While it is down to the employers to ensure good working conditions for their workers, the role of enforcement authorities or trade unions in implementing regulations and uncovering 'real working conditions' cannot be emphasised enough.

"As shippers get a clearer picture of the working conditions offered by their transport partners, the latter will have to change rapidly or find themselves excluded from the market because evidence will show that their entire business model has been based on exploitation of labour," the report states.

"Sadly, the threat of transport companies losing

IN THIS ISSUE

Shipper	3
Tank Containers	4
Components	11
Asset Management	15
Beverage Logistics	17
Industrial Packaging	18
Logistics	19
Ports & Storage	20

FEATURES IN THE NEXT ISSUE

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business may be the turning point in the improvement of working conditions of drivers and consequently in the increased attractiveness of the job."

Elsewhere, trade body the Chemical Business Association (CBA) said its latest industry survey shows that 96 percent of members responding currently have issues with road haulage in the UK (against 62 percent in its previous survey completed in June 2021) and 78 percent have similar issues in Europe.

While chemicals represent a relatively small sector of the distribution industry, the CBA says they have a disproportionate economic and social significance.

"We have voiced our concerns on several occasions that supplies of chemicals to key business sectors, such as water treatment, fuel, and oil additives, are likely to suffer from delayed or cancelled deliveries resulting in consequences for public health, the environment, and economic growth," the CBA said in a briefing on the crisis.

The CBA echoed the main points of the Ti report in that while levels of pay are a factor, a poor perception of the profession, lack of facilities, and difficult working conditions have also created issues in retaining existing drivers as well as attracting and recruiting young people and women.

Current data from the UK's Office National Statistics shows that in March 2019 there were 304,000 HGV drivers in the UK but by March 2021, this had fallen dramatically to 256,000 - a 16 percent reduction in just two years. This rapid decline was made up of nearly 14,000 EU drivers while the remaining 31,000 were UK based drivers.

For the UK chemical supply chain, where HGV drivers must hold a further ADR qualification, the problem is relatively speaking, more acute, the CBA said.

**European Driver Shortages*, by Violeta Keckarovska, Senior Research Analyst, Ti.



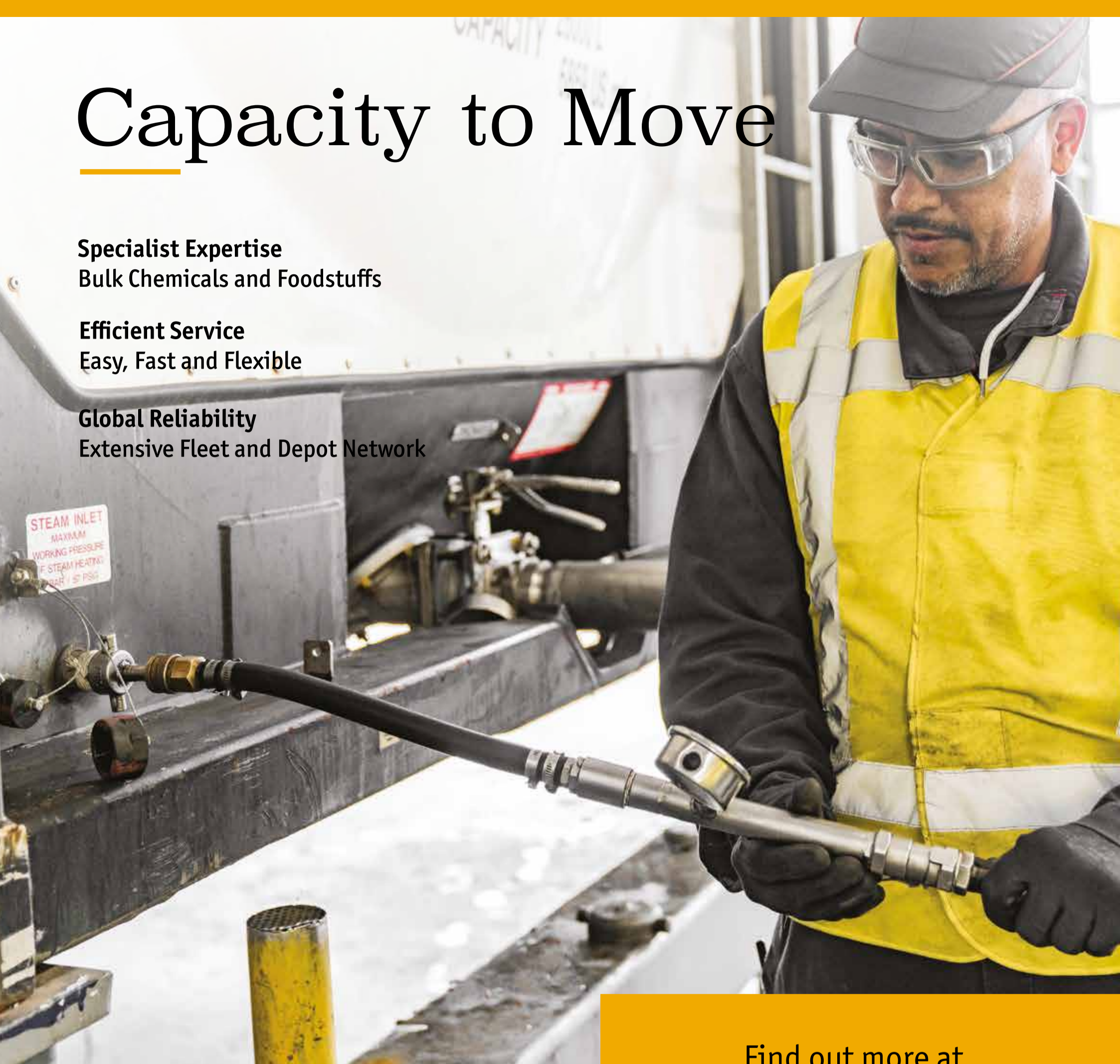
The truck driver shortage across Europe

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More moves to reinforce cargo safety

Container ship fires and explosions in port storage facilities continue to be the result of poorly packed and misdeclared hazardous materials as they move through the global supply chain.

In addition, container ship fires are still happening on a regular basis, witness the loss of the Xpress Pearl off the coast of Sri Lanka earlier this year.

Industry bodies are trying their best to boost awareness of cargo safety and support global obligations to duty of care.

Most recently, a Memorandum of Understanding (MOU) signed by two influential industry bodies should add impetus to disseminating effective guidance on the correct safety procedures that need to be employed.

The MOU was struck between ICHCA International, which represents global cargo handling operators, including many of the leading cargo and container terminal groups, and the International Vessel Operators Dangerous Goods Association (IVODGA), whose membership consists of the world's ocean carriers.

The two bodies say their collaboration will be significant in producing clearly defined guidelines to best practice based on years of practical experience in handling dangerous goods. They will work closely on joint projects to improve standards across numerous common safety issues affecting the transport of dangerous goods.

Richard Steele, CEO of ICHCA noted: "The extraordinary disaster in Beirut in August 2020 was an all too unwelcome wake-up call to everyone involved in the transport, storage and distribution of dangerous materials. However, similar incidents, smaller in proportion, yet damaging to life and limb as well as property happen across the supply chain on a frequent basis. The mutual co-operation of IVODGA and ICHCA will be aimed at the universal understanding and application of measures for the safe handling and storage of a range of goods with potential to cause explosions, fires and noxious gas emissions, etc."

For IVODGA Uffe V Ernst Frederiksen, of AP Moller-Maersk, commented: "The mutual goals and the shared respect of our two organisations will quickly result in a positive contribution to a clear and efficient communication between not just our respective members but crucially across all



When the X-Press Pearl caught fire off the coast of Colombo, Sri Lanka in May the incident was deemed the worst marine ecological disaster in Sri Lankan history for the chemical products that spilled

stakeholders in the supply chain whose interests touch any and all hazardous materials."

CTU Code update

In a separate move, the Cargo Integrity Group (CIG) is now making its Quick Guide to the CTU Code in six languages - Arabic, Chinese, English, French, Russian and Spanish.

The five organisations collaborating in CIG - Container Owners Association, Global Shippers Forum, ICHCA International, TT Club and World Shipping Council - say they are dedicated to achieving greater levels of safety, security and environmental performance within containerised global trade. The production of a Quick Guide to the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code), along with a Checklist of actions required of those packing cargo in freight containers, is pivotal to achieving safe and secure transport.

In announcing the news, Peregrine Storrs-Fox, risk management director of insurer TT Club commented: "We must have higher standards of cargo integrity, if we are to arrest safety deficiencies in the supply chain - most vividly demonstrated by the too frequent occurrence of container ship fires. This means those in warehouses and manufacturing facilities that pack and secure cargo in containers, as well as shippers and forwarders preparing documentation and declarations that describe the goods in detail, must take responsibility to ensure adherence to safety guidelines. The CTU Code covers such roles and practices and one of the primary aims of CIG is to

promote its universal use. The Quick Guide has distilled the Code, our multi-lingual versions will help disseminate it."

The Group is planning further translations to create a better understanding of the complex dangers that may result from poorly packed or mis-declared cargo.

"If a product is packed in an incorrect way, it is usually because the packers have not been properly trained or informed about the potential risks," commented Richard Steele, CEO of ICHCA.

"The goods involved in initiating fires, stack collapses and vehicle roll-overs may not always be the more obvious hazardous chemicals. Badly secured steel coils, poorly stowed barrels of any liquid or inappropriately packaged charcoal could all result in incidents of serious injury, or even fatalities as well as significant cargo and property damage. Such understanding must surely be improved by a wider implementation of the CTU Code."

In addition to these efforts, the CIG partners are seeking changes to the relevant regulatory requirements in order to improve their effectiveness. It hopes to encourage monitoring of packing performance through cargo screening and more effective container inspection regimes. CIG's overall aim is to work with other industry and governmental stakeholders to instil a better understanding of safe cargo packing and handling practices throughout international supply chains.

www.ichca.com
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Hershey, Barry Callebaut extend supply deal

Iconic snack maker The Hershey Company and chocolate manufacturer Barry Callebaut have agreed to extend their supply partnership originally signed in 2007.

Under the agreement, Barry Callebaut will continue to supply Hershey's North American business with liquid chocolate and finished products. The renewed agreement will enable both companies to continue to drive long term growth in North America.

Tricia Brannigan, VP of procurement for Hershey, said: "We are pleased to extend our strategic relationship with Barry Callebaut, which has been a key partner to our business for many years, and we look forward to their support of our continued sustainable growth in high-quality chocolate products."

Steve Woolley, president & CEO Americas of Barry Callebaut, added: "The extension of the supply partnership with Hershey underscores how Barry Callebaut's reliability and premium chocolate expertise make it the partner of choice for leading industry players."

Barry Callebaut supplies products to Hershey across the United States, Canada and Mexico.

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New shareholder for Schenk

Private equity fund Argos Wityu has reached an agreement with the shareholders of Schenk Tanktransport to come on board as majority shareholder of the Netherlands-based logistics specialist.

Their common objective is for Schenk to play an important role in the creation of a sustainable and future-proof logistics network by building on its position in the Western European transport market.

Through this investment, Argos will help the Schenk brothers - Harry and Arjan - to realise a stable shareholder and management transition for the company. The acquisition marks Argos' first investment by Fund VIII.

Since its inception in 1925 by the Schenk family, the company has grown from a sand and gravel transport operator into a logistics partner specialised in complex gas and liquid services. With Harry and Arjan Schenk, the third generation of the family, taking over the leadership by the end of the 1980s, the company diversified away from a pure road transporter of fuels into a logistics service provider for industrial gases, LNG, chemicals, fuels, lubricants, LPG, bitumen, and liquid food products, all requiring complex handling.

In doing so, the group has already anticipated, and included in its strategy for a number of years, the growing importance of



sustainability and can now claim a leading position in this respect.

Schenk now employs more than 1,600 employees, generating over €200 million in revenues. Out of its offices in The Netherlands, Belgium, Luxembourg and Germany, the company manages a dense network of last-mile connections served by a large fleet of 900 modern trucks and tank trailers, on top of providing intermodal

services out of its Netherlands offices with its fleet of tank containers.

The Schenk brothers selected Argos Wityu for its experience in shareholder and management transitions in long-standing family businesses. The two will retain a significant stake in the company and continue in their roles as co-CEOs to ensure continuity until a suitable successor has been identified.

The transaction is still subject to the approval of the Dutch market authorities and the works council.

Harry Schenk said: "We are convinced that we found a strong partner in Argos Wityu to maintain our market leading position while continuing to shape the ongoing consolidation in the market. Both put us in a strong position for the current energy transition and associated investments. With the help of Argos, we also want to continue to invest in the sustainability of our fleet in the coming years and to continue to provide our customers with the service they are accustomed to."

Maarten Meijssen, partner at Argos Wityu, added: "We have the utmost respect for the company and organisation that Harry and Arjan have developed together with the management team and all employees of Schenk. They have always kept their eyes on long term trends while putting in place an organisation that serves clients with the highest level of quality every day."

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SMC builds own fleet to reinforce supply chain

A new shipper-owned tank container fleet is taking shape in the USA.

Chemical products manufacturer SMC Global is making a significant investment in building an ISO tank fleet to ensure continuity of supply from its overseas partners.

The first 80 tanks were put into service during the summer and will be used to supply, transport, and distribute SMC's specialty solvent products to its paint & coatings customers.

The company said the move stems from the need to strengthen its supply chain. "As market leaders in several of the sectors in which we operate, SMC Global must continue to come up with solutions to ensure timely supply of critical raw materials to our customers," said Kevin Huber, founder, EVP, and COO. "The building of this ISO tank fleet is a direct result of equipment shortages around the world. It is our priority and responsibility to take immediate steps to strengthen our supply chain."

The newly acquired tanks are all 20ft units with vertical baffles, with 50 of them fitted with vapour recovery systems.

Adam Feldman, founder and CEO added: "We will spare no expense to make sure we keep our commitment to our customers. ISO tank deliveries have traditionally been a less costly and safer mode of transport but in today's market we are investing to secure supply."

The fleet will be managed internally by SMC's logistics team which co-ordinates the company's transport operations.

SMC supplies industries including oilfield services, paints & coatings, agriculture, mining, and plating & electronics.

<https://smc-global.com>

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COMMITMENT TO OUR CUSTOMERS

SMC's first 80 tanks are all 20ft units with vertical baffles



To encourage graduates to enter the industry, ITCO donated a tank container to the Shanghai Maritime University

ITCO supports members through challenging times

Bulk Distributor caught up with ITCO president Reginald J Lee to see how the organisation and its members are coping with the pandemic

BD: COVID – what’s happening in the market and how ITCO is supporting members?

RJL: The tank container market has remained very buoyant over the past 18 months, with production of chemicals, petrochemicals and foodgrade products remaining high during the Covid-19 pandemic. This has led to continued demand for tank containers by shippers, with tank container operators working hard to provide reliable logistics services. ITCO’s role is to support its members by promoting the safety and sustainability benefits of the tank container, and by providing relevant technical, regulatory and safety guidelines.

BD: Has there been increased safety training or discussions to cope with the challenges?

RJL: Safety remains the top priority for ITCO – and the organisation has a strong focus on promoting safe tank operations. We do this in a number of ways – through the Tank Container E-Learning Course, which includes considerable information on safe tank operations; through the webinars focusing on safety that we have organised over the past year; and through the Technical Guidelines. Two of our most recent guidelines have covered ‘Safe Entry into Tank Containers’ and ‘Safe Working on Top of a Tank Container’.

BD: Recruitment/skill shortages – this has been a big topic in recent years. What is ITCO’s position?

Two of ITCO’s most recent guidelines have covered ‘Safe Entry into Tank Containers’ and ‘Safe Working on Top of a Tank Container’

RJL: Recruitment of skilled staff into the industry – for tank operators and manufacturers – continues to be a challenge. To encourage graduates to enter the industry, ITCO donated a tank container to the Shanghai Maritime University – an institution specialised in providing graduates wishing to enter the shipping and logistics industry – so that students could have a better understanding of the tank container industry, permitting them to learn more about tanks by seeing one on their campus. The opportunity to access an actual tank container and learn about how it works gives student a much better understanding of this equipment. However, courses at the university have been reduced over the past year, and so the tank container training has been postponed until the situation returns to normal.



BD: How has ITCO coped with the challenges of past year, eg, measures put in place to cope with COVID and quieter markets?

RJL: The tank container market has not been quiet over the past year – in fact, it has been very busy, for both deepsea and short-sea operations. A major challenge has been that most staff have been working at home. While Teams and Zoom calls have enabled staff to continue communicating with each other, ITCO believes that most companies will wish to return to office working when it is safe and practical to do so.

BD: Have members highlighted any particular issues in the market?

RJL: One of the biggest issues facing tank container operators – especially those operating from Asia to Europe and North America – is the availability of space on board containerships. Port congestion and delays to ships’ schedules have contributed significantly to the problems for tank container operators to book space on board – and delays in shipments arriving. In addition, freight rates have soared, which has increased costs for shippers. Furthermore, operators have had to cope with the shortage of drivers that are available to collect and deliver the tanks

BD: As you mentioned, ITCO has conducted a number of webinars to compensate for the impossibility of face-to-face meetings. What is ITCO’s programme for the rest of this year in terms of providing knowledge content for members?

RJL: Unfortunately, ITCO was not able to organise its annual ‘Tank Container Village’ at the Transport Logistic China exhibition in Shanghai last year, or at the Transport Logistic show in Munich this year – both of which events had to be cancelled. Nor have we been able to organise our annual members meetings. So, for the last year, ITCO has organised a series of webinars – covering a range of topics, including ‘Sustainability’, ‘Safety’, ‘Regulations’ and ‘Testing Equivalency’, as well as our annual divisional meetings. We will continue to organise webinars for the foreseeable future – with Safety again being the topic of our July meeting. There will be further webinars in the last quarter of 2021, focusing on topics such as ‘Sustainability’ and ‘Efficiency’.

BD: From the point of view of ITCO as an industry body, would you care to forecast how the post-pandemic tank container industry might look like? Will it be a return to normal, or might some things change forever?

RJL: Some things will return to normal, some will have changed for ever. More customers are looking for efficiencies through ‘just-in-time’ shipping – or even ‘just-in-case’ shipping. Customers are also reducing the demurrage time of tanks with their products in – in other words, they are discharging tank containers more quickly at their premises, thus allowing the tanks to return to return for future loads. While there will be always be a benefit from face-to-face meetings with customers, the use of video calls for meetings has become normal practice now – thus reducing travel for staff. Acquisitions and changes of ownership – especially in the leasing sector – may lead to increased numbers of tanks being ordered. And we see an increased focus on training and education in the future.

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Hoyer is ready for hydrogen

As a clean energy carrier, green hydrogen is a key to many countries and continental communities achieving climate neutrality.

Thus, the European Union, the United States, Canada, Argentina and Japan, among others, want to be climate-neutral by 2050, and China has set itself this aim by 2060.

Global demand for hydrogen will rise significantly in the coming years, and will affect infrastructure. As an international logistics specialist with over 40 years' experience in handling and transporting hydrogen, Hoyer Group say it is equipped for this development in the best possible way. The company believes it is regarded in the sector as an expert in handling this demanding product.

Hydrogen (H₂) is already used today as a heating and engine fuel, and as a raw material. In all these respects, one hydrogen is not the same as another: colour codes indicate the production process, which can also be based on fossil energy sources. Currently, this is still the most usual process.

Only so-called green hydrogen produced by using renewable energies to electrolyse water counts as emission-free. A distinction is also made when providing hydrogen for onward distribution and



Global demand for hydrogen will rise significantly in the coming years, and will affect infrastructure

use. So, H₂ can be transported as a gas compressed under high pressure (compressed gaseous hydrogen, GH₂), or as hydrogen cryogenically liquefied at -253degC (liquid hydrogen, LH₂). Both states of aggregation impose high demands on people and equipment to transport or store it safely.

Many countries have developed a hydrogen strategy that provides for, among other things, the expansion and new building of plants to generate green energy. Moreover, a few countries in Northern Europe, Africa, North and South America and Australia are striving towards an export strategy for hydrogen. In the case of the regional production of hydrogen, transport logistics are carried out in most cases via road transport using special equipment. Hoyer has around 100 operational trucks on the road on a daily basis for its customers in the present core market of Europe, and serves both GH₂ deliveries and LH₂ logistics.

Anna Krüger, head of business development gas logistics for Hoyer explains: "At the moment, under contract to our gas customers, we deliver mainly to the chemical industry. However, we assume that foreseeably the transport sector will catch up, and our service station logistics will come into greater use."

As a provider of comprehensive logistics solutions, Hoyer has a forward-looking planning system for service station operators. The expertise for advance planning supply logistics applies equally to hydrogen logistics. Krüger adds: "Our drivers are trained for specific products. Handling GH₂ and LH₂ certainly counts as one of the supreme disciplines among gases. We rightly have an excellent reputation based on our many years of experience, our intensive training policy and our high safety standards."

The Hoyer portfolio of services comprises not only processing transport but also fleet management, including servicing and maintaining the highly specialised equipment, loading and unloading concepts (drop & swap) and leasing options, supply chain optimising and project development.

Whereas employing hydrogen as a supplier of heat and in energy systems is also being discussed with regard to the future, it is already clear that using H₂ will be a critical success factor to decarbonise industry and transport.

Björn Schniederkötter, CEO of Hoyer Group, says: "We look forward to this development with excitement. Many changes lie ahead through the increased use of hydrogen, which we can and will accompany and support through our know-how. We see this market as one of our central growth areas, and we are ready for it."

Thanks to its international presence, Hoyer says it is in a position to respond globally and flexibly to changed demands, and has already given proof of this in the past.



Puma extended its UK bitumen logistics contract with Hoyer for a further five years

Tar on the road

Hoyer has also seen its UK bitumen logistics contract with Puma extended for a further five years.

The logistics group is one of the leading transport providers for liquid bitumen in Britain. The product, which is loaded at around 170degC, needs special equipment that keeps the temperature stable during the entire transport.

Garry Brennan, UK bitumen contracts manager for Hoyer, said: "Hoyer places great value on a very high standard of safety, and invests correspondingly in further education and training. Our drivers receive comprehensive initial training which focuses on all aspects of loading and delivering bitumen and includes extensive theory training regarding product knowledge and emergency response behaviours. This intensive training is refreshed every year with a full day of practical training and assessments. The quality and quantity of our compact safety programmes considerably exceed statutory requirements on the British market."

The training package also includes regular sessions for defensive and fuel-efficient driving, and safe manoeuvring techniques, which help drivers not only to shape their own behaviour behind the wheel more safely, but also to achieve early recognition of potential risks due to other road users. Logistics operations are also reviewed and readjusted following unannounced checks by Hoyer's driver trainers and managers.

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The Cluster Service has improved the efficiency of tank container flows moving in and out of the area, minimising truck mileage in Rotterdam's chemical cluster



Successful first five years for CSR

It has been five years since Cluster Service Rotterdam was set up on the CTT site along Butaanweg near Rotterdam-Pernis.

The cluster team carries out transport jobs for international customers in the port of Rotterdam. It's the ideal location on the site where the 'Checkstraat' for the 'Drop & Swap' work of Den Hartogh Logistics Service Center can also be found. The team takes care of the shunting, loading and unloading at various locations in Rotterdam, not only for Den Hartogh and its customers, but also for the 15 other tank container operators.

Horizontal and vertical collaboration, trimodal terminal, clustering, fewer empty loads thanks to densification, synchomodality, chain efficiency, the PortShuttle, a shortage of drivers; these concepts all come together in Cluster Service Rotterdam and all within a business setting that is based on concrete contractual agreements.

Over the past five years, the Cluster Service has improved the efficiency of tank container flows moving in and out of the area for the chemical industry, minimising the truck mileage total in Rotterdam's chemical cluster. Den Hartogh achieves this by promoting densification on the basis of horizontal collaboration and by exploiting the full potential of the local intermodal infrastructure.

Paul Eijsvogels, manager operations Benelux, explained: "I am proudest of my colleagues at LSC Cluster Rotterdam; they're young and enthusiastic workers who make up a real team and collectively get the job done every day. The fact that the team enjoys such respect both inside and outside the company, for example from our customers, is great to see and makes me happy."

The launch of this concept originated in the vertical collaboration between Den Hartogh, one of the operator's major chemical clients in Rotterdam and the CTT trimodal terminal at Pernis. The client aimed to develop on-site logistics. Among other things this would allow the company to minimise the number of different drivers who enter its site for safety reasons.

The highlight since its development was winning of the TLN Innovation Award in 2018, which was won thanks to efficiency improvements in the handling of incoming and outgoing tank containers and minimising the mileage driven by trucks in the Rotterdam chemical cluster.

As a large employer in the UK, Den Hartogh Logistics has made a major investment to add to its presence in Eastern England with the acquisition of The Minories, a mixed industrial logistics and office complex.

Located at South Killinghome on the North Lincolnshire boundary, The Minories is close to Immingham Docks, the UK's leading deepwater port complex serving the North of the country, handling over 65 million tons of cargo a year.

Gary Piper, Den Hartogh's UK & Ireland general manager, commented: "This is a tremendously exciting acquisition for us. The Minories site gives us a superb opportunity to develop our presence in the North, to contribute to the success of the Freeport, and to encourage further investment and jobs within the region."

The investment in the area builds on the recently announced plans

to grant Freeport zone status for Immingham and the Humber, projected to create 7,000 jobs, and making the region a global gateway.

Den Hartogh was helped in the acquisition by the corporate and commercial team at Teesside law firm The Endeavour Partnership. Nigel Williams, who led the team, said: "There is real traction in terms of major investment in the North of England at the moment,

especially in Humber and Teesside, and Den Hartogh is right at the centre of this increased activity. It was a pleasure to work alongside the Den Hartogh team, both locally and in the Netherlands to complete this acquisition, and to see their absolute commitment to investing in the future of logistics and the Freeport in particular."

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A Mega-Inliner bag can be handled by one person. It takes approximately five minutes to put in the tank container and 15 minutes to take out

Mega-Inliner making inroads into Africa

South Africa-headquartered chemicals company AECI is the first in Africa to offer the Mega-Inliner supply chain system to the continent's burgeoning food and beverage industry.

The firm said a number of leading brands are already lining up, including The Coca-Cola Company.

The Mega-Inliner system comprises a liner bag and a tank container. The bag is placed in an empty tank for filling with any non-hazardous liquid, such as food and beverages as well as animal feeds and chemicals.

The high-barrier seven-layer film bag is 100 percent recyclable and also impermeable. This means that there is no cross-contamination, no oxidation and no saturation (or desaturation), thus ensuring the integrity and quality of the liquid being transported. Barely any liquid remains when the bag is emptied by means of compressed air, reducing unnecessary waste for improved manufacturing efficiency and value for money.

Measuring 118cm by 30cm and weighing up to 23kg, a Mega-Inliner bag can be handled by one person. It takes approximately five minutes to put in a tank container and 15 minutes to take out.

The tank container can then be transported by rail, road or ship, cooling or heating systems can be fitted, and loads can be followed anywhere in the world through track and trace technology. While the capacity of each Mega-Inliner tank container is 25,000 litres, a two-in-one compartmentalised version is in development for smaller volumes of 10,300 litres each.

Since all the liquid goes in the bag, the tank container stays clean with no wear and tear. Moreover, the need for cleaning chemicals, facilities and personnel is removed. No cleaning also means there is significant water savings, as the Mega-Inliner negates the need for some 2,000 litres of water used to clean a single tank. It has been calculated that with the Mega-Inliner, up to five billion litres of water could be saved around the world each year, enough for 300,000 people in Africa or 1.3 percent of Cape Town's annual needs, according to AECI.

The bag can only be used in a Mega-Inliner tank container. However, all existing conventional tank containers that transport non-hazardous liquids can be modified with a few simple adjustments.

Funding for the system has been received from an EU innovation and research programme and a number of accreditations and certifications are in progress including ISO 9001, ISO 22 000 and BRC. They will be finalised before 2023.

Global soft drinks giant Coca-Cola has acknowledged that the Mega-Inliner system "will reduce its carbon footprint". AECI says that among the positives cited by Coca-Cola are that the system is fully recyclable, with no chemicals in the cleaning process, and no need for bulk storage (eg, 200 litre drums), as well as savings on drums, pallets and polyliners.

Coca-Cola adds that the success of the system lies in managing it properly and reducing the number of empty return loads. "All this speaks to our 2030 and 2050 carbon footprint targets," said Casper Kruger, procurement manager – Juice Africa, for Coca-Cola Africa.

Roger Falck, managing executive of AECI Food & Beverage, said that Mega-Inliner will help deliver AECI's strategy and vision of shaping "a better world" through the global sustainability agenda.

Mega-Inliner CEO and founder Sidon van Laarhoven highlighted the opportunity for African food and beverage brands seeking to do business in Europe where the system is well-recognised for enabling an eco-friendly supply chain.

At the moment, there are three Mega-Inliner tank containers with cooling and heating systems operating in South Africa, but a further 20 are expected in a year.

www.mega-inliner.com



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Modalis-LAG collaboration reaches new heights

French logistics company Modalis received a new series of LAG Trailers vehicles in September.

The order of 70 vehicles is part of an ambitious plan to grow the company's revenue over the coming three years. An updated tipping container chassis is part of the series while LAG also plans two new product introductions for this year.

Both companies have been collaborating since 2002, but the partnership really started booming in the 2010s. The Covid-19 crisis did not slow the co-operation a bit. This year alone 70 vehicles are planned for delivery. As a result, Modalis' fleet is moving closer to the threshold of 3,000 vehicles thanks to the latest deliveries.

CEO Bernard Meï likes the connection of both companies. "Modalis and LAG are a great match. We're one of the leading European intermodal service partners while LAG is our equivalent on the supplier side of semi-trailers and containers. LAG offers us the complete range of products with the necessary innovations foreseen concerning safety and transport efficiency."

Modalis focuses on intermodal transport and has found an ally in LAG. The recent order contains a healthy mix of container chassis, tipping container chassis, aluminium silo and box containers.

All the time LAG continues to expand its own intermodal product range. The all new stainless steel container as well as the updated 40ft aluminium tipping container chassis are the latest product types to join the range, while a further two new product types will be introduced to the market later this year.



Modalis' fleet is moving closer to the threshold of 3,000 transport units thanks to the latest LAG deliveries

This order fits with Modalis' plan to increase its revenue in three years' time from €32 million to €50 million. The strategy is clear and focuses on three pillars; innovation, external growth and a continuous investment in the intermodal fleet.

The yearly revenue gets reinvested in a smart way. A large part goes to innovation and another slice is foreseen for the intermodal fleet. The company

grows its fleet consistently by about 20 percent each year, and has been doing so for the past 20 years.

External growth is achieved by anticipating new market-opportunities like the European Green Deal and accompanying investments in the railways, as well as expansion and diversification of own services and that of the group's subsidiaries like the newly-acquired Delta Rail which is on the rise in France.

The LAG group comprises several companies within Europe. It employs around 500 people through production facilities, service workshops and sales offices in Belgium, the Netherlands, Poland and other European countries. The group concentrates on the production of fuel trucks, stainless steel tankers, silo containers and container chassis for intermodal traffic with a high level of finishing and a strong after sales service.

www.lag.eu

Carbon neutral

Bulk Tainer Logistics DMCC says it is the first bulk liquid logistics company in the world to achieve both the Carbon Neutral International Standard and the United Nations Climate Neutral Now Initiative participation.

The tank operator added that it is now carbon neutral for the entire footprint that was measured.

Intermodal transport is widely recognised as the most carbon-efficient form of transporting goods internationally, the company stated. "At Bulk Tainer Logistics DMCC, we are committed to ensuring that our activities have as little detriment to the environment as possible and strive towards a more environmentally safe world," it said in website statement.

Meanwhile, Bulk Tainer has created entities in two European countries.

In Belgium, Peter De Boever will head up the office in Antwerp as regional manager for the operator's Benelux operations.

In Sweden, Bulk Tainer Nordics AB will serve Scandinavia. Edoardo Scosta is the regional manager and is joined by commercial manager Linda Schiötz in Stenungsund.

<https://bulktaierlogistics.com>



Strong rebound for CIMC

CIMC Eric revenue increased by 49.3 percent to RMB7.9 billion in the first half of 2021, driven by strong demand for LNG and chemical tank containers.

Profits increased significantly by 77.5 percent to RMB383 and basic earnings per share were RMB0.195, representing a year-on-year increase of 78.9 percent.

In the clean energy business, revenue increased by 48.7 to RMB4.4 billion, accounting for 56.1 percent of the group's total revenue.

This increase was mainly due to increases in natural gas consumption against the backdrop of the gradually easing pandemic, which led to a growth in sales for storage and transport-related equipment such as LNG storage tanks, LNG tank containers and LNG trailers.

In the chemical and environmental division, revenue grew by 42.1 percent to RMB1.5 billion, mainly due to strong demand for chemical tank containers following higher prices of chemicals and derivatives, and improvements in global export markets during the period.

Chairman and non-executive director Gao Xiang commented: "In the first half of 2021, the pandemic gradually eased and the global economy steadily recovered.

As countries around the world pay more attention to global climate change, a series of carbon emission plans such as Emission Peak and Carbon Neutrality have been gradually implemented, and clean energy sources such as natural gas and hydrogen have become



CIMC believes the penetration rate of chemical tank containers will continue to increase

increasingly important. During the period under review, the group actively seized opportunities to grow its three major businesses, adjusted its market strategy in a timely manner, and promoted industrial development through high-end intelligent manufacturing and delicacy management, achieving satisfactory results."

With the petrochemical industry rapidly developing, CIMC believes the market for dangerous goods logistics will continue to increase significantly. As the industry becomes gradually more standardised, the penetration rate of chemical tank containers is also expected to increase.

CIMC says it will increasingly invest in R&D into technology to meet its target of upgrading to more advanced manufacturing, and at the same time expanding the application fields of tank containers. It will also use IOT technology to make its products more intelligent.

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The fibre-reinforced composites are produced in a continuous, automated production process

Lamilux webinar outlines benefits of GRP cladding

Not only in times of crisis, collaboration tools such as webinars play a major role in helping potential customers and interested parties find out about new products or industry-specific knowledge.

This is because webinars enable communication regardless of time and location, thereby ensuring efficient transfer of knowledge across national borders and time zones. As a specialist in fibre-reinforced composites, Lamilux Composites also relies on its own webinar series to provide interested parties with in-depth insights into the world of GRP solutions.

In one of the firm's latest webinars, Lamilux looked at the tank container sector and provided detailed insights into the product range and the advantages offered by Lamilux GRP.

Product manager Sascha Oswald taught a large number of participants why Lamilux X-treme can be called "the lightest and strongest tank cladding in the world".

Lamilux X-treme is a fibre-reinforced composite material with the maximum possible content of reinforcement fibres in a highly elastic epoxy resin matrix. The shock-resistant material reduces maintenance and repair costs, thus reducing container downtime.

Tank containers of all kinds are subjected to very high mechanical loads during loading and transport; whether as containers on a cargo ship or as tank containers on trains or on a truck. This is where Lamilux X-treme comes in: it provides safe and energy-efficient transport.

Even under the toughest conditions on road and sea, the material remains visually appealing and maximises the durability of life of the entire structure, the company says. The operator also saves operating costs for his fleet, as the tank container has a significantly lower deadweight than ones with conventional exterior shell.

Lamilux X-treme and Lamilux X-treme Carbon absorb any load and tension forces on sandwich panels with their large-scale use in a wide variety of applications, making the whole structure resistant to torsion.

This becomes clear when the carbon-fibre-reinforced polymer is compared with other materials used as sandwich face sheets. It is up to 50 percent lighter with a tensile strength three or four times greater than steel or aluminium.

The low thermal expansion in this composite material ensures that large structural components can be produced without bubbles or distortions emerging in the long term. The low thermal conductivity in products and the consequent optimised insulation in cooling transport containers make powerful arguments for the material's use in refrigerated trucks.

However, all such properties are of no use to the commercial vehicle industry if the material is unable to take mechanical stress loads caused by shock and impact. X-treme products not only withstand such loads, but usually resist them in a way that completely prevents major damage and downtimes due to repairs, in most cases. The material even manages to hold fast during hail storms and adverse weather conditions, making it ideal for both body interiors and exteriors.

The fibre-reinforced composites are produced in a continuous, automated production process. The separate production lines guarantee minimum delivery periods while providing consistently optimum quality which can be reproduced at any time. The X-treme product range can be manufactured in widths up to 3m while the length of sheets or rolls are tailored to customer requirements.

Thanks to the content of reinforcement fibres, equal to approximately 70 percent by weight, and perfect bonding with the high-strength epoxy resin matrix, enormous tensile strengths can be achieved which are more than twice that of steel.

LAMILUX Composites has been producing fibre-reinforced plastics for around 70 years, and the family-managed company is based in Rehau, Bavaria.

www.lamilux.com

Van den Bosch's new terminal trucks

Van den Bosch has commissioned three new terminal trucks.

Two of the Terberg trucks will be used at the terminal in Bergen op Zoom for the transport of dry bulk. The third will be transporting liquid chemicals from Waalwijk.

They will also carry out local shunting work for Van den Bosch clients. The new trucks are fully equipped with comfort and safety systems and have a clean and durable Euro 6 engine. They replace the older types with Euro 3 or Euro 4 engines, resulting in cleaner and more sustainable engines.

Van den Bosch sees sustainable investment as an important principle. For example, the terminal at Bergen op Zoom has become an established name over the past 20 years, but development is still in full swing. The terminal is currently in the process of renewing the fleet, and the terminal trucks are part of that process.

Marinus Voorwinden, site co-ordinator at Bergen op Zoom, notices a marked improvement in comfort compared with the older trucks: "Our drivers sometimes have to wait at our clients' sites, and while waiting they remain in the cabin for safety reasons. The cabin of a terminal truck consists mainly of glass, so you can imagine how uncomfortable it can get in there on a hot summer day. However, the new trucks are equipped with air conditioning. Our drivers can now carry out their work in comfort, and safety is guaranteed."

www.vandenbosch.com



Two of the new Van den Bosch trucks will be used at the terminal in Bergen op Zoom for dry bulk, while the third will be transporting liquid chemicals from Waalwijk

Sasser buys Falcon

Sasser Family Companies has finalised an agreement to buy Singapore-based container lessor Falcon Lease Holdings Pte Ltd and its group of companies.

The acquisition expands Sasser's transport asset leasing and management services to include tank container leasing and brings its total operating subsidiary companies to seven.

"Sasser has been intentional in pursuing a growth strategy that strengthens our position as a player in the transport sector while remaining true to our identity," said Sasser CEO Jeff Walsh. "From our beginnings in rail more than 90 years ago, we have been guided by putting our customers first, working with respect and integrity, and positively impacting the communities where we live and work. Acquiring Falcon Lease, an organisation that shares those business and cultural philosophies, allows us to serve a new customer base across Asia Pacific, Europe, North, Central, and South America and enables us to bring our experience to bulk ocean-going container leasing. I am extremely optimistic about the opportunities this presents and look forward to bringing our best-in-class customer experience to a new market."

Mike Cooper, president of Falcon Lease, stated: "The Falcon Team and I are thrilled to be partnering with Sasser, a group that brings financial strength, similar culture, and long-term business ambitions. Our mutual business objectives, cultural fit, and passion for a customer service-oriented business provide a strong foundation as we pursue building a sustainable business."

With Sasser's support, Falcon Lease says it will pursue a steady growth plan across an expanding footprint leveraging deep industry knowledge, high-spec equipment, tailored financial products, and strategic agility to serve our customers' evolving needs.

www.falcon-lease.com
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Composite companions

Composite tanks and tankers are revolutionising the transport of hazardous cargo but they require specialised valves and fittings

There was a time when the only option to transport very corrosive cargoes was a lined tank container.

However, in the past few years, a small revolution has taken place in the niche sector of hazardous cargo with composite tanks and tankers. More and more players are launching this new type of tank container, but one of the best known and established manufacturers is Admor Composites.

Admor Composites is a company based in Finland and has over 50 years' experience of composite manufacturing through its mother company Muovityö Hiltunen Oy. Research and development of transport tanks started over 20 years ago and since then Admor Composites has developed a full range of transport tanks and today it is providing the widest product range and features in the market.

The rapid growing success of composite tank containers is hardly astonishing. It provides many advantages in comparison to the steel equivalent. First of all, it is resistant to a larger scope of highly corrosive chemicals. Admor is capable of building tanks with various inner materials depending on requirements of the transported media.

Next, composite tanks are very durable because they don't rust or wear and do not require regular maintenance. Furthermore, they have a lower carbon footprint as they are on average 40 percent lighter than their steel counterparts and are therefore capable of carrying higher payloads. They are also energy efficient, as they can maintain stable temperature thanks to the dynamic characteristics of the composite structure and lack of cold bridges.

Less empty driving

The specific vessel material also allows more effective transport as the product to be transported can be changed which means less empty driving, thanks to non-stick materials which are easier to clean saving man hours and water. All this together makes composite tanks environmentally friendly and a sustainable choice providing great return on investment.

However, specialist tanks such as composite tanks also require specialised valves and fittings that can withstand the highly corrosive cargo. The most common valves for these applications are halar lined valves. Admor Composites has a long-standing business relationship with valve supplier Perolo. Perolo is active in many markets and is widely respected as an innovative and quality supplier.

Its Halar lined valves make up the bulk in the firm's high corrosion range. These valves have 316 stainless steel castings that are lined with Halar coating. The internal parts that are in contact with the hazardous material can be made out of Hastelloy C276, Hastelloy C22, Titanium, Ceramic or more recently PVDF depending on the requirements of the transported cargo. This way Perolo ensures a fit for most corrosive chemicals.

When asked about the co-operation between Admor and Perolo, Admor sales manager Juha Hiltunen comments: "Just like Perolo in valve industry, we've been pioneering the composite tank industry. Long experience provides expertise and unique manufacturing techniques to guarantee the high quality. Decades of experience gives an edge for both of us, we are capable of providing many unrivalled features and technical solutions in the market."

"Our clients transporting hazardous chemicals demand quality and chemically resistant materials in their equipment. Perolo valves are a great companion to Admor transport tanks, completing the chemically resistant and corrosion free tanks."

"The coating material Halar (ECTFE) of Perolo valves is a premium material with excellent chemical resistance, which is also one of Admor's material options for the most demanding use."

With the constant search for more durable and greener solutions, composite tanks have a bright future ahead. Both Admor Composites and BIP Perolo are looking forward to a strong and solid partnership for future projects.

"Composite tanks have proven their added value and interest is growing rapidly. To respond to demand we have invested in brand new premises multiplying our production capacity, but we also need trusted and innovative partners like Perolo to support our growth and continuous development."

www.perolo.com
www.admorcomposites.fi



Composite tanks need specialised valves and fittings that can withstand the highly corrosive cargo



Admor composite swap tanks



The Halar coating material of Perolo valves is a premium material with excellent chemical resistance, which is also one of Admor's material options for the most demanding use

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Advanced couplers and hazchem handling

Closed-loop systems are the safest way to prevent the leakage and spillage of hazardous chemicals and a complete portfolio of dry-disconnect coupler technologies is available to aid in that task, writes David Morrow

Without the chemical butadiene, people wouldn't be able to drive their cars, cover their floors with carpet or go scuba diving.

In other words, butadiene is one of those substances that most people haven't heard of, but without it, we would not have the synthetic rubbers and elastomers that are integral components in the manufacture of vehicle tyres, shag carpeting and wetsuits, to name just a few of many consumer goods that list butadiene as one of their ingredients.

At the same time, butadiene is also a chemical that must be handled with care at all times. Butadiene is a colourless, non-corrosive gas with a mild, gasoline-like aromatic odour. As such, it is listed as a potential occupational carcinogen by the National Institute for Occupational Safety and Health (NIOSH), and both short- and long-term exposure to it can cause a host of health issues. It is also extremely flammable in both its liquid and vapour forms.

Butadiene is one of many chemicals that must be produced, transported and stored in the safest manner possible, with no risk of physical exposure to technicians or release to the environment. This

article illustrates how advanced dry-disconnect coupler technology can help reduce, or even eliminate, the risk that a chemical-release incident might occur during or at the conclusion of the loading and unloading of transport vehicles – most often railcars and tank trucks – into a storage vessel.

The chemical transport challenge

As noted, the main challenge in transporting chemicals is keeping them adequately contained. This is especially true if the chemical is transported as a liquefied compressed gas in a pressurised railcar. If any of these substances exceed their boiling point and revert to a gaseous state, they will expand, thereby putting the ability of the transport vehicle to contain the chemical at risk. This could lead to a product release and/or explosion.

Therefore, the overriding challenge for the transporters of chemical substances is to prevent them from 1) escaping the transport vehicle, whether in liquid or gaseous form, and 2) reverting to a gaseous state, if applicable, during transport.

Even so, many chemical transporters continue to rely on outdated coupler technology and 'open-loop' systems to connect transfer hoses from the transport vehicle to the storage vessel. Often, this technology is simply a technician inserting a 'stabber' pipe at the transfer point with a pipe wrench. These connections have operational shortcomings that prohibit them from being the best dry-disconnect choice, mainly that they cannot ensure that a leak-free connection has been made or that any residual product will be prevented from remaining in the coupling when disconnected.

A better alternative to an open-loop system is the 'closed-loop'



Butadiene is an indispensable component in many common products, but its hazardous nature means it must be handled with care at all times and advanced dry-disconnect technology can aid in that task

system. In the closed-loop system, there is significantly less risk that product will remain in the coupler as it is disconnected, which lowers the exposure risk to almost zero, resulting in a safer chemical-transfer process.

There are two main obstacles to getting chemical manufacturers and transporters to convert from an open to a closed system of product transfer. The first one involves the "this is the way we've always done it" mindset that hampers efforts to convince people to adopt a better way.

The second is physical: most of the railcars that transport chemicals are owned and operated by third-party carriers, not the manufacturer. This means that the storage terminal must adapt its operations to meet the needs of each individual railcar. Since the product-transfer

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connections 'live' on the railcars, the challenge is to get users to buy into the benefits of closed-loop systems, thereby making advanced dry-disconnect equipment standard on their fleets.

The dry-disconnect solution

Aiding the cause in convincing chemical manufacturers and transporters to upgrade to a closed-loop system is a comprehensive portfolio of advanced dry-disconnect couplers. The foundation of this portfolio is innovative flat-face poppet and double-ball-valve designs. These methods of construction help reduce the risk that residual fluid will be trapped within the coupler, lowering the chance that spills will occur and giving the liquid virtually no place to collect, which eases cleaning. Typically, there will be less than 0.5 ml (0.02 ounces) of fluid left on the face seal of the coupler on disconnection.

These couplers feature multiple safety interlocks that allow the valve to open and close only through deliberate user action, helping prevent accidental opening. And for extremely sensitive applications, an optional keyed interface locks out and isolates transfer lines so that only a specific coupler can be used with a corresponding hose or loading arm, preventing cross-contamination.

Finally, the couplers are quick and easy to maintain because they have fewer parts, which allows them to be repaired on-site with no time-consuming and costly returns to the manufacturer needed or interpretation of complicated maintenance instructions.

Here's a look at three specific advanced dry-disconnect technologies, along with the benefits that each can offer to chemical transporters:

- **Flat-Face Poppet Dry Disconnects:** These couplers are the most commonly used advanced coupler technology because they feature a rugged design, excellent flow characteristics and heightened product control. The flat-face poppet ensures minimal product loss at disconnection, while the fully interlocked double-safety connection system prevents opening if the coupler is not mated properly. Some models allow closure from both the coupler and adaptor side, which further reduces the risk of retention and spillage of any residual product at disconnection. Many models have been approved for use by the Association of American Railroads (AAR) and Canadian Registration Number (CRN) regulating authorities.
- **Double-Ball-Valve Dry Disconnects:** This design gives the coupler double-shutoff reliability, which allows them to deliver the industry's lowest product-loss rates. Integrated interlocks help eliminate unintentional disconnects that can threaten worker safety and damage the environment. The coupler's unrestricted flow path creates no turbulence during product transfer for full-flow optimisation.
- **Quick-Connect Dry Disconnects:** These couplers are extremely user-friendly due to quick, easy connection capabilities while also delivering minimal product loss at disconnection. They have also been designed to be interchangeable with other dry-disconnect models. Optional keyed couplings minimize the risk of product cross-contamination occurring when the same transport vessels are used to ship different chemicals.

Conclusion

Hazardous chemicals are indispensable ingredients in many products that are ever-present in our daily lives. At the same time, these chemicals must be handled with extreme care, lest the user or environment become harmed as a result of a leak, spill or catastrophic release.

Integral components in the handling of industrial chemicals are the couplers that facilitate connection points between transport vehicles and storage vessels. In this case, the use of advanced dry-disconnect technologies can greatly reduce the risk that hazardous chemicals will leak, drip or nest within the coupler during a transfer operation, resulting in a safer handling process for some of the world's most significant raw materials.

David Morrow is director of sales for OPW Engineered Systems, Lebanon, OH, USA, part of Dover Corporation's OPW division

www.opw-es.com



Flat-face poppet dry disconnects help reduce the risk that hazardous chemicals will leak from or nest in the coupler on disconnection



Today's advanced dry disconnects have been designed to reduce connection time from 30-40 minutes to just 30-40 seconds



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New NG grounding clamp

Newson Gale's newly-launched VESX50-IP Static Grounding Magnetic Clamp provides operators with a simple and reliable means of making a monitored earth magnetic connection onto an item of ferrous conductive plant equipment.

The VESX50-IP uses magnetic technology to provide a strong and robust low resistance connection to any ferrous metal surface (body of a drum, container, IBC) without the reliance on an obvious clamping point, such as an earth pin, bar, tab. It also allows a connection method where the process does not allow a traditional earthing clamp to be fitted like closed drum filling or where mixing lids prevent a sound connection of a spring loaded clamp.

The stainless-steel grade 304 clamp body houses two neodymium magnets and wiring. Its combination of sharp spring-loaded tungsten carbide tips complemented by the strength of two neodymium magnets ensures that connection inhibitors such as paint coatings, product deposits or corrosion does not prevent the clamp from making a low resistance (≤ 10 Ohms) connection to equipment due to be grounded.

Magnets have been incorporated into a wide-ranging number of applications in industries where they were not considered or used before, and this new addition complements Newson Gale's current range of both fixed surface mount connector and mobile (Cen-Stat VESX45, VESX90) clamp connections with customers now able to benefit from more flexibility and variety when assessing the correct solution and ideal connection method for their application.

Neodymium magnets are the strongest type of permanent magnet available commercially. The



The VESX50-IP uses magnetic technology to provide a strong and robust low resistance connection to any ferrous metal surface

clamp force is dependent on the thickness and type of metal that the clamp is being attached to, but the application of the clamp does not rely on the angle of the clamp teeth to make a good connection.

Unlike conventional grounding clamps where the clamp grip is determined by the spring strength, the magnetic strength of force is emitted from neodymium magnets from within the clamp when pressed against a painted ferrous surface.

The VESX50-IP is fully compatible with Newson Gale's Bond-Rite and Earth-Rite monitoring systems that provide visual indication and interlock capability.

Using the clamp and monitoring systems will

help comply with International Standards, Guidance and Recommended Practices IEC TS 60079-32-1, NFPA77 and API RP 2003 in achieving a metal on metal ground connection of ≤ 10 Ohms before the process starts and therefore mitigate static charge accumulation.

The clamp is designed to be used with a Newson Gale intrinsically-safe earth monitoring system with the EX ia monitoring signal flowing through the plant item. The clamp is magnetically held to an item of plant equipment that is required to be earthed as a 2-core cable connects the clamp to a Newson Gale junction box.

The junction box is, in turn, connected to a Newson Gale intrinsically-safe earth monitoring system. This ensures that the clamp and plant equipment are earthed; it is recommended an interlock contact is used where possible to provide an alarm or shut-down condition if the earth loop circuit is inadvertently broken.

www.newson-gale.co.uk



The VESX50-IP is fully compatible with Newson Gale's Bond-Rite and Earth-Rite monitoring systems



Fort Vale says its 6ins Cleanflow Bottom Discharge Valve is superior to the more commonly used gate valve

FV's high flow solution

Fort Vale's new 6ins Cleanflow Bottom Discharge Valve is specifically designed for use on grease trap pumping and waste hauliers, where high flow rates are required.

The company says the valve is superior to the more commonly used gate valve. It has been on field trials in America since 2015 and has had no issues, impressing the customer with its reliability and low operating costs.

Gate valves tend to be 'leaky', says Fort Vale, and need specialist servicing. The 6ins Cleanflow has an unrestricted bore which keeps product residue to a minimum, enabling easy access for thorough cleaning and offering a much faster discharge time.

Pricing is competitive and M&R costs are lower, the manufacturer adds. With a 180 deg outlet as standard, 30 and 90 deg options are also available with outlet flange drilling options on request.

www.fortvale.com



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Actual photograph taken during testing by American Rail Road Association

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Arkema, Nexxiot team up to boost visibility

It is not just logistics service providers that are keen to deploy new cargo technology to increase service levels for customers.

Manufacturers, too, are exploring ways of ensuring their customers receive their consignments in a timely and highly fashion.

One such company is French specialty materials manufacturer Arkema. Arkema, which produces products such as acrylics, coating resins, fluorochemicals and surfactants, is constantly thinking about ways to create value with new innovations.

Jean-Marc Viallatte, the firm's vice president supply chain group, explained: "We understand our customers require the highest levels of confidence around the transport of their cargo. They expect visibility from the moment they place an order to the second that the cargo is delivered. We believe that by monitoring location and other critical cargo parameters like shock events, temperature, pressure and levels, we can take our customer experience to the next level."

To this end Arkema is now harnessing the capabilities of Swiss 'trade tech' supplier Nexxiot. The two companies have joined forces to digitise Arkema's tank container and rail freight wagon fleet using Nexxiot's IoT devices and intelligent cloud platform. This partnership will deliver end-to-end visibility for Arkema customers to improve quality standards and transform the overall service.

The Nexxiot technology will be integrated with wider digitisation initiatives to create a seamless experience for users. Arkema's ambitious programme will combine sensors and business intelligence to deliver much more than location tracking.

"Work is underway to deliver predictive services based on data, to increase trust, safety and security as part of our overall digital transformation strategy," Viallatte added.

Nexxiot CEO Stefan Kalmund said: "Better transport simply translates to better services for the end customer – the cargo recipient or owner. The data is processed using Nexxiot's powerful machine learning software to improve continuously supply chain performance.

"This means reducing the time the fleet stays idle and monitoring the practices of transport partners like carriers. Ultimately, these data derived opportunities translate to higher quality processes, better prices and an unparalleled end-customer experience. This is why our clients choose our product."

This is a major shift for the chemical sector. When the products left the plant in the past, chemical goods were at the mercy of third-party service providers across the transport chain.

Now with IoT hardware like Nexxiot's Globehopper device and the integration and analysis of data in the intelligent cloud platform, it becomes possible to create continual improvements and increased value. While the main focus for Arkema is on customer experience improvements, increased efficiency can also enhance levels of sustainability too.

On to Romania

Nexxiot also recently announced a partnership with E-P Rail, one of the largest privately held freight rail operators in Romania with operations across Europe.

The link-up will provide E-P Rail with cloud-based data analytics services for its growing fleet of locomotives and railcars. Nexxiot will begin the deployment of its onboard sensor technology over the coming months, enabling E-P Rail to provide new and innovative services for its customers through AI-powered analytics.

Romania has the third largest rail network in the European Union and E-P Rail is currently among the largest rail companies in the country. The carrier understands the challenges of the market and tailors its services to meet customer needs.

Working closely with other large rail operators and lessors, E-P Rail has also developed its own mobile apps for critical process management and to create transparency and accountability around its operations. The Nexxiot solution now adds the next level of cloud-based data and advanced AI for the digitisation process.

Radu Gabriel Gheorghiu, the owner of E-P Rail and CER Fersped, E-P's freight operator, promotes a culture of innovation in his companies. "We seek out and integrate the very best solutions for our cargo customers so they feel secure and can always find the right cargo transport for their specific needs, whatever their requirements may be," he said. "We believe strongly in digital technologies and want to remain at the forefront of our sector by driving innovation. Nexxiot's sensor gateways, cloud-based software and analytics will help us to achieve our current mission objectives."

Nexxiot will deliver approximately 1,100 gateway devices, called



E-P Rail is partnering with Nexxiot to provide cloud-based data analytics for its fleet of locomotives and railcars

Nexxiot is digitising Arkema's tank container and rail freight wagon fleet using its IoT devices and intelligent cloud platform



Globehoppers, to the Romanian company in the coming months to digitise the entire railcar fleet. In addition to Globehoppers, E-P Rail benefits from Nexxiot's software which sorts, cleans and analyses data.

Nexxiot's dedicated logistics cloud processes big data collected using machine learning and algorithms. For E-P Rail, this enables improvements to operational performance and creates new services which are valued by customers because it makes the supply chain more transparent, agile and predictable. New cargo services for end

customer will come online in the coming year.

This new partnership with E-P Rail significantly expands Nexxiot's activities in Eastern Europe and is the latest in a series of recent agreements with rail freight operators around the world, making it one of the largest data logistics clouds in the industry.

www.arkema.com

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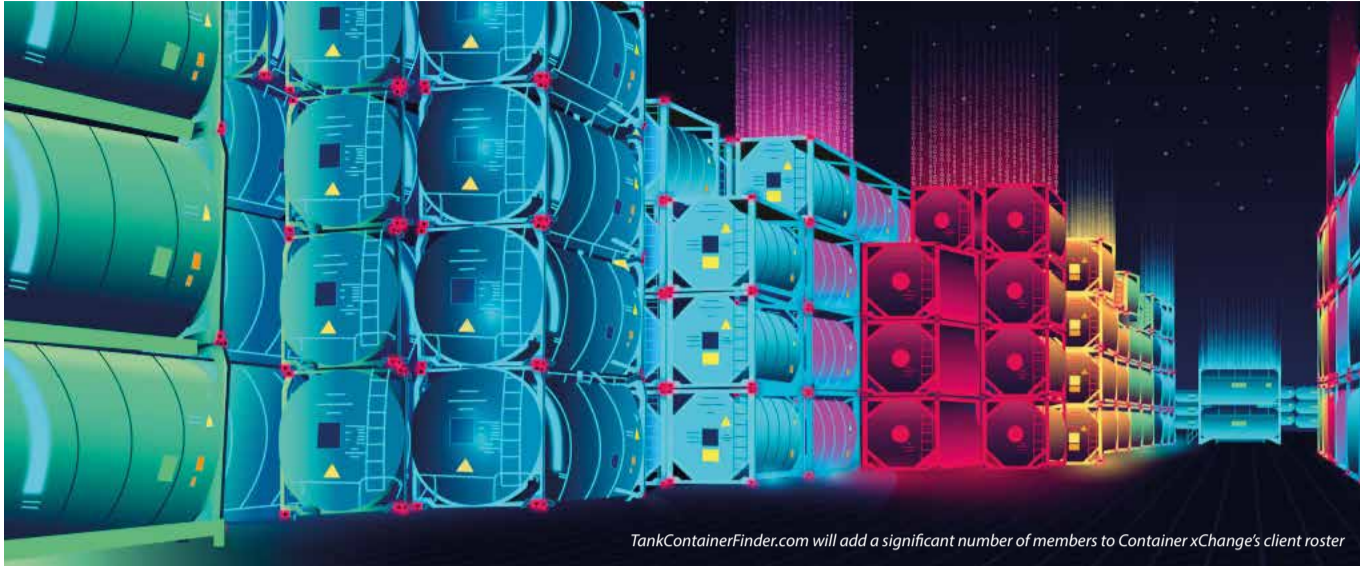
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TankContainerFinder.com will add a significant number of members to Container xChange's client roster

Container xChange adds tanks

In June, Container xChange announced the acquisition of TankContainerFinder.com, a marketplace for tank container leasing and trading.

The acquisition, agreed for an undisclosed amount, adds substantial new members to Container xChange's client roster, cementing the company's position as a leading neutral provider for shipping equipment.

Container xChange members can now buy, sell and lease every type of tank and dry container in one location.

"TankContainerFinder.com generated more than US\$40 million since it was founded in 2017 and is at the forefront of digitisation in the growing tank container market," said Dr Johannes Schlingmeier, founder of Container xChange. "Our customers have been asking for tank containers for a while and after a few conversations it was clear that joining forces with TankContainerFinder.com made a lot of sense.

"We're thrilled to start capturing the huge synergy potential between our platforms. TankContainerFinder.com members can now access the Container xChange platform and collaborate with 800+ vetted shipping companies without transaction fees."

The acquisition is expected to bring more transparency to a highly fragmented tank container market, enabling small- and medium-sized companies to remain competitive by simplifying operational transactions when buying, selling or leasing tank containers.

TankContainerFinder.com founders Léon de Bruin and Arthur van de Hoeven will leave the company.

"Getting the first tank container suppliers on the platform when we had no customers was a big challenge initially, but having attracted hundreds of members over the course of the past five years makes us most proud," said de Bruin.

"After seeing the network grow, and making our members successful, it is now time for us to move on. After a few conversations it was clear that Container xChange is the perfect partner and a great place for our members to keep growing their businesses in an expanding market."

"Container xChange is now in the perfect situation to bring transparency, trust and efficiency to the tank container market," added Schlingmeier.

<https://container-xchange.com>

Skyline opts for Orbcomm

Orbcomm Inc has been selected by truckload carrier Skyline Transportation to provide its integrated in-cab and asset tracking solutions to monitor its fleet of trucks and dry vans.

Based in Knoxville, Tennessee with delivery routes throughout the US Southeast region, Skyline is using Orbcomm's in-cab solution to enhance operational efficiency through increased visibility and auditing, along with more automated management of their drivers and trucks.

The solution delivers GPS fleet tracking and connects to the truck's CANbus to collect important data from the engine, brake systems, fuel tanks and more, providing access to deep analytics and reporting via the Orbcomm Platform. By automating hours of service calculations, Orbcomm enables Skyline to comply with the Electronic Logging Device (ELD) and FMCSA Hours of Service (HOS) regulations.

The solution also helps Skyline improve driver safety by providing on-board driver performance scoring and correcting unsafe driving behaviours that lead to accidents, fines and higher insurance.

As part of Orbcomm's telematics offering, Skyline can also track its dry van trailers to improve utilisation and customer service, while managing all of its assets through one seamless, comprehensive platform. The trailer tracking solution helps Skyline improve the trailer-to-tractor ratio, increase capacity, enhance driver satisfaction and keep fleet managers in touch with trailers in transit or in the yard.

Skyline is also using an integration that links the Orbcomm Platform's data from its truck and trailer assets to the McLeod Software transport management system and workflow application. In addition, Skyline is working on incorporating Orbcomm's scanning application into its operations, which allows drivers to submit proof of delivery paperwork electronically, speeding up the billing process and improving cash flow.

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DHL, Hillebrand deal creates beverage logistics giant

Global logistics firm Deutsche Post DHL Group (DPDHL) is buying specialist beverage logistics firm JF Hillebrand for around €1.5 billion.

In the past 12 months Hillebrand generated revenue of around €1.4 billion and will ship some 500,000 TEU in 2021. The firm has more than 2,700 employees worldwide.

An immediate implication of DPDHL's move is that it is set to create a flexitank powerhouse. For some years DHL has run its own flexitank operations, while in October 2020 Hillebrand bought its closest rival Braid Logistics. The combined assets of these three operators in the world of flexis will tower over its competitors.

A statement from DHL said the buyer will benefit from Hillebrand's know-how and customer experience in bulk liquids and other special care commodities.

"After concentrating on improving the business operationally, we are now able to direct our core business towards sustainably higher margins by broadening our reach and service offering in specialised segments," said Tim Scharwath, CEO of DHL Global Forwarding, Freight. "In this context, Hillebrand is an exceptional opportunity and an excellent fit with our strategy."

DHL's foray into the flexitank business began in early 2013, although it was not the first of the global logistics integrators to do so having been preceded by Kühne + Nagel's 'KN Blue Tank' by some 10 years.

Late last year the company began piloting a new bulk liquid service using three flexitanks in a single reefer container to ship liquids like citrus juice which require temperature control while in transit. The system was piloted in Mexico to transport any non-hazardous temperature controlled bulk liquid to the United States.

This time last year Hillebrand acquired Scotland-based Braid Logistics, a move that in itself created by far the biggest flexitank operator.

Founded 175 years ago in Germany, Hillebrand is one of the biggest wine and beverage logistics operators in the world. It entered the flexitank sector in 2007 with the acquisition of Trans Ocean Distribution (TOD).

Reliable figures for the number of flexitank shipments are notoriously difficult to obtain. Nearly all manufacturers and operators are family-owned companies or SMEs, and often operate in jurisdictions where they are not required to declare details of business operations and performance.

However, a decade ago it was thought that Braid and TOD/Hillebrand accounted for two-thirds of global shipments which were then around the 300,000 mark.

Since then, of course, the market has not only grown significantly but several new players have entered the sector to provide a highly competitive market structure.

Nevertheless, by combining DHL's assets with those of Hillebrand/Braid it is clear that the flexitank industry will continue to be dominated by this one giant entity.

In addition, Braid carried into last year's merger one of the world's largest food-grade ISO tank container fleets.

That represents a new departure for DHL, although the integrator has for long been a big handler of standard marine containers. Last year, DHL shipped 3.2 million TEU, second behind Kühne + Nagel among the logistics sector's 'big four' operators.

Of course, while the acquisition is big news for the flexitank industry, it is by no means the main reason by DHL was interested in acquiring Hillebrand. That lies in the latter's position as arguably the leading specialist logistics service provider for the beverage industry.

Hillebrand's services cover primarily bottled, cased, kegged and palletised shipments of beer, wine, juices and edible oils.

Earlier this year, the company made two further specialist acquisitions: Unedecom, a Portuguese logistics service provider specialised in transporting non-hazardous bulk liquids and dry bulk products; and a majority stake in VignoblExport, a French service provider in small quantity logistics of alcoholic beverages.

Cees van Gent, Hillebrand's CEO and chairman, cited Unedecom's strong market position in the Iberian region as a unique opportunity to strengthen the group's services, while VignoblExport enables Hillebrand to strengthen its small quantity logistics, as well as accelerate its e-commerce activities.

Founded in 1993 in Sintra, Portugal, Unedecom has operating premises in Sintra, Lisbon and Porto shipping foodgrade products, edible oils, non-hazardous chemicals and dry bulk products via flexitanks and dry bulk liners.

Hillebrand will remain a brand name within DPDHL and fall under the umbrella of the group's global forwarding and freight division (DGFF).



van Gent said the size and activities of DGFF alone will allow Hillebrand to optimise its specialised service solutions as well as provide a wider array of end-to-end services.

"Hillebrand is a leading ocean freight forwarder specialised in transport, logistics and supply chain management of beverages, non-hazardous bulk liquids and other products that require special care. Deutsche Post DHL Group is a major global logistics company – the

Above: DHL's foray into the flexitank business began in 2013
Left: Hillebrand will ship some 500,000 TEU in 2021

two companies are a perfect match and we are pleased to announce our agreement to unite and form a future together. I am proud of what the Hillebrand teams in true collaboration with our loyal customers and vendors have built over our 177-year history and we now look forward to joining forces with Deutsche Post DHL Group.

"We will be able to benefit from DPDHL's leading position in supply chain management, its fast growing e-commerce capabilities and clearly defined sustainability roadmap. This will lead to more innovative, cost effective and environmentally friendly solutions, while we ensure the high level of service to which (our customers) are accustomed," he added.

"The acquisition of Hillebrand is a unique opportunity for Deutsche Post DHL Group to add high quality ocean freight services with strong margin characteristics and high cash flow generation. We expect this transaction to be earnings and cash flow accretive from day one," confirmed Melanie Kreis, DPDHL CFO.

The transaction is subject to merger control clearance in certain jurisdictions, including the EU and the US. Such clearances are expected in the coming months. DPDHL intends to fund the acquisition with available cash.

www.dhl.com

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Schütz launches Green Layer IBCs and drums

As a pioneer of the circular economy in industrial packaging, Schütz has for decades been setting standards in the conservation of natural resources by saving, reusing and recycling materials and components.

The company's plastic drums offer the highest quality, safety and performance – while at the same time providing a low operating weight. The IBCs, which are developed in-house and manufactured around the world, owe their leading global position to the highly efficient and environmentally friendly combination of reusable and disposable systems.

In the new Schütz Green Layer versions, the eco-balance of both types of packaging has been taken to a new level. In the multi-layer extrusion process, the IBC inner bottles and drum bodies are produced with 40 percent high-quality plastic recyclate. This material is generated by Schütz through its worldwide collection and reconditioning programme. Another key feature is that the IBCs also have UN approval.

The entire life cycle of the packaging is geared towards ensuring maximum environmental friendliness. During reconditioning as part of the Schütz Ticket Service, the inner bottles of collected IBCs are

removed from the steel grid and treated in a complex recycling process during which they are ground, cleaned and finally regranulated.

Special degassing extruders ensure a low-odour, homogeneous quality. The company uses the HDPE recyclate obtained in a closed cycle: 100 percent flows back into the internal production of plastic packaging components, including corner protectors and plastic pallets. This is why Schütz IBCs have always had an exceptionally high proportion of recycled material. Depending on the type of pallet, the proportion is between 36 and 55 percent of the plastic in the entire IBC.

Additional CO2 saving

With the new Green Layer IBCs, Schütz has increased this proportion even further, taking resource preservation to a new level. For these containers in particular, high-quality recycled material is also used for the production of the inner bottle.

The IBC container in the innovative Green Layer design contains 40 percent recycled material alone. This corresponds to an additional CO2 saving of at least 8kg per IBC. The recycled HDPE is extruded only into the middle layer of the container. The inner and outer layers are made of virgin HDPE material. This way, Schütz ensures that both the filling product and the environment only come into direct contact with virgin material, making a significant contribution to protecting the quality of the filling product. Equipped with a full-plastic pallet, the total content of recycled plastic in this particular IBC model is as high as 73 percent.

With its ecological packaging and low CO2 footprint, Schütz says it supports its customers in achieving their sustainability goals. And there is another benefit: the new IBCs have UN approval and are therefore also suitable for a wide range of dangerous goods applications.

With a uniform appearance, the outer layer is completely black, thus avoiding colour variations that often occur when recycled material is used in inner bottles. Transparent view stripes enable the user to monitor the filling level at all times. Schütz also uses multi-layer extrusion for the production of drums, combining maximum safety with a maximum content of recycled plastic.

The F1 tight-head drum in 220 litre and the S-DS1 open-head drums in sizes 30 litre to 220 litre are also produced as Green Layer models using the three-layer extrusion blow-moulding process with recycled HDPE in the middle layer. The recycled content here accounts for 40 percent of the drum body and the entire product range has dangerous goods approvals.

Pilot projects

With the European Green Deal and the Action Plan for the Circular Economy, the European Union has defined the goals and framework conditions for resource-saving economic growth.

The future legal requirements for the use of recyclate in packaging are already met by the new Green Layer products. In order to ensure a constant supply of IBCs and drums with recycled plastic material, Schütz emphasises how important it is for customers and returners of used industrial packaging to co-operate actively.

A corresponding supply security can only be guaranteed, if there is a sufficient supply of recyclate from the Schütz Ticket Service, the global system for the reconditioning and recycling of industrial packaging by Schütz. The market launch of the Green Layer products therefore requires close co-ordination with customers and is initially limited to Europe, where pilot projects have been successfully launched. Future expansion into other regions is possible and intended thanks to the global production network of Schütz with state-of-the-art multilayer extrusion blow moulding equipment.

www.schuetz.net



The middle layer of the Green Layer IBC inner bottle contains 40 percent recycled material



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Hupac calls for stable capacity to reach climate targets

In the first half of 2021, Hupac Group achieved a 14.5 percent increase in traffic to 568,622 road consignments, compared with the previous year.

CEO Michail Stahlhut said the combined transport operator had closed the coronavirus gap and exceeded 2019 volumes by almost 10 percent. The positive trend was confirmed within all market sectors and was consistently above expectations.

An exception was maritime transport, which continued to suffer the consequences of the Suez Canal blockage and was affected by the congestion of numerous terminals due to imbalances in hinterland traffic.

Strong logistics demand has led to capacity problems, especially in terminals and along rail routes. This has impacted reliability and quality of rail traffic. Hupac is planning a series of measures relating to the organisation and availability of assets in order to strengthen the system and ensure the required quality.

The current intensive construction activity on the Rhine-Alpine corridor, with full or partial closures lasting days and weeks, shows once again how important it is for all partners involved to act in a



co-ordinated manner, Hupac believes. Simultaneous construction on several sections of the line with insufficient diversion options considerably reduces the capacity. The consequences are train cancellations, delays, terminal congestions, an explosion in production costs and modal shifts back to road. Serious effects have been witnessed at Hupac's Italian terminals, among others, where

work was "in crisis mode" for weeks.

"Construction sites must not become a modal shift stopper," warned Chairman of the board Hans-Jörg Bertschi. Hupac is calling for a round table on stable international bypass routes, because construction works on the Rhine-Alpine corridor will continue to be a constant over the coming years. All infrastructure operators along the corridor should sit at the table, including France as an important partner for the upgrading and electrification of the Wörth-Lauterbourg-Strasbourg alternative route on the left bank of the Rhine.

"We are convinced that a constant, targeted exchange between the infrastructure managers and

the rail freight customers is the key factor in ensuring that construction and driving on Europe's largest supply artery can continue in the future," said Bertschi.

After the pandemic-related reduction in investments, Hupac once again increased investment. In the terminal sector, planning and construction is progressing at the Piacenza, Milano Smistamento and Novara sites in Italy, and Brwinow in Poland. In September Hupac started agency activities at the Brescia/Montirone terminal with its own staff, thus opening up new potential for the economic area east of Milan.

An important step in the expansion of the network on the Benelux/Germany-South-east Europe axis was the 4.16 percent stake in the container terminal WienCont in mid-August.

"Terminals are door openers for more modal shift and support the green spirit," added Stahlhut. "This participation is an important step in the expansion of our intermodal network to bring more traffic onto rail in the future and to strengthen intermodal transport."

Hupac currently runs around 50 trains a week between the WienCont hub and Budapest, Duisburg, Rotterdam, Istanbul/Halkali, Ludwigshafen, Geleen, Bucharest/Ploiesti and Busto Arsizio.

www.hupac.com

Advertisers Index

Chemical Express	8
CIMC	6
CS Leasing	7
Fort Vale Engineering	13
Gröniger Cleaning Systems	3
Hoyer	5
ITCO	20
Lamilux Composites	12
MIMU Tank Leasing	5
MRI Software	15
Multimodal Event	18
NTTank	4
Peacock Container	9
Perolo	11
Rishi FIBC	14
Silver/CIMS	3
Stolt Nielsen	2
TWS Tank Container Leasing	10
World Bulk Wine Event	16

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Events

The following event dates were correct at time of going to press

ILTA Conference and Trade Show
4-6 October 2021
Houston, USA
www.ilta.org

EPCA Annual Meeting
5-7 October 2021
Virtual Annual Meeting
www.epca.eu

Multimodal
19-21 October 2021
NEC, Birmingham, UK
www.multimodal.org.uk

ECTA Annual Meeting
18 November 2021
Düsseldorf, Germany
www.ecta.com

World Bulk Wine Exhibition
22-23 November 2021
Amsterdam, Netherlands
www.worldbulkwine.com

GPCA Annual Forum
7-9 December 2021
Dubai, UAE
www.gpca.org.ae

StocExpo 2022
8-10 March 2022
Rotterdam, Netherlands
www.stocexpo.com

Zero emissions barge launched

The barge **Alphenaar** set sail in September between **Alphen aan den Rijn** and **Moerdijk**, the Netherlands, transporting beer for Heineken.

But what made the transit significant is that the **Alphenaar** is the first Dutch inland vessel to use interchangeable energy containers for propulsion.

The barge service was introduced by Zero Emission Services (ZES), a company set up by Engie, ING, Wärtsilä and Port of Rotterdam Authority with the support of the Dutch Ministry of Infrastructure and Water Management.

The energy containers – 'ZESpacs' – are standard 20ft containers filled with batteries that are charged with green electricity. The first two ZESpacs were loaded and exchanged at the charging station of the CCT terminal in Alphen aan den Rijn. ZES's ambition is to scale up in the short term and aims to realise 30 zero-emission shipping routes by 2030.

Inland shipping plays an important role in reducing environmental emissions. Within the transport sector, inland shipping makes up 5 percent of CO2 emissions in the Netherlands. In addition, 11 percent of total Dutch NOx emissions are caused by inland shipping. To achieve the goals set in the Climate Agreement, the Green Deal for Sea Shipping, Inland Shipping and Ports aims to reduce emissions in inland shipping by 50 percent by 2030. Achieving this goal requires a transition to fully electrically powered waterborne transport.

ZES says it provides the solution to put this system change into effect; a complete service package based on exchangeable energy containers with green energy, open-access charging infrastructure and a pay-per-use payment concept

for vessel owners. The charging stations can act as energy hubs that can stabilise the grid during peak loads and where other vehicles can also charge. Thanks to their mobility, ZESpacs can be used to supply and store energy at all kinds of locations, such as construction sites and festivals.

"The energy concept that ZES is launching contributes directly to the reduction of emissions by saving around 1,000 tonnes of CO2 and seven tonnes of NOx per vessel per year. In addition, vessels sailing with ZES do not produce particulate matter and noise," said Willem Dedden, CEO of ZES.

The concept also includes the organisation of the required charging infrastructure and a pay-per-use construction that enables skippers to pay only for the use of energy. The investment in ZESpacs is for ZES's account. This setup makes ZES very user-friendly and scalable, the company claims.

Dedden continued: "ZES actually offers authorities and companies a ready-made solution for increasing sustainability."

One of those companies is beer giant Heineken, which, together with CCT shipping, is the first ZES customer with a 10-year contract. ZES originated from a Green Circles project to realise a climate-neutral container shuttle between the Heineken brewery in Zoeterwoude and Port of Rotterdam.

The ZESpack system currently works with lithium-ion batteries, but in the future this could also be hydrogen, ammonia or something else. Wärtsilä designed the ZESpacs to be interchangeable, where previously such systems had been stationary installations.

ZES's ambition is to scale up in the short term to eight vessels, eight loading stations and fourteen ZESpacs.



The **Alphenaar** is the first Dutch inland vessel to use interchangeable energy containers for propulsion

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Bulk Distributor is published by A&D Publishing

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

Tel: +44 (0)1565 653283

www.bulk-distributor.com

New accreditations for UM Terminals

UM Terminals has secured two important accreditations as part of its commitment to meeting customer needs.

The bulk liquid storage specialist is now Halal certified at its Regent Road facility in Liverpool, UK. It has also successfully completed the accreditation process for FSSC 22000, the certification scheme for Food Safety Management Systems, for Regent Road and the Gladstone Dock sites.

The scheme uses international and independent standards such as ISO 22000 and ISO 9001 as well as technical food sector requirements.

Jo Winning, UM Terminals' quality planning & performance manager, said: "We are delighted to have secured both the Halal certification and the FSSC 22000 accreditation.

"It is important for our customers that we not only maintain our existing accreditations, but also look to add to them where appropriate. The process of gaining the Halal certification was in direct response to a request from a major existing customer to meet a new food storage requirement that they had. We had to undertake a considerable amount of training and worked closely with the Halal Food Authority to ensure that we were able to meet strict criteria."

Winning added: "It is essential that we have the best possible quality management systems in place and ensure that we have all

the required accreditations and certifications governing the products that we store for our clients.

"It is a continual process of learning and auditing and, as with the case of the Halal certification, innovating where appropriate to meet new requirements of our customers.

Commercial director Vic Brodrick commented: "As a business, we are committed to a continuous programme of investment to guarantee that UM Terminals is best placed to meet the needs of our customers today and tomorrow."

In addition to the new Halal certification and FSSC 22000, UM Terminals is ISO 9001:2015 accredited.

The company holds various industry assurance schemes including UFAS (Universal Feed Assurance Scheme) and FIAS (Fertiliser Industry Assurance Scheme). It is also COMAH accredited for terminals handling hazardous liquids.

UM operates out of eight terminals, located across the UK, handling over 40 different products.

It currently has a capacity of over 300,000 cbm of bulk liquid storage, but the plan is to grow this to over 400,000 cbm. Products handled include vegetable oils, industrial, food and feed, chemical, fertiliser, fuels, biofuels and base oils.

www.umterminals.co.uk



UM Terminals has completed the accreditation process for FSSC 22000 for its Regent Road and Gladstone Dock (pictured) sites



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Forth's green future

Scotland's largest ports operator Forth Ports has intimated to the Scottish Government that it will submit a proposal for a Green Port encompassing key ports, industrial complexes and logistics centres along the north and south shores of the Firth of Forth and at Edinburgh Airport.

The Scottish Government invited expressions of interest for the creation of a Green Port, which is a large, zoned area with a defined boundary within which operators and businesses can benefit from a package of financial and customs incentives to attract inward investment.

Subject to sight of the Scottish Government's full Green Ports prospectus, Forth Ports proposes that the Firth of Forth Green Port will encompass locations along the Forth Estuary, including Grangemouth (home to Scotland's freight hub and principal petrochemical cluster) and Port of Leith, where Forth Ports plans to create a £40 million renewable energy hub.

Fife and the City of Edinburgh are also likely to feature in the Green Ports bid. Forth Ports is currently evaluating sites in Fife along the North Shore of the Firth of Forth from Longannet to Rosyth.

The port group's CEO Charles Hammond said: "Our interest in creating a Firth of Forth Green Port is underpinned by our belief in the government policy behind it to create economic zones for investment and regeneration and we are committed to supporting the development of this policy.

"The Firth of Forth, spanning from Central Scotland to the country's east coast, is the critical engine for Scotland's economic recovery. The creation of the Firth of Forth Green Port will encourage greater inclusive growth, fair work practices and help deliver Scotland's net zero economy."

www.forthports.co.uk



The proposed outer berth at Port of Leith with floating foundation and offshore wind turbine which is part of the Leith Renewables Hub