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Freight rail needs left bank upgrade, now!

A capacity bottleneck along the Rhine valley railway is endangering modal shift, argues the Swiss rail industry.

The completion of the Rhine Valley railway between Karlsruhe and Basel is not expected before 2040-2045. So, workable alternative solutions should be implemented before then, according to a briefing paper issued by the VAP association, BLS Cargo, Hupac, and SBB Cargo International.

The contractually agreed extension of the Rhine Valley railway as an element of the New Railway Link through the Alps (NRLA) concept is progressing slowly. The upgrade to four-track traffic, 740m train length and 2,000 tonnes train weight is intended to increase significantly the line capacity and performance.

The Swiss rail industry says it welcomes the infrastructure upgrade and expects it will be implemented quickly, as this will make a decisive contribution to achieving the modal shift and climate targets.

However, current capacity bottlenecks are noticeably worsening and represent a worrying constant.

Rastatt lessons

Construction sites, technical disruptions and insufficient diversion routes are putting such a strain on operations that regular freight transport operations are hardly possible any more, as was recently highlighted at a trade event 'Five years after the Rastatt accident: still nothing learned?'

This has serious consequences for supply and modal shift, the industry grouping states. Already, shippers are showing a tendency to shift back to road, especially for time-sensitive goods.

"The Swiss railway industry is therefore calling for targeted measures to safeguard capacity and stabilise operations," the paper says. "The main focus is on the railway line on the left bank of the Rhine, via France. Thanks to the flat route and good presuppositions with regard to its profile, it is an ideal complement and alternative to the Rhine Valley railway, on the right bank, via Germany."

During the closure of Rastatt in 2017, it had already become clear



The renewal of congested rail corridors should include effective bypass concepts from the very beginning that the Alsatian line could be used for the P400 profile thanks to the rapid coding of the Northern section Lauterbourg-Straßburg and the technical inspection of the Southern section Straßburg-Basel. Also, the upgrade of the 'Gäubahn' line between Stuttgart and Singen contributes to traffic decongestion.

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The group proposes a number of measures. First a rapid upgrade of the Wörth-Lauterbourg-Straßburg line.

The modernisation of the north-south axis on the left bank of the Rhine is currently one of the most important prerequisites for the stable use of the NRLA and for the further shift of transalpine freight traffic in anticipation of the full upgrade of the route on the right bank of the Rhine.

With motion 20.3003 on the conclusion of an international treaty for the expansion of the line on the left bank of the Rhine and motion 22.3000 on the financing of the electrification of the Wörth-Straßburg line, the Swiss parliament has paved the way for Switzerland's active participation in the expansion of the North-South corridor on the French side as well. This will create a parallel diversion route that will put an end to the construction chaos and ensure both transit and import/export traffic, which is important for the Swiss economy, the paper notes.

"The Swiss authorities should now press ahead with negotiations with neighbouring countries to achieve electrification and upgrading of the Wörth-Straßburg line as an alternative route as soon as possible. With relatively little funding, an additional capacity of 60 freight trains a day can be attained within a few years," the industry group says.

Second, facilitate access to diversion routes via France. Further extensive construction work is planned on the Rhine valley railway, for example in summer 2024 with a four-week total closure. The diversion route on the left bank of the Rhine via France is passable, but only with disproportionately high operational effort and only for a small number of trains per day.

In order to avoid a renewed capacity crisis, access to the diversion routes must be facilitated. Temporary solutions should be found so that German-speaking train drivers can travel via France, for example by setting up German-French communication with linguistic apps or bilingual staff at the infrastructure control centres. The procedures for obtaining the necessary line knowledge should also be temporarily simplified.

Left bank

An internationally co-ordinated train path management on the left bank of the Rhine is also of central importance. Infrastructure managers in Germany, France and Switzerland should draw up a joint catalogue of continuous train paths, in order to let as many freight trains as possible run through this bottleneck in a stable and fluid manner. Capacity can already be noticeably increased by simply lifting the restrictions on night rail traffic.

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Big tanks, smaller tanks - Alkion will handle them all

An interesting facility for tank containers in the south of France is taking shape.

Better known as a bulk liquid storage terminal operator, Amsterdam-based Alkion Terminals is stepping into storage for ISO tank containers. The company, which was recently bought by another Netherlands operator Koole Terminals, secured permit approval for a game-changing ISO tank storage platform at its Marseilles facility, so becoming the first location in the south of France to receive authorisation from DREAL (the regional directorates for the environment, planning and housing).

The Marseilles terminal's solid expertise in dangerous goods storage, including difficult-to-handle chemicals, was a big advantage in gaining the permit approval and Alkion sees this as a significant added-value to the project.

Alkion says the new platform is transformative for southern Europe and will propel Alkion into the European ISO tank market as one of the few companies able to offer this forward thinking, safe and sustainable liquid bulk storage solution.

Aurélien Jakalski, sales engineer and project developer at Alkion Terminal Marseille explained: "Such a platform does not exist in the south of Europe and it's a must have for all ISO tank users. It will lead

to greater safety regarding the storage of dangerous goods, but also to several supply chain optimisations and decreased CO2 footprint due to multimodal solutions."

Parallel benefits

The key benefit of ISO tanks is that they are multimodal, Alkion said. This means they can be transported by truck, train and/or vessel without the cargo having to be discharged and reloaded when the transport mode is switched. This in itself increases the safety of logistics. It also increases flexibility for liquid bulk in addition to, or parallel with, tank storage.

The project involved co-operation with multiple stakeholders who were supportive and engaged throughout the process: Aix Marseille Provence Metropolis, DREAL, UMF (Union Maritime et Fluviale) and Via Marseille-Fos.

Construction starts

The crucial milestone of French government approval was granted in January. The execution phase began in May 2022 and Alkion is finalising the demolition of several old tanks to prepare the land for the construction of the tank container platform. The company

The new facility will offer 204 spaces for multiple product types



expects to receive the first ISO tank in July 2023.

The new facility will offer 204 spaces for multiple product types: flammable (84 slots), toxic products (60 slots) and corrosive (60 slots). This allows Alkion to meet in full requests from customers who want to store liquid bulks (hazardous and non-hazardous) on a secure site, equipped with the right safety equipment and handled by trained people with many years of expertise.

An example of the supply chain optimisation enabled by ISO tanks will be the ability to use the platform for buffer stocks or slot need in instances such as a vessel cancellation or plant maintenance. The solution can be fully integrated into the global supply chain of Alkion's customers, giving them greater flexibility.

Current terminal customers will also be able take advantage of the flexibility that the new platform offers. And, by enabling the switch from trucks to trains, it will help customers to reduce significantly their CO2 emissions.

Alkion operates nine bulk liquid storage terminals, located in five European economies: France, Portugal, Spain, Italy and the Netherlands.

Koole move

In July Alkion's backers InfraVia and Coloured Finches sold Alkion to Koole Terminals BV. Alkion manages 1.2 million cbm of capacity with significant additional organic growth planned in biofuel and chemical products storage across its locations.

Rutger van Thiel, CEO of Alkion and partner at Coloured Finches commented: "This is a significant milestone in the journey of Alkion and is welcome news for everyone in the Alkion leadership team. Alkion will be joining a European leader in our industry, which will ensure continuity of service to our customers in our nine terminals and an exciting work environment for our teams. Under Koole ownership, Alkion will continue investing significantly in our locations in particular towards providing flexible storage solutions for our industrial clients and the energy transition and maintaining a high performing asset base from a health and safety perspective."

Athanasios Zoulovits, partner of InfraVia, added: "We have been extremely pleased to accompany Alkion from its inception in partnership with Coloured Finches over the past six years. Alkion has grown from one terminal in Amsterdam into one of the reference petrochemical storage providers in Western Europe. We are convinced that as part of Koole Terminals, Alkion, its clients and its people will continue this incredible journey of growth and excellence in bulk liquid storage."

The transaction expands Koole's position in storing chemicals and biofuels products, explained John Kraakman, Koole's CEO. "It is also in line with Koole's strategy of diversification in providing supply chain integrated solutions to its customers to facilitate the transition to a low carbon future. Furthermore, the acquisition will continue the company's international expansion and further cements its role as a leading European liquid bulk storage platform."

www.alkion.com

Alkion is finalising the demolition of several old tanks to prepare the land for the construction



Freight rail needs left bank upgrade, now!

Continued from p1

Third, corridor renovation Germany. Rail freight traffic should be operated without interruption on the main international routes, the group asserts. Therefore, prior to line closures, infrastructure managers must ensure that there are no open construction sites, that facilities are problem-free and that the necessary equipment – overhead line, train length, storage areas, etc - is available for all trains using the alternative routes.

"It is in Switzerland's interest that the general renewal of congested rail corridors, as announced in Germany, includes effective bypass concepts from the very beginning. Before completely renewing the bypass routes, they must be adapted to operational and infrastructure requirements," the paper continues.

Fourth, infrastructure managers of the Rhine-Alpine corridor

should be at one table.

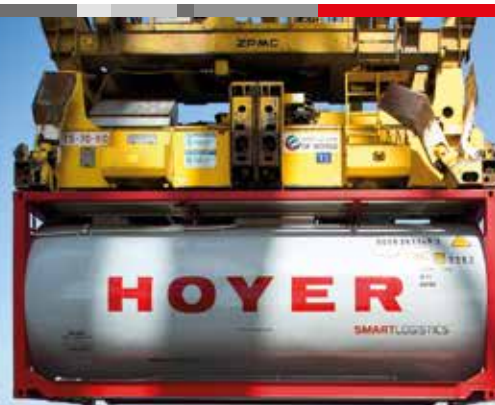
The challenges in freight transport on the Rhine-Alpine corridor can only be mastered through international co-operation. The coming years of intensive construction activity are crucial in order not to jeopardise the attained success of modal shift.

"We propose the establishment of an international working body of infrastructure managers along the corridor with the involvement of transport ministries," the paper says. "The aim is an active co-ordination of the requirements of the infrastructure extension on the one hand and a marketable transport offer on the other. As a central transit country in the Rhine-Alpine corridor, Switzerland is predestined to play a driving role in the implementation of the aforementioned measures. In this way, we will jointly ensure that NRLA meets expectations and that the shift from road to rail can progress continuously."

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MIMU more than back on track

Founded in 2016, MIMU Tank Leasing is one of youngest tank lessors around. Bulk Distributor caught up with co-founder Steve Govers to see how the company has fared in the past few years.

BD. How did MIMU fare during the global pandemic, and what are the prospects now that the most stringent restrictions are receding.

Steve Govers. As a young and small business, we were very concerned with the global situation at the time and surely worried about our company's future. Post pandemic we can now confidently say we are back on track and growing in our specialty niche market, mainly thanks to our existing customers who, despite facing difficult challenges themselves, never lost trust in us.

What is the current size of MIMU's leased tank fleet? Could you give a breakdown of capacities and type?

Our specialty chemical branch has grown the most over the past few years. Here we offer anything from T11s to T22s ranging in sizes from 12,000 litres to 32,000 litres. We also offer different types of lining, such as Sakaphen, Chemline, rubber, etc.

We recently also entered the hydrogen market by offering Multi Element Gas Containers. While the stainless-steel versions have been around for a while, we are now offering type IV Cylinders, built from a composite material. These type IV Cylinders have a MAWP of 350Bar. Our customers use them for transport and storage of hydrogen, but also as

direct connection points to hydrogen fuelling stations.

Hydrogen containers will play a significant role in the future decarbonisation in Europe and globally, so we are very pleased to be part of that movement.

Do you have plans to expand the fleet much over the next few years?

Yes, our growth plans for the next five years are very ambitious and in order to reach these goals we understand that having the right partnerships in place with financiers and suppliers is vital. This is something we have been focusing in recent years.

The current owners/founders of MIMU Tank Leasing BV are also the managers and that is a benefit when it comes to decision making. We try to avoid too many layers in the organisation, and

we are therefore able to provide feedback quickly. This also is true on the commercial side of the company.

Who are the principal customers, in terms of business type, for example, tank operators, shippers/BCOs, etc?

About 80 percent of our customer base is product manufacturers/shippers. This is due to the types of tanks that we offer. Though, we do get approached by operators from time to time when they have projects for which they require specialty tanks. In terms of demographic, it is still mainly India and Europe that offer the best opportunities for us, but more recently we have been working more and more with US-based companies.

How has fleet utilisation held up so far this year?

The situation of early 2022 created a global imbalance in the supply chain. Which meant it was all-hands-on-deck for us. We spend most of our time assisting our existing customers solving their supply chain issues and handling enquiries. This is when we notice that the co-operation between tank lessors can be beneficial. Not every enquiry is a right fit for us, so it only makes sense that we share this with our friendly competitors. They will do the same for us when a more specialised tank is needed.

We are currently at 99 percent utilisation and are building additional tanks as we speak.

How does a company like MIMU cope as a smaller niche lessor? For example, economies of scale, rising raw material prices for tank manufacturing, high ocean freight rates, etc.

I believe that in many ways we benefited from being a smaller company with a management team that is also the asset owner during current climate. It has been far from easy, but from the earliest days we have been running the company as efficiently as possible, avoiding unnecessary expenses, and on a shoestring budget. This allowed us to survive the more difficult times during the pandemic.

It is correct that raw material prices have been rising significantly, which resulted in higher lease rates. The market took some time getting used to these new rates, but I feel that most of our customers understood that this correction was needed.

www.mimu-tankleasing.com



MIMU recently entered the hydrogen market by offering Multi Element Gas Containers

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Leschaco's silver medal

Bremen-based Leschaco consistently pursues the goal of providing excellent performance in the areas of transport safety and quality, health and safety at work, environmental protection and sustainability.

That commitment has now been awarded 'silver' by EcoVadis for the fourth time in a row.

After the last EcoVadis assessment Leschaco achieved a total score of 62/100, a four-point improvement from the last year's assessment. It again resulted in the EcoVadis silver medal. With this score the group of companies reached the '84th percentile' which means that just 15 percent of all EcoVadis assessed companies reached a better score. Since the first time Leschaco did the assessment in 2013 the company gained 26 additional points for its scorecard.

Thomas Liberoudis, head of quality, safety, environment & CC, said: "EcoVadis offers a very good solution for monitoring sustainability in global supply chains. The company uses its innovative technology and sustainability expertise to help implement and monitor sustainable practices."

Shareholder and CEO Jörg Conrad added: "We are very pleased to have achieved silver status once again and to have improved further compared with the previous year. We are proud of what the organisation has achieved."

EcoVadis is an independent provider of sustainability ratings. It

Leschaco achieved a four-point improvement from the previous year's assessment



rates the activities of participating companies in the areas of environment, labour and human rights, ethics and sustainable sourcing. The methodology is based on international sustainability standards, including the Global Reporting Initiative, the United Nations Global Compact and ISO 26000. To date, over 90,000 companies from more than 160 countries and 200 industries have been assessed by EcoVadis.

www.leschaco.com

Solvay award for STC

In August 2022, Stolt Tank Containers (STC) received a special award from a client, Solvay, for providing exceptional service which helped facilitate business continuity during recent COVID lockdowns in China.

When regional lockdowns disrupted the operations of China's eastern sea ports and immobilised local truck drivers, Solvay's usual supply and transport routes became unavailable. STC stepped into the void by providing special trucking services to deliver raw materials to Solvay's production plant and ship finished products out to customers.

This enabled Solvay to keep its production running, and continue supplying customers, throughout a period when the lack of



Stolt's Gu Jing accepted the award from Solvay

transport would have otherwise forced operations to pause.

In recognition of STC's fast reaction in providing alternative transport solutions, Solvay delivered its own award for exceptional service to STC's Shanghai office, where it was accepted on behalf of all the operations personnel by Gu Jing, who has overall responsibility for the Solvay account.

STC has been serving Solvay in China since 2015, providing various logistics solutions for its surfactant business both within the country and globally.

www.stolttankcontainers.com

New MD for Trifleet

Trifleet Leasing Holding has a new managing director, Erik Henstra.

Henstra brings a wealth of experience in working with international customers and an entrepreneurial spirit to build sustainable business models jointly with customers and suppliers, said a statement announcing the appointment.

During his tenure at LeasePlan, Henstra held various senior roles in finance, commerce and operations, including serving as managing director of LeasePlan The Netherlands.

"Erik is a proven leader with extensive international experience in asset leasing and associated services," said Thomas A Ellman, executive vice president and chief financial officer of GATX. "We are confident that Erik is the ideal person to build on Trifleet's successes and guide Trifleet in its next phase of growth."

Henstra holds a bachelor's degree in business administration from Nyenrode Business University and a master's in economics from the University of Groningen. He completed a post-master in controlling at the Vrije Universiteit Amsterdam.

"I am excited and feel privileged to build on the success of Trifleet," Henstra said. "This success in combination with a strong and supportive shareholder will allow Trifleet to continue to service its customers at the highest levels and to push for growth in a sustainable way."

Trifleet is now a wholly-owned subsidiary of Chicago-based GATX Corporation, which acquired the tank lessor in 2020.

www.trifleet.com



GATX Corporation acquired Trifleet in 2020

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BV, Peacock better connected through Synda

Testing, inspection and certification agency Bureau Veritas and tank lessor Peacock Container recently announced the completion of the first automated file and data sharing process between the two through Synda's platform.

Synda is a value-added network of data integrations dedicated to the tank container industry.

The BV-Peacock connection allows tank periodical test certificates generated by BV (and the relevant data) to be uploaded into Peacock's fleet management portal automatically and made available to clients immediately. This facility greatly reduces the possibility of errors in manual data transfer and dramatically improves availability and dependability of critical documents and data for shippers and logistics operators.

Dirk Jan Journee, technical director of Peacock, said: "This

connection, the first of its kind in our industry using Synda technology, was developed in close co-operation with BV and Synda. The time between completion of tank testing, inspection and certification by BV and the moment the certificate is available to our customers has been reduced from days to hours.

"This provides great added value in a supply chain environment which is becoming more volatile and ad-hoc focused. We believe this connection will be the first of many similar steps to automate repetitive communication flows in our industry and create efficiencies for all parties involved throughout the chain."

Synda product owner Steven Somer said working with both teams was a great co-operation in the mission to simplify and optimise the data transfer between stakeholders in the tank container industry.

"The simplified process and minimalised cycle time allow for more efficiency," he continued. "This is how we envision a tank container industry where all stakeholders can profit from the availability of tank container data."

Sanne Bruyninckx, operations manager at Bureau Veritas – TLS Division Belgium, added: "Within the transport & logistics division of Bureau Veritas we are also enthusiastic about the performance of the Synda platform and its ability both to speed up the availability of our vital technical inspection data and to reduce errors in data entry by avoiding manual replication of such data. We welcome any technical innovation to support and to facilitate our customers' data access as much as possible."

www.synda.global

www.peacockcontainer.com

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Periodical test certificates generated by BV will now be uploaded into Peacock's fleet management portal automatically and made available to clients immediately

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BLBA has four Seveso locations on the right bank of the Scheldt with

Van Moer snaps up Broekman

Antwerp bulk logistics specialist Van Moer Logistics continues to expand.

The firm has completed the acquisition of Broekman Logistics Belgium (BLBA), the former VLS group activities. BLBA offers integrated logistics solutions for the chemical bulk industry, such as filling of liquids from tankers to drums and IBCs and repackaging of solids (powders and granulates).

BLBA has four Seveso locations on the right bank of the Scheldt with a total of 106,000 sqm of combined storage space for hazardous and non-hazardous goods with a storage capacity for 680 full ISO tank containers. BLBA employs 130 people and achieved an annual turnover of €33 million in 2021.

The acquisition fits in with the strategy of Van Moer to expand and refine its offer for the chemical sector. Transport, storage (full and empty), heating, filling, cleaning, checking and repair of tank containers can now be provided in-house and on both banks.

Founder and CEO Jo Van Moer said: "The circle in our one stop shop story is now complete for both left and right bank. With the takeover of Group Van Loon earlier this year, we have already allocated depot, cleaning and repair activities on the right bank. Thanks to the addition of BLBA we can now also manage an additional filling line and extra storage capacity for both dangerous and non-dangerous goods."

This vertical integration also provides further optimisation of the internal processes at Van Moer. All current flows will be analysed and adjusted where possible. In this way, the service provider will actively combat redundant kilometres and tunnel costs.

www.vanmoer.com



Chemical Express will soon have 130 new 35,000 litre tank containers; 100 swapbodies and 30 multi-compartment units



Brand new tanks for chemical express

Chemical Express is increasing again its fleet of tank containers.

The Italian company founded in 1979 provides tank containers and road barrel services for customers in the chemicals industry. It said the fleet investment is to meet growing demand from customers, especially for multi-compartment tanks, requests for which have increased exponentially.

With the usual contribution of one of its most trusted suppliers, CIMC Safeway Technologies, Chemical Express will be soon able to count on some 130 brand new 35,000 litre tank containers, comprising 100 swapbodies and 30 multi-compartment units.

All the tank are bottom-operated to avoid working at height, and at the same time they are also provided with a lifeline to ensure the maximum safety for drivers and operators, in case the

driver, for whatever reason, should climb on the tank.

Moreover, they are equipped with the IMT telematics system, allowing for tank tracking and remote control of the transported product's temperature.

Mr Mattozzi, Chemical Express account manager, said: "The decision to invest in difficult times like these we are experiencing, is the unequivocal signal of the management's intentions to strengthen its position in the market, offering additional capacity to both our existing and new customers. The principles that have inspired us during these years, such as technological innovation, safety, respect for the environment and sustainability will continue to guide us also for future challenges and for our ambitious growth strategy throughout Europe."

www.chemicalexpress.it

Trial ops start at Bertschi Zhangjiagang

Trial operations have officially started at the Bertschi Zhangjiagang liquids hub (BZJG).

The new logistics centre for dangerous liquid chemicals is located in Zhangjiagang at the heart of the Yangtze Delta area, not far from Shanghai. It consists of a dangerous goods (DGs) storage facility for up to 1,000 tank containers, as well as automatic filling systems and three warehouses for different classes of DGs, with space for 25,000 pallets. The plant has an annual capacity of 300,000–400,000 tons of chemical products.

The hub was built based on the highest international standards and the best available technology in the field and is the largest investment by the Bertschi group thus far.

BZJG offers full the added value services portfolio for dangerous and non-dangerous chemical products; like warehouse storage, drumming, container yard storage, ISO tank heating, and transport.

The Bertschi team will now focus on a gradual ramp-up of operations, targeting a controlled acceptance of customers that allows it to prepare the onboarding of each customer well.

www.bertschi.com



Bertschi's Zhangjiagang logistics centre has a dangerous goods storage facility for up to 1,000 tank containers










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Disappearing Russia trade hits Rotterdam tank movements



Rotterdam said a big increase in liquid bulk goods was due to a shift from transport in tank containers to chemical tankers, and stockpiling by purchasers of chemicals

The effects of Russia's war against Ukraine were felt in Port of Rotterdam's throughput figures.

In the first half of the year, transport of liquid bulk rose at the European mega-hub by 4.6 percent. A 4.3 percent increase in crude oil was mainly caused by the flow of Russian oil through Rotterdam to India, in particular. Refineries in Northwest Europe are switching to non-Russian oil, with the result that Russian oil is finding its way to other markets.

A 9.4 percent decline in the throughput of oil products was mainly due to the structural decline in the imports and re-exports of fuel oil. LNG rose by 45.8 percent. There is very strong demand for LNG as an alternative to the natural gas entering Europe by pipeline from Russia.

However, Rotterdam Port said a 22.5 percent increase in other liquid bulk goods can be attributed, on the one hand, to a shift from transport in tank containers to chemical tankers, and, on the other, to stockpiling by purchasers of chemical substances. The port reckons that in the light of faltering transport chains, users are doing this to make sure they have adequate supplies of raw materials.

The throughput of containers generally was down 4.4 percent in TEU, and 8.9% in terms of weight. The difference between the two was attributable to an increase in the number of empty containers.

Rotterdam said there were two principal reasons for the decline in box throughput. The first is the loss of container traffic to and from Russia due to the sanctions, the uncertainty associated with the continuation of trade with Russian parties, and the discontinuation of scheduled services to Russia.

The second is the ongoing disruption of container logistics. Two years ago, the COVID-19 pandemic led to lockdowns and changes in consumption patterns. Container vessels were no longer able to comply with their sailing schedules, with disruptions in pre- and post-transportation as a result.

To make up time, large vessels are now often cancelling calls to ports in their itineraries (-5.5 percent calls in Rotterdam by comparison with last year), and loading and unloading more containers per call (+6.1 percent).

This results in peaks in activity at the port's terminals, which were already very busy since containers are left there for longer periods on average because ship arrival times are more unreliable. As a result of these developments, shipping companies are currently using smaller ports of call for transshipment relatively more often than large ports such as Rotterdam.

A chain consultation platform has been established to monitor developments with all players in the Rotterdam container sector and to respond in the best possible way.

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Cees van der Burg

During the summer the death of CMJ (Cees) van der Burg was announced.

As the principal shareholder of South African tank manufacturer Welfit Oddy, Cees Burg is widely recognised as having made a significant contribution to the tank container industry.

He became CEO of the Burg family business in 1979 at the age of 29. The company's history dates back to 1937, when brothers Anton and Wim van der Burg founded 'Burg' in Pijnacker, The Netherlands. They started building farm wagons and developed a family business manufacturing transport equipment.

In the 1980s and 1990s, Burg continued to expand through the acquisition of a number of companies, including Holvrieka, Burgers, LAG Trailers, Eurotank Oy, WEW, and Welfit Oddy in 1999.

At its height, Burg Industries comprised 11 companies across two continents employing more than 4,000 people.

After the sale of the majority of Burg Industries in 2007 to the CIMC Vehicles Group, Cees van den Burg focused on building tank containers through the newly formed Buhold Group, comprising Welfit Oddy and WEW. The latter underwent a management buy-out in 2015, allowing Cees van den Burg to focus on developing Welfit Oddy.

The company is now owned by his children, whose aim is to continue the family legacy, and maintain a sustainable business through a formal Buhold Board structure. This ties in with the strategic succession plans that Cees van den Burg had put in place, to ensure a sustainable business.



The 192m Tiger Bintulu made its first port of call at Bintulu Port carrying 400 empty LNG ISO tanks

LNG milestone in Malaysia

The first and largest dual-fuelled LNG ISO tank carrier in the world, Tiger Gas's *Tiger Bintulu*, made its first port of call at Bintulu Port (BPSB), Malaysia.

The 192m ship with 400 empty LNG ISO tanks arrived at BPSB's Bintulu International Container Terminal (BICT) during the summer.

On completion of filling at Tiger Gas Bintulu's LNG filling facility, BPSB loaded 402 units of LNG tanks onto *Tiger Bintulu* bound for Port of Longkou in Shandong Province, China.

Commemorating the historic event, BPSB and Tiger Gas held a Maiden Voyage and Vessel Naming Ceremony on 2 August attended by various stakeholders such as Petronas, Bintulu Port Authority, state government agencies as well as main logistics players.

Bintulu Port Holdings CEO, Datuk Mohammad Medan, congratulated Tiger Gas and called the maiden voyage of *Tiger Bintulu* to BPSB as another milestone achieved by all the parties involved in the endeavour, especially Tiger Gas, Petronas, Bintulu Port and Sarawak, where the Bintulu LNG plant and the deepwater port are located.

The mix of Bintulu Port's 39 years of experience in handling LNG, its location next door to the third biggest LNG terminal in the world

in a single location and the presence of the BICT with reliable services and coupled with a world that is gearing towards a future that is cleaner and greener, Bintulu Port said it is the ideal location to set up an LNG tank container hub.

Chairman of Tiger Gas Group Gerry Wang expressed his appreciation for the support that Tiger had received from all stakeholders from the beginning of the collaboration in reaching this milestone and believed the collaboration will only grow stronger in making LNG more accessible to all.

Managing director and CEO of Malaysia LNG Group, Mohamed Syazwan Abdullah, on behalf of Petronas, congratulated *Tiger Bintulu's* successful maiden voyage and launch.

The significance of the maiden voyage and its frequent calls to Bintulu Port for LNG ISO tank operations will secure Bintulu Port's position as the first port in Malaysia to export LNG in tanks containers in scale, and also propel Bintulu Port's container volume to potentially its biggest growth to date.

To complement its existing container operations fleet and support the tank handling operations, BPSB will be adding a new quay crane by the end of the year.

Interflow changes name

Interflow Ltd is changing its name as of 1 October 2022 to NRS Ocean Logistics Ltd.

"We believe that this rebranding will better reflect the range of services that we can offer to our customers and will clearly identify ourselves as being part of the NRS Group," a spokesperson for the company said.

"Under our core policy 'One NRS', both NRS Ocean Logistics and the NRS Group will continue to focus on contributing to society by delivering a safe and high-quality service globally and meeting our sustainable development goals."

There will be no change in management or at the local office level.

For accounting purposes, all details will remain the same except the firm's account name, which will be changed as of October.

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The logistics specialist has rebranded to become TALKE, combined with the claim "Always a Smart Move"



75 years of TALKE

The specialist logistics company celebrates its 75th anniversary and sets a course for the future

“Proud of what was and now is – and ready for what is to come” was the key message of Alfred Talke’s welcoming speech at the TALKE Family Day.

The logistics company for the world of chemicals celebrated its 75th company anniversary in August at its headquarters in Huerth, near Cologne, Germany, with its employees and their families. Further anniversary events will be held this year at locations in Germany and Europe, the USA and the Middle East, as TALKE is also present in these regions and employs over 4,600 people.

Strong roots

TALKE’s roots sprang during a pioneering period from its post-war foundation into the 1960s. Shortly after the end of the Second World War, Silesian carpenter Alfred Talke, grandfather of today’s

managing director, recognised the potential of the chemical industry in the Rhineland.

The Allies had decided to help Germany get back on its feet economically. With this in mind, he founded a transport company named after him in Huerth. The main cargo was initially lignite, which was needed in large quantities as an energy source for production in the chemical industry.

But with technological breakthroughs in the chemical industry, the demands on transporters changed. In 1949, for example, chemist Fritz Stastny at BASF discovered a process for foaming polystyrene – the basis for the ‘material of the century’, Styropor. Mass production of the various materials requires large quantities of liquid chemicals. So, Alfred Talke rose to the challenge. He developed the first truck of his own for their safe transport – and thus created a new

standard. The fleet subsequently grew continuously, and in 1953 the first branch office was established in Dusseldorf. The company continued to develop most of the vehicles it used itself until the early 1960s.

Regional growth in the 1970s

By the 1970s, the Rhineland had finally developed into a major chemical region. Like its numerous customers from the chemical and petrochemical industries, TALKE continued to grow during this period. In 1973, the company moved to its current headquarters in Huerth, near Cologne. Among the major advantages in Huerth are the company’s own filling and storage capacities and a dedicated truck cleaning station and workshop.

But it was not only in the Cologne area that the company grew. In



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1972, a new site was built in Stade at the same time as a new Dow Chemical plant was established. Due to the rapid development of the industry, it became increasingly important for TALKE to be close to its customers in other chemical regions as well. One of these locations was Ludwigshafen am Rhein, which today is BASF's headquarters and the hub of one of the world's largest chemical sites. In 1974, TALKE also opened a new logistics centre there, including a high-silo facility in Ludwigshafen.

In 1975, TALKE secured a connection to the shipping industry with its own logistics centre in Cologne-Niehl. This site also has its own rail siding, and as such the foundation for intermodal transport services was thus laid.

International expansion

For TALKE, the path to the wider world opened in 1987, starting with Europe. With TALKE Forwarding NV, the company founded its first foreign subsidiary in the Belgian hub port of Antwerp. Just two years later, this strategic decision led to a significant innovation in the industry: in 1989, TALKE took over the planning, construction and operation of the first on-site logistics facility, including elevated silos, for the former company Statoil in Antwerp. Today, these services are an integral part of the Logistic Solutions business unit.

The fall of the Iron Curtain marked the start of expansion towards the East, and with TALKE Polska, the first branch office in Eastern Europe was opened in 1995.

Global expansion really took off in 2003. With venture partner Aljabr, TALKE took on the first on-site logistics outsourcing on the Arabian Peninsula for plastics manufacturer Tasnee.

As with the proverbial 'green field', the company started its activities in the barren desert. Today, the company is firmly rooted in the region with its joint ventures SA TALKE, RSA TALKE and Aljabr-TALKE.

In parallel, TALKE continued to expand in Europe, founding the Global-TALKE joint venture with a Spanish global freight forwarder in 2005. In 2016, TALKE made the leap across the Atlantic by entering the US market, and new plans call for the opening of a hazardous materials warehouse in Port Klang, Malaysia, in 2023.

As a result of these and other activities, TALKE can now look back on a presence in 12 countries. And always close to the customer: either physically on the customer's premises or within chemical parks and hubs, and digitally, thanks to comprehensive IT solutions.

New brand, strategic direction

As TALKE's history shows, the company has always taken its future into its own hands - then as now. For 75 years and into the future, TALKE's top priority has been to focus on its customers. From its broad portfolio of services, the company puts together custom-fit solutions along the entire value chain for individual requirements. Today's core competencies are transport, packaging, storage and handling of hazardous and harmless substances of all aggregate states. In addition, TALKE advises, designs and implements all aspects of logistics processes, buildings and facilities.

Last but not least, as a family-owned company, TALKE is aware of its special responsibility. Responsibility for ensuring that all activities are in harmony with the environment and the interests of all stakeholders. The overriding goal is to make a positive, visible difference today and for future generations.

In its anniversary year, TALKE is making its spirit of optimism for the future clear with a new mission statement and brand identity. "As #1 solution partner for the world of chemistry, we set standards and elevate logistics to the next level," is the company's ambitious vision.

The ALFRED TALKE Logistic Services brand now becomes TALKE, combined with the claim "Always a Smart Move". The company remains true to its red and blue colours, but in much more modern hues. After employees were introduced to the new logo at the anniversary celebration, the global rollout is now beginning. The course towards the future is thus clearly set.

www.talke.com



TALKE advises, designs and implements all aspects of logistics processes, buildings and facilities

ECTA gears up for annual meeting

The next European Chemical Transport Association (ECTA) Annual Meeting will be held on Thursday 17 November at the Hyatt Regency Hotel in Dusseldorf, Germany.

ECTA President Andreas Zink, of LKW Walter, will give the opening address. This is then followed by an Update on the Mobility Package impacts on road and combined transport legs and impact of new tax regulations in Poland, Romania Bulgaria, by Cristina Tilling, of the European Transport Workers Federation.

Discussion moves on to Best practice sharing - how to increase driver productivity at chemical sites, with Philippe Neefs, of Chevron, and Luc Haesaerts, of logistics firm Haesaerts.

UIRR's Ralf-Charley Schultze then argues that Combined Transport remains 'the' solution for chemical logistics.

The morning session comes to an end with a panel discussion on the driver shortage and transport capacity solutions.

After the networking lunch, attention turns to the subject of Zero emissions transport solutions.

Thies Grage, of Hoyer, discusses 'How to prepare for zero emissions transport solutions and set your sustainability strategy'.

This is followed by the latest practical update from Volvo on BEV, PHEV trucks and the use of carbon neutral fuels using a combined stations network, with Johan Morck, of Volvo. Complementing this Hyundai's Beat Hirschi provides the latest information on Hyundai's H2 trucks and the use of carbon neutral fuels.

Rounding off this session the speakers then engage in a panel



Combined transport, the driver shortage and zero emissions will all be the agenda at this year's ECTA Annual Meeting

discussion moderated by Peter Devos, and also including Jef Van Mosselaer (CMB.TECH).

The business session closes with the usual ECTA Update on RC and digitalisation by Evert de Jong and Peter Devos.

During the evening networking reception and dinner, Hasso Gruenjes, of Siemens will talk on 'Dynamic Charging: Reaching goals in time'.

www.ecta.com

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world's leading chemical logistics providers. Now, our global team of 4,600 team players is ready to shape the future of our industry - are you ready to move to the next level with us?



Safety in warehouses under the microscope

Andrew Peers, deputy underwriting director at freight and cargo handling insurer, TT Club, highlights the need for a clear focus on the care of explosive goods in the supply chain and, in particular the way they are handled in storage facilities

Major incidents caused by explosive materials at storage facilities are relatively uncommon in the UK, though catastrophic incidents elsewhere – Tianjin in 2015, Beirut in 2020, and more recently the tragic event in Chittagong – sadly and inevitably attract substantial attention.

However, less startling incidents, together with near miss events, deserve greater publicity in a congested supply chain world, as they each may have the potential to be just as damaging.

Whether located in port areas or inland, warehouses are a fundamental component of the global supply chain; be it short or long-term cargo storage, modal interchange or to facilitate added value activities such as re-work or co-packing.

Arguably, warehouses have become increasingly important nodes, as just in time supply chain models are being adjusted with a more conservative approach to longer-term inventory storage. Some operators will have been forced to demonstrate agility over the past two years, perhaps embarking on new or increased warehouse capacity requirements to meet evolving business needs. Those exploring dynamic warehousing options however, should not be complacent and develop an understanding of the associated risks.



Warehouses are a fundamental component of the global supply chain

As part of its series of TT Brief guidance documents the insurer has identified key risks, providing succinct visually led guidance to mitigate identified risks in establishing or choosing a warehouse as well as its operation. Targeted at the operational workforce, these documents seek to provide pithy messaging to support toolbox talks and good operational practices.

Initial practical considerations for establishing a warehouse will

inevitably relate to location, proximity to transport networks, size, availability of labour and rental prices and/or land costs. The first and most important decision will be whether to own or lease the property. There will likely be considerable differences in responsibilities – and therefore liabilities to maintain and repair the warehouse – resting on this decision. When entering any contract, it is critical to understand your obligations fully to mitigate risk.



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A consideration of growing importance is that of climate change, risk of exposure to weather related losses and likelihood of flooding. For instance, roof and drainage systems being capable to withstand the ever more severe downpours being experienced in many regions. The associated losses of such incidents can be far reaching; water is unforgiving and has the ability to penetrate and damage just about any area or commodity. Flood water is inevitably dirty, which increases the likelihood of damage. Additionally, in many cases where local sewers have been flooded the water can be unsanitary which further elevates the seriousness of the damage and the risk to health.

Perhaps a less obvious consideration might be the activities of other storage units or facilities adjacent to the intended operation. Are there contamination risks or risks associated with incompatible cargoes to take into account?

Insurance may provide a degree of protection; studies have shown that there can, however, be a significant difference between an insured loss and the full economic loss, the latter including various indirect costs, such as lost management time and reputational damage. It is imperative that your insurer has a sound understanding of your operational activities, your property, what cargo you are storing, what equipment is on site at any given time and a reasonable valuation of it all.

Security

With regard to warehouse security, there are some obvious physical measures such as perimeter fences, CCTV and barriers; however, effective security measures also include procedural aspects, such as ensuring due diligence when hiring personnel, issuing security badges, issuing company uniform and information security. There is no one-size-fits-all solution to warehouse security and much will depend on the cargoes being stored and the frequency of cargo movements.

Industry statistics illustrate an uncomfortable number of bodily injuries sustained in the warehouse environment. There are many moving components in play and the advent of automation introduces complex safety challenges. For example, according to statistics from the UK's Health and Safety Executive, approximately 28,000 workers in the country sustain non-fatal injuries at work each year. Slip, trip and fall incidents account for 32 percent of these injuries and being struck by a moving or falling object accounts for 11 percent.

The average annual rate of fatal injury in the transport and storage sector is around twice the average rate across all other industries. Creating a safe and secure environment can not only reduce the risk of injury to staff but also reduce cargo damage and its impact on profitability.

Sustaining safety

Control of personnel, as well as visitors and contractors, is a fundamental step to sustaining safety. Understanding who is on site, when and why, restricting access to areas where they do not need to be, and ensuring adequate induction training is provided, will all assist in mitigating risk. Segregating people and handling equipment effectively is another important challenge in operational zones.

Finally, warehouse fires are among the more significant claims in terms of both cost and operational impact. The primary causes of warehouse fires include electrical failures or malfunction, hot works, maintenance related issues and poor enforcement of no smoking



Warehouse fires are among the more significant claims in terms of both cost and operational impact

policies. Many incidents can be avoided entirely by periodic risk assessment, effective maintenance and training, enforcement of policy and good housekeeping. Due diligence relating to the cargo being stored and understanding the potential risks they present is vital.

TT would also like to alert those involved in warehousing and storage to the recently published 'Warehousing Whitepaper: Storage and handling of Dangerous goods in preparation for, or after, sea-transport', issued by four industry organisations: ICHCA International, IVODGA, National Cargo Bureau and World Shipping Council.

This whitepaper* valuably seeks to bridge any gaps between international regulations and local practices and sets out detailed good practice guidance for all those involved in handling and storage of dangerous goods that are at rest in transit, somewhere between the point of origin and the intended destination, typically in a port area.

In a world where significant volumes of Dangerous Goods are transported internationally – generally understood to be in the region of 10 percent of all packaged goods, with an estimated additional 5 percent reflecting the murky criminal underbelly of misdeclared cargo – the reality is that the interchange between different modes of transport necessarily involves periods of storage.

The Dangerous Goods Warehousing White Paper, and its accompanying Checklist, detail the risks involved in storing and handling dangerous goods and, importantly the measures to be taken in containing them. Topics covered include: competency and training of workforces; property construction; fire protection; security equipment and protocols and emergency response procedures. It is intended as a practical guide to systematic and documentable processes for those managing and operating storage facilities to ensure on-going safety but also that incidents are containable if they arise.

Clearly, it is important for ports, terminals and logistics operators to be fully versed in local and national regulations in respect of all operational aspects. Since these entities are also necessarily dependent on complete and accurate Dangerous Goods declarations, thorough risk assessments need to take the presence of such goods as a primary concern. This will include ensuring that all neighbouring stakeholders (such as operators, emergency responders, enforcement agencies etc) are appropriately equipped and trained for any eventuality.

Naturally, in all communities where warehouses and storage facilities are located there are reciprocal responsibilities – each potentially presenting risk as well as vulnerability.

*https://ichca.com/wp-content/uploads/2021/12/Warehousing-White-Paper_December-2021.pdf

TT Briefs are available for download from the insurer's website

www.ttclub.com

ICTA endorsement

A number of influential industry stakeholders have subsequently endorsed the white paper 'Safety Guidance for Dangerous Goods Storage and Handling Facilities' and now the International Chemical Trade Association (ICTA) can be added to the list.

Richard Steele, CEO of ICHCA welcomed the additional support: "To make a real difference to the standards of safety in supply chains that feature hazardous materials, it is vital to reach all involved and create a critical mass of like-minded partners. The endorsement of our work by such an authoritative voice as ICTA is therefore decidedly welcome."

A pivotal element of the white paper is a Warehouse Checklist. A practical management tool, the checklist format is a significant addition to the other elements of the white paper. Broken down into eight key functional areas of operation, its 14 pages are designed to be comprehensive yet easily digestible as an everyday device for maintaining safety management vigilance.

For its part ICTA sees the white paper and the safety efforts it represents as a step forward in guiding operators to improve their already high standards. "Chemical supply chains rely on an interplay of different actors to deliver dangerous goods safely across the globe," commented Douglas Leech, chair of the ICTA Transport & Security Committee. "Chemical distributors co-operate closely with logistical and warehousing companies to make this happen. These guidelines will help them to prevent incidents in their warehouses – keeping workers, neighbours, and the environment safe."

Both the Dangerous Goods Warehousing White Paper and Checklist are downloadable from <https://ichca.com/warehousing-safety-guidance>

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Conquering the cross-drop challenge

RB Stewart's adoption of the CivaCommand Smart Tank system helped remove the term 'cross-drop' from its fuel-transport vocabulary, explains Mark Dudley

In the nomenclature of the fuel-hauling industry, a 'cross-drop' is an event that occurs when a transport-truck driver accidentally unloads the wrong fuel product into the wrong underground storage tank (UST) during a delivery to a retail- or commercial-fuelling location.

The ultimate effect of a cross-drop is the shutdown of the fuelling site for several hours as the now unsalable fuel is removed and the tanks are cleaned, which will lead to lost revenue and significant maintenance and disposal costs. Not to mention the damage to the retailer's reputation.

"Some of the stores we service have 40,000-gallon tanks, so a cross-drop for us isn't just 5,000 or 6,000 gallons," says Terry Tesch, general manager for RB Stewart Petroleum Products, of Angleton, Texas. "When you're talking about 40,000 gallons, a cross-drop dramatically increases the cost of clean-up, and for a store that size, a clean-up can cost as much as US\$100,000."

Knowing this, it's no wonder that many fuel suppliers consider a cross-drop – despite its nine-letter length – to be the ultimate proverbial four-letter word in their business.

Getting the drop on cross-drops

Founded in 1932 by Guy Stewart in Angleton, about 45 minutes due south of Houston, RB Stewart has grown into one of the leading transporters of refined fuel products for the eastern half of Texas, and is in the midst of an ambitious plan to grow its supply network beyond the borders of the state.

"We currently have 75 power units, 75 trailers and employ 133 drivers; we'll deliver more than 500 million gallons of fuel in a normal year," explains Jim Wallace, RB Stewart's maintenance manager. "We'll also be in multiple states in the Southeast in the

next 18 months, and we're very excited about that."

In nearly 90 years of operation, the threat of the cross-drop has been a constant companion for RB Stewart, as it is for all fuel transporters. In fact, industry studies regarding tank-truck usage patterns across the United States show that the unintended mixing of octane types at a fuelling site happens once in every 14,000 deliveries nationally, with a diesel/gasoline mix-up occurring once in every 45,000 fuel drops across the country.

Cross-drops generally take place when, or if, a driver accidentally runs a hose from a trailer compartment to the incorrect storage tank. A cross-drop may also take place when the product types are not clearly marked on the storage tanks. Rudimentary attempts to combat cross-drops have included the development of a routine where the driver always unloads diesel first, or outfitting trailers with manually adjustable product grade indicators (PGI) that are reset by the driver after a delivery has been completed. The effectiveness of these safeguards can be compromised if the driver is rushed or distracted.

The ways to prevent cross-drops have understandably grown over the years as fuel-delivery monitoring technology has advanced and become more sophisticated. One of the most significant technological advancements of the past five years was the development of the Cross-Over Prevention Systems, or COPS, by Civacon, a Hamilton, Ohio-based developer of products and systems for the safe loading and unloading of petroleum, dry-bulk and petrochemical cargo tanks.

COPS was designed to remove human error from the fuel-delivery process through the use of a Smart Elbow connection to the UST and a hose connection to the trailer. A signal from an RFID tag attached to the UST is wirelessly sent to the trailer's fuel-control



The CivaCommand Smart Tank System was fully introduced to the market in 2019

system. If the information from the RFID tag does not match the proper product grade from the trailer, the delivery could not be initiated.

An early adopter of the COPS system for its delivery fleet was RB Stewart.

"We really like to take advantage of new products and technologies," says Pete Petrosky, president of RB Stewart. "In 2017, we got involved with the COPS system and it really worked well for us."

Taking command

The evolution of technology is constant, so while COPS and its Smart Elbow product-grade identification system was an undeniable breakthrough in cross-drop prevention, it would soon become just another cutting-edge component that can be used in conjunction with Civacon's next revolutionary fuel-delivery innovation – the CivaCommand Smart Tank System, which was fully introduced to the market in 2019.

CivaCommand is a highly engineered, easy-to-use solution that consolidates access to the different control systems on the trailer – including cross-drop prevention, on-board overfill-prevention monitoring, pneumatic (air pressure) control, security, electronic PGIs, troubleshooting and usage history. The driver interacts with the trailer by using a digital touchscreen display for loading and unloading activities.

The digital touchscreen can be securely activated by the driver – even while wearing gloves – through the entry of a unique user ID and PIN. The system becomes active during loading when the driver attaches the grounding cord to the receiving socket on the trailer at the loading terminal. Once the grounding cord is connected, the

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RB Stewart has grown into one of the leading transporters of refined fuel products for the eastern half of Texas

system will send a ‘permit’ signal to the load rack that allows loading to commence. The CivaCommand system is designed to alert the driver if the trailer fails to ‘permit’ and communicates the reason(s) why to the driver through on-screen dialogue. The trailer will only be allowed to load once active ‘non-permit’ issues have been resolved.

CivaCommand will allow for unloading once a match is made between the Smart Elbow and the RFID tag attached to the UST. When the Smart Elbow is properly cammed to the UST fill pipe, it sends a wireless signal to the system, automatically unlocking matching product unload heads and internal valves that allow fuel to be unloaded from the trailer. At the conclusion of the unloading process, the touchscreen communicates to the driver that each compartment is empty, which indicates that hoses, elbows and adaptors can be safely disconnected. ‘Empty’ status is also stored in the system memory in case the fuel delivery is questioned by the customer. Smart Elbows may also be used for USTs that are not equipped with RFID tags.

“After the success we had with COPS, we were eager to see what the CivaCommand could do for us,” says Tesch.

RB Stewart has devised a three-pronged approach to getting its fleet outfitted with the CivaCommand system:

- All trailers that were outfitted with COPS have been upgraded to the CivaCommand system
- CivaCommand will be specified on all new trailer purchases
- All existing trailers will be retrofitted with CivaCommand by the end of 2022

Boon for drivers

“We currently have 37 units with CivaCommand, and everything we order on new trailers will now be equipped with CivaCommand,” adds Tesch.

The implementation of the CivaCommand system has also been a boon for the ones that it benefits the most – the drivers on the front line who wage the daily battle against cross-drops.

“It’s been a ‘no big deal’ for the guys with CivaCommand on their trailers; they’re used to us throwing things at them,” said Wallace. “They’ve gotten comfortable with the system quickly and understand the reason for the investment.”

RB Stewart’s rapid acceptance of CivaCommand and the acknowledgement of its future potential have created a hand-in-glove relationship between the company and Civacon, with RB Stewart piloting the new technology through real-world use that can provide feedback about how the system works in the field.

“RB Stewart knows that having a delivery with a cross-drop is extremely disruptive and expensive, and that’s the primary driver for why they’ve gone with CivaCommand and its cross-drop prevention

capabilities,” explains Scott Mehman, Midwest Region Accounts Manager for Civacon. “They’ve learned to appreciate that it’s a digital system that provides real-time information, and they’ve learned to appreciate the ancillary features, like retain warnings and overfill-prevention diagnostic functionality. They’ve been

tremendous partners in the development of CivaCommand, allowing us to understand what additional refining may be needed to create a better product for the next generation.”

The folks at RB Stewart also value the relationship that has been built between the company and Civacon.

“We’ve got to hand out some kudos to Civacon,” Wallace says. “Every time we’ve picked up the phone and called, those folks have answered it and helped us to very aggressively work through any challenges. The communication gets better every day. Our people are more self-sufficient than they were a year ago and that’s due not only to the people here, but at Civacon. When we take these leaps of faith, Civacon has been right there with us.”

“What made us want to invest the money in the CivaCommand system was the new technology that came with it, and would continue to come with it down the road as we evaluate the performance of not only our equipment, but our people,” says Petrosky. “CivaCommand allows us to step up our game; we like to think we’re a different breed in the trucking world and that we’re not afraid to try new technology and pieces. We focus on technologies that create efficiencies, and the CivaCommand fits right into that mindset.”

www.civacon.com

Mark Dudley works for Civacon, based in Hamilton, Ohio, and has 15 years experience in the fuel-transport industry, including involvement in advancing fuel-delivery technology



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CivaCommand will allow for unloading once a match is made between the Smart Elbow and the RFID tag

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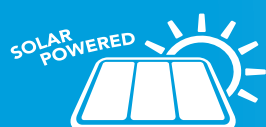
With the new motto "Always a smart move" announced with the 75th anniversary of the company, TALKE wants to emphasize its entry into the digital age. An important contribution to the digitalization of all processes is the implementation of the telematics solution from IMT for the entire fleet.

" We see the collection and intelligent use of data **"** along the value chain as a key success factor. With IMT, we found a strong partner to move us forward.

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Asset tracking - living on the edge

Asset tracking and optimisation take a big stride forward when data goes all the way to the edge. Add in satellite communications and solar power, and both reliability and economics are transformed, writes Gavan Murphy, (right) director of marketing EMEA and APAC, at Globalstar



The transport and logistics industry has made huge progress in understanding and harnessing the benefits of being able to track and monitor assets and cargo.

There is now widespread recognition of the operational value that can be derived from having an accurate understanding of the location and status of high-value fixed and movable assets, including road vehicle fleets, sea-faring vessels as well as tank cars and containers.

Any asset can yield a far higher return on investment over its lifecycle when it is intelligently managed; productivity is maximised and downtime is minimised.

Of course, a huge benefit too is that customers get reliable information on supply chain timetables.

Industry has woken up to the potential business value that can be realised from analysing the granular information harvested from innovative asset tracking solutions. Thanks to the burgeoning data lakes from the Internet of Things, everyone is talking about Big Data today.

Ubiquitous and uninterrupted

To ensure data streams are true, robust and complete – in order for analytics specialists to be able to make accurate and trustworthy predictions reliably – transmissions from the IoT devices need to be ubiquitous and uninterrupted. This presents challenges when you are tracking a container making its way across the globe.

Many of us will have personally experienced the frustration of data transmission interruption: for example, when you're watching Netflix and your Wi-Fi falters. When you're transmitting data to monitor a worldwide fleet of cargo vessels, the consequences of dataflow interruption can be more serious.

A variety of technologies and solutions exist in the market which promise always-on low-power tracking capability for assets and cargo. These are based on a range of distribution technologies including GSM, proprietary radio (LoRa) and local or wide area networks (LAN/WAN).

However, only by employing satellite communications can users be sure that the connectivity with their shipments and the assets which convey them will be uninterrupted, whatever the weather or environment, and even when items travel beyond regions of reliable GSM reach.

Competitive edge

Satellite-enabled IoT asset tracking takes another huge leap forward when the tech can embrace computing at the edge.

Edge computing is a fast-growing IT paradigm which refers to networks and devices at or near the user. Edge is about manipulating data closer to where it's being generated, enabling processing at greater speeds and volumes, leading to more action-led results in real time. Computing at the edge means significant savings on moving data, because the information is processed where produced, and needed. Edge-located data processing keeps functioning even when communication channels are slow, intermittently available or down. Add the reach and always-on reliability of satellites into the mix, and you get a completely robust, highly capable and ubiquitous data flow, with no interruptions that render the data, and the ability to consistently track and monitor assets, ineffective.

Data being sited at the edge also enables far greater system scalability. Organisations can add edge devices incrementally so they're using only what they need. Hosting Big Data on the edge

enables quick system configuration, and makes the introduction of new AI-driven applications possible.

Next generation

Empowering satellite asset tracking with the capability for data processing at the edge can dramatically simplify operations and cut costs.

Instead of wasting hours manually checking the location of articles or trailers, a smart, satellite-enabled asset tracking IoT solution that embraces edge computing can make a major difference to cost and risk. With articles/trailers automatically pinging their location, manual checks become obsolete, and customers can be charged accurately.

Thieves find themselves leaving a digital trail as geofencing technology, enabled by these state-of-the-art solutions, triggers alerts relating to an article or trailer going where it is not expected. Sensors can report utilisation to predict when maintenance is needed and monitor conditions from temperature and open doors to the presence of cargo. In addition to greater productivity, lower risk, and higher revenues, avoiding purchase or rental of additional trailers can save a fortune each year.

Asset tracking technology becomes a true capabilities powerhouse when it's based on open architecture, and flexible enough to deploy so that it encourages the creation of new applications and enabling devices.

IoT tracking systems are being used in new and imaginative ways every day. They are solving problems in creative ways for businesses, entire industries and communities. The right technology can catalyse a ceaseless flow of opportunities for partners to create applications specifically

designed to overcome operational challenges in all sectors, including logistics, as well as in maritime, energy and oil and gas, among others.

Many logistics companies still rely on phone calls and written logs to track equipment as it's transported. But with the right satellite asset tracking solution, companies can check the location and status of equipment in near real-time. They can export data into their applications and accurately track data for billing every time a piece of equipment is used on a project. Onboard power and movement sensors can gather and report engine runtime accumulation and validate equipment operation to enable more cost-effective maintenance and greater uptime. Gains in productivity, additional revenue, maintenance costs, and uptime can be transformative.

Now add the Sun

Transport and logistics providers quite understandably crunch and re-crunch the numbers when it comes to deciding to invest in smart asset tracking technologies, but top of the list of requirements are energy economy and low maintenance. The financial case can be transformed with the introduction of solar powered technology. When batteries can last years without recharging, the financial benefit is stark.

Everyone's talking about Big Data with good reason - that's because there's a wealth of data out in the field that can be used for faster, smarter decision-making to transform a business and even the whole supply chain. Move that data to the edge, solar power it, and what's possible with asset tracking goes to the next level.

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With the right satellite asset tracking solution, companies can check the location and status of equipment in near real-time

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IMT helps TALKE on path to digitalisation

With the new motto 'Always a smart move' announced as part of its 75th anniversary (see this issue p10), TALKE wants to emphasise its entry into the digital age.

An important contribution to the digitalisation of all processes in the TALKE fleet is the implementation of a telematics solution from Intermodal Telematics (IMT) for the entire fleet.

André Van den Broek, director of transport at TALKE, explained: "We see the collection and intelligent use of data along the value chain as a key success factor. By increasing transparency across all processes, we significantly increase our customers' efficiency as well as our own."

"Since we strive for quality leadership in chemical logistics, we have very high-quality requirements for our partners. IMT has fulfilled these through appropriate certificates as well as the successful passing of the proof-of-concept."

During the proof-of-concept TALKE tested IMT's telematics for more than one year on different types of fleet with 100 percent reliable results.

Van den Broek added: "Important was a simple and understandable documentation for the installation of the transmitters in German language as well as the fact that the installation is fast and easy. With the self-explanatory IMT pairing app we can connect all IMT devices in just four steps. We also appreciate the intuitive operation of the IMT platform."

TALKE will equip its entire fleet of approximately 2,000 assets with IMT's telematics; the solar-powered Communication and Location Terminal (CLT20-Ex) and Temperature Sensor (WT22-Ex).

This implementation will allow TALKE to act on temperature status information in real time. It will also enhance the process of tracking equipment and capacity planning. The fast search possibility of the assets and the transfer of the information to TALKE's customers, is one of the key benefits.

Van den Broek concluded: "Telematics is an essential building block for us to increase transparency along our customers' supply chain and digitise processes. By collecting and intelligently linking the data generated at the various points, we create added value for our customers and for ourselves. It was important to us at TALKE that with the selection of the telematics provider all measurement data obtained can be connected via interfaces with our already existing logistics and controlling software and that a data exchange will take place automatically. With IMT, we have found a strong partner who meets exactly these requirements."

www.intermodaltelematics.com

www.talke.com

Wheel aligner saves truck dealer tyres and fuel

One of the largest truck dealerships in Wales is helping its clients to cut costs on tyres while also improving fuel economy.

MDSL Garages is the Volvo Trucks dealer for West Wales and celebrates its 40th anniversary as a Volvo dealer next year. It is part of the Mansel Davies & Son Group, which is one of the largest employers in Pembrokeshire. MDSL looks after around 250 HGVs, including the MDS Distribution fleet as well as some other key haulage clients. It has four sites, including a VOSA-authorised testing centre.

The company recently invested in a wheel alignment system to improve productivity and keep up with growing customer demand.

Scott Davies, director of MDSL Garages, said: "For years we relied on a sub-contractor to come in and carry out wheel alignments for us. However, as the business grew it became increasingly challenging for him to manage a bigger workload, so we decided to purchase our own wheel alignment tool."

He chose the Cam-aligner system by Josam, after a demonstration by AES UK – a family-run garage equipment supplier and authorised Josam UK distributor – during which it was immediately clear how easy the equipment is to use and how quickly each job can be done. A single steer alignment and subsequent adjustments now takes MDSL around 30 minutes from start to finish.

"AES came and did us a demonstration of both the Josam laser AM system and Josam Cam-aligner," said Scott. "We went with the Cam-aligner which was slightly more expensive but was more accurate, faster and easier to operate."

"It is user-friendly as it does all the calculations for you, whereas with the laser you have to do the maths yourself, measure, adjust, and measure again. With the Cam-aligner you can do live adjustments, which reduces the time taken – plus it is fool-proof to use."

"The service received from AES has been outstanding," added Scott. "With a day of training for both technicians during the installation, followed by a great aftersales support answering the phone to assist at any time."

The Cam-aligner is a compact digital wheel alignment system which enables MDSL to carry out alignment checks and rectify poor alignment. Correct tyre set-up improves fuel economy, extends tyre life, enhances steering, increases driving comfort,



MDSL chose the Cam-aligner system after a demonstration by AES UK showed how easy the equipment is to use and how quickly each job can be done

and reduces rolling resistance. It also improves road safety. Volvo Trucks carried out tests using Josam equipment, which showed that correctly aligned vehicles can reduce fuel consumption by 2.5 percent.

"Obviously tyre wear is reduced significantly," noted Scott. "Before alignment we see wheels coming into the workshop with tyres scrubbing and wearing unevenly. After alignment these issues do not occur, substantially

prolonging the life of the tyres. It also has a tangible impact on MPG, leading to significant fuel savings and you can see that from the telematics data."

MDSL carries out alignments on a truck every 100,000km, which is typically every six months for long distance vehicles or every year for rural and short haul vehicles such as rigid.

"Since acquiring the equipment about a year ago," added Scott "we have done approximately 200 alignments on our own vehicles and I would guess 100-150 for customers' vehicles. We're looking at around 300 a year – perhaps more."

MDSL acquired its first Volvo Trucks dealership in 1982, primarily to secure parts and service for its own growing fleet of Volvo HGVs. It is now looks after the whole of West Wales. It is also an approved Isuzu dealer. Along with a purpose-built MOT facility at Letterston, it is also an established tachograph calibration centre and provides ADR testing and brake checks for fuel tankers.

Automotive Equipment Solutions (AES) provides commercial vehicle alignment equipment, with over 40 years of experience in the automotive industry. The company provides a wide range of garage and workshop equipment and training on a nationwide basis.

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New Flexicon mobile discharger

A new Flexicon Mobile Sanitary Bulk Bag Discharger with stainless steel material contact surfaces allows dust-free discharging of contamination-sensitive bulk solid materials to downstream processes.

Mounted on castors for in-plant mobility, the Bulk-Out BFF series discharger frame features four adjustable extension posts to accommodate bulk bags 915mm to 2,135mm tall. The removable bag-lifting frame with Z-Clip strap holders allows bulk bags to be attached at ground level, then forklifted into receiving cups atop the discharger frame.

The bulk bag/hopper interface is comprised of a manual Spout-Lock clamp ring for high-integrity bag spout connections, and a pneumatically-actuated Tele-Tube telescoping tube that exerts continuous downward tension on the clamp ring and bag spout as the bag empties and elongates, promoting flow and evacuation.

Additional flow is afforded by Flow-Flexer bag activators that raise and lower opposite bottom sides of the bag at timed intervals into a steep 'V' shape, promoting total discharge with no manual intervention.

The integral hopper can be equipped with a metering device for pneumatic or tubular cable conveying lines, a charging adapter for flexible screw conveyors, or a universal flanged outlet for connection to other downstream process equipment or storage vessels.

The entire unit can be rolled to various destinations throughout the plant, eliminating the cost of multiple stationary units and providing easy transport to a cleaning station between production runs.

Designed for ease of thorough cleaning, the adjustable extension posts are mounted outside of the frame posts instead of telescoping from within, while horizontal stainless steel members of



Flexicon's Bulk-Out BFC bulk bag discharger with integral bulk bag conditioner and bag dump station conditions materials prone to solidifying during shipment or storage

round versus square tubing, minimise residual water and cleaning solutions clinging to the frame following wash down.

The system is also offered in all-stainless construction to food, dairy, pharmaceutical and industrial standards, and in carbon steel with durable industrial coatings.

A cantilevered I-beam with electric hoist and trolley lowers a bag lifting frame to floor level for rapid attachment of the bag to patented Z-Clip bag strap holders, and then hoists and rolls the bag into the safety frame, eliminating the need for a forklift.

The integral conditioner consists of two hydraulically-actuated rams with specially contoured conditioning plates that press opposing sides of the bulk bag. A human-machine-interface (HMI) housed in a NEMA 4 (IP 56) enclosure controls the stroke and number of ram actuations. The electric hoist can be used to raise and lower the bag for conditioning at varying heights.

For bulk bag discharging, the bag outlet spout is pulled through an iris valve mounted atop a dust hood over the hopper. Once the bag outlet is secured and the iris valve is closed, the bag spout drawstrings can be untied, the dust-tight, snap-action access door closed, and the valve released slowly, reducing uncontrolled bursts of material into the hopper and dust into the plant environment.

For manual dumping in conjunction with or independent of bulk bag discharging, the operator raises the hinged door and adds the material from smaller capacity containers through a coarse screen into the hopper. A fold-down support tray serves as a bag rest.

The hopper can be configured to connect to pneumatic or mechanical conveyors, or directly to downstream process equipment.

The discharger can also be configured for weigh batch discharging with the addition of load cells and a programmable controller.

Models are available in carbon steel with durable industrial coating and stainless steel material contact points, or in all stainless steel finished to industrial, food, dairy or pharmaceutical standards.

www.flexicon.co.uk



Flexicon's Mobile Sanitary Bulk Bag Discharger can be rolled to multiple destinations throughout the plant

Bulk-Out

Flexicon also recently launched a new Bulk-Out BFC bulk bag discharging system. It promotes the flow of bulk solid materials that have solidified during storage and shipment, automatically discharging the material, and allowing manual additions of ingredients from sacks, drums and other containers.

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Managing Editor: Neil Madden, neil@bulk-distributor.com, Tel: +33 (0)3 88 60 30 68

Advertising Director: Anne Williams, anne@bulk-distributor.com, Tel: +44 (0)20 854 13130

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Mauser's multi-layer investment

Mauser Packaging Solutions continues to expand its production capacities for its Infinity series.

Most recently, the company invested in a new multi-layer plastic drum machine to support the use of recycled resin in its Infinity plastic drum product line.

The new machine, located in Littleborough, UK, produces a UN-certified, multi-layer, tight-head plastic drum which incorporates recycled resin and is ideal for use in a variety of industries including the chemical, adhesive, oil, and petrochemical markets.

The recycled resin, called Recolene, is manufactured in-house at Mauser from empty industrial packaging that has been collected via the company's global packaging return programme. This closed-loop process ensures a consistent, high-

quality supply of recycled resin that gives plastic materials new life, reduces industrial waste, conserves raw materials, and has a smaller carbon footprint.

The Littleborough facility has been in operation since 2007. In addition to manufacturing mono-layer and multi-layer plastic drums, the facility also produces mono-layer and multi-layer IBC bottles and sharps containers for medical waste.

As more regulations, such as the Plastic Packaging Tax (PPT) in the UK, are introduced to encourage the use of recycled plastic, Mauser's Infinity series offers companies a most comprehensive portfolio made from recycled resin. The series includes IBCs, medical waste containers, plastic pails, tight-head containers, and lube oil cans.

<https://mauserpackaging.com>

Helsingborg charges ahead

Sweden's Port of Helsingborg has received SK6 million in grants from the country's Energy Agency to build two charging stations for electric trucks at the port's Centralgate.

It follows requests from several transporters that pick up and drop off goods in the port to be able to charge their electric trucks. The plan is for the charging stations to be operational in Autumn 2023.

Christina Argelius, Helsingborg's technical manager explained that the port has an ambitious sustainability strategy. "We have already seen a 'double positive effect' from our electric tractors inside the port area with both reduced emissions and lower production costs," she said. "Therefore, it is really good that we will also be able to offer charging facilities for trucks that come to the port. It gives us the opportunity to invest even more aggressively in electrification."

Working with energy firm Öresundskraft, the charging stations will be located at the entrance and exit to the harbour area, which is an important hub in the daily traffic flow in the port. The station will be a complement to Sweden's largest public charging station for heavy traffic that was inaugurated this summer at Ätekulla in Helsingborg.

The port is served by roughly 800 trucks a day. Many freight forwarders and haulage companies are accelerating their green transition towards climate-neutral operations, and then it is important that the infrastructure keeps up. Trucks need high power to be able



Helsingborg is served by roughly 800 trucks a day, and soon two electric truck charging stations will be available in the port

to charge in 45 minutes for 4.5 hours of driving. The charging station in Helsingborg Port will be able to charge two trucks at the same time each with 350kW of power.

Mikael Andersson, CEO of haulier GDL Sjöcontainer, one of the companies that needs charging stations for heavy vehicles in the port, said: "For us at, the environment and sustainable transport are at the top of the agenda. Now that we have started this transition, it is important that we can get the opportunity to charge at different terminals. Port of Helsingborg is making progress, and that is

important both for us and the region as a whole. All of us who work in the transport sector have a great responsibility to work with more sustainable transport and switch to both more trains and also more trucks that run fossil-free."

The support from the Energy Agency is to enable the electrification of relatively short regional freight transport, which constitutes a large part of the goods haulage in Sweden. A condition of the support is that projects must share lessons learned, and that the charging stations must be in use for at least five years after construction.

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LPG for Malaysia

Growing storage and logistics provider GPS Group has announced the completion of an LPG storage terminal in Malaysia.

With Norway's Equinor as anchor tenant, the terminal began its first commercial operation in May.

Located in Port Klang, Malaysia's busiest port, the new facility will enable cost-advantaged shipments of fully laden very large gas carriers (VLGCs) into Malaysia and the wider region. The fully automated terminals will make it possible to re-export pressurised shipments into the region, as well as domestic distribution within Malaysia by truck and cylinders. The terminal is also equipped for direct transfers of LPG by pipeline to other LPG distribution facilities in the port.

Equinor has taken the full capacity of the terminal on a long-term basis, and will be able to take advantage of the terminal's location to increase sales of LPG in Asia.

The 135,000 cbm storage site can accommodate an annual throughput of approximately 1.2 million tons a year, and handle VLGCs and pressurised LPG vessels at its jetty.

GPS is the majority shareholder of the project, and owns and operates the LPG facility.

Executive chairman and CEO Eric Arnold said: "The completion of the new terminal is a game-changer for LPG shipments into the region. It is the first time that an independent player has the advantage VLGC freight economics into South East Asia.

"Delivering this asset is another important milestone in the relationship between Equinor and GPS. We're thrilled that together we have been able to improve the energy infrastructure of our region."

Magne Hovden, president of Equinor Asia Pacific, said: "We would like to take this opportunity to congratulate GPS on the successful completion of the terminal. This terminal will provide good economy of scale for import of LPG and we look forward to working together with GPS to optimise LPG supply in the region."

GPS's focus is on developing infrastructure that suppliers of gas and petroleum need to access the global market.

