

BULK DISTRIBUTOR

Your single information source for bulk and semi-bulk logistics

Tank Containers • Flexitanks • IBCs • Drums • FIBCs • Bulk Liners • Road Tankers • Loading/Bagging • Bulk Logistics • Cleaning & Repair Depots • Components

ITCO launches best practice visibility guideline

ITCO has published a new Guidance Document, focusing on the topic of shipment tracking and automated milestone messaging.

The guideline has been developed and produced with the assistance and support of the European Chemical Transport Association (ECTA). The goal is to define a standard definition framework with transport milestone events and ETx updates within a chemical multimodal door-to-door product movement.

ITCO said the background is increasing demands among the customer base of bulk liquids manufacturers, traders and their partners for detailed tracking and tracing of each shipment, often against KPIs set for each stage of the supply chain.

Moreover, this needs to be delivered via automation platforms rather than with human intervention, such as checking on websites or gathering such information by email correspondence.

In addition, using data of delayed - or non-compliant - deliveries to specify methods for avoiding such deviations in the future, represents an important opportunity for the tank container industry to practice continual improvement in its supply chain services.

However, ITCO says it is no longer sufficient to analyse, measure and investigate why certain shipments were late, after the delivery took place. Both customer and logistics service providers want to think pro-actively and to anticipate late deliveries along a door-to-door movement of goods. As a result, all supply chain actors are demanding more transport visibility through frequent and accurate transport milestone messages and ETA updates - especially when unexpected delays in transit are occurring.

Once such milestone events are predefined and agreed among each of the supply chain actors, and a standard offering is achieved, the challenging and time-consuming discussions which arise from creating



All supply chain actors are demanding more transport visibility through frequent and accurate transport milestone messages

tailor-made milestone information frameworks for each customer - or for each individual trade lane - may be avoided.

The aim is to create an 'ITCO Standard' for supply chain milestones occurring from start to finish of an overseas shipment, which can be offered to every customer as the market norm. Such a framework is an important precursor before companies start deploying individual telematics and truck/equipment tracking solutions and it forms the basis towards transport visibility, interoperability and real-time information exchange across all logistics actors in the chemical supply chain.

A fuller report on the guideline will be in the September/October issue of Bulk Distributor.

www.itco.org

IN THIS ISSUE

Tank Containers	2
Leasing	6
Depot Services	9
Bulk Liners	12
Flexitanks	13
Ports & Storage	15

FEATURES IN THE NEXT ISSUE

Tank containers
IBCs, FIBCs & drums
Components
Asset management
Ports & Storage

To advertise please email

anne@bulk-distributor.com

To contribute please email

news@bulk-distributor.com



Accumulated rainfall in the first five months of this year around the Panama Canal was nearly half the historical average

Low water hits PanCanal

Drought-induced shallow water recently forced the Panama Canal Authority (ACP) to enact further restrictions on vessel draughts.

The move will likely have significant impact on global trade. ACP implemented restrictions in May to avoid ships running aground, and since then some large vessels have had to reduce container loads by some 25 percent.

Accumulated rainfall in the first five months of this year around the 80km canal was nearly half the historical average, according to the agency.

The new restrictions, which took effect on 25 June, limit neo-Panamax container ships to a depth limit of 43.5ft (13.26m) meaning they must either carry less cargo or shed weight in order to float higher. The previous maximum draft was 44ft (13.41m).

"This is an issue that the Panama Canal has been warning and preparing for; however, we could not have predicted exactly when the water shortage would occur to the degree that we are experiencing now," said Canal Administrator Ricaurte Vásquez Morales.

The last period of intense drought in the Canal took place in 2019-2020. These cycles, the administrator added, have historically happened once every five years. "Still, what we are experiencing now is that these events are being reduced to once every three years," he warned.

<https://pancanal.com>



EPCA

57th Annual Meeting

25-28 September 2023

Vienna, Austria

**Collaboration
for Impact** #EPCA57

Plan to attend! www.epca57.eu

DH extends refurb programme to Asia

Following the success of previous refurbishment projects in other countries, Den Hartogh Logistics is to refurbish a major part of its standard tank container fleet in Thailand and China.

The company says this will result in safe, high quality tank containers, extending their lifespan leading to environmental benefits as well.

The process will include several operational improvements, including the addition of full walkway handrails and other safety features.

While improving their safety, a refurbished tank container has a significantly longer lifespan and thus a lower environmental impact, Den Hartogh said.

The tanks will be stripped completely before they are built up from the ground up. Additionally, the upgraded tanks will be better equipped to handle the transport of various chemical products.

"The continued effort of our company to work with the best possible transport equipment where we also contribute to a better environment is both from a technical and societal point of view a win-win situation," said Martin Levitt, technical director.

HVO move

Meanwhile, Den Hartogh has announced its latest collaboration with Shell Chemicals Europe in driving on HVO renewable diesel. This represents a significant step towards achieving the company's goal of reducing CO2 emissions by 25 percent by 2025, Den Hartogh adds.

The partnership with Shell Chemicals allows the tank operator to take advantage of hydrotreated vegetable oil (HVO) renewable diesel, which is a sustainable and low-carbon alternative to traditional diesel fuel.

"By choosing HVO renewable diesel, we are able not only to reduce our carbon footprint, but also provide customers with sustainable transport solutions that align with their environmental goals," said



The partnership with Shell Chemicals allows Den Hartogh to take advantage of HVO renewable diesel

Alex van Leeuwen, regional commercial director at Den Hartogh.

Suzanne Roodenberg, Shell's general manager HSSE & Logistics, added: "Shell is committed to driving towards a more sustainable future, and we're excited to partner with Den Hartogh in this initiative. Adoption speeds up when we work together in our efforts to lower carbon emissions."

The benefits of HVO renewable diesel are numerous. It is made from waste materials and vegetable oils, making it a renewable and sustainable fuel source. It is also a low-emission fuel, meaning that it releases fewer harmful pollutants into the atmosphere. In fact, HVO renewable diesel can reduce CO2 emissions by up to 90 percent compared with traditional diesel.



While improving safety, Den Hartogh says a refurbished tank container has a significantly longer lifespan and thus a lower environmental impact

Metrocargo

Finally, Den Hartogh has commissioned Metrocargo Italia to transport its tank containers between Northern Italy (Mortara, Pavia) and Southern France (Miramas, Marseille) by rail.

The service, which has already started, uses traction provided by railway Fuori Muro Impresa Ferroviaria, in which Metrocargo Italia holds a 28.6% stake.

Multimodal operator Metrocargo Italia has been offering 'door-to-door' services between Italy and France since 2012. It also runs the only intermodal service between Italy and France through Ventimiglia.

www.denhartogh.com

Suttons sees powders take off

Industrial powders are a vital component of much modern manufacturing, whether food processing or chemicals.

For Suttons Tankers, recent months have seen significant development within the industrial powders sector, which is also in line with the logistics operator's ambitious growth strategy.

Suttons has won and retained a combined total of more than £10 million worth of bulk powders business over the past 12 months.

One of the most significant wins in the sector is the Alpek Polyester business operating out of its Stockton depot, loading PET from Wilton and delivering product across the UK. This product is widely used in the FMCG industry for beverage bottles and food containers.

Suttons Tankers has also renewed the existing Ineos PVC contract for a further three years and subsequently won a new contract with Ineos Olefins and Polymers, strengthening its longstanding partnership with the Ineos brand.

A contract with Sabic was also renewed for a further two years.

The procurement of a new site in Featherstone has been material to the recent wins, enabling Suttons to offer a trunking operation which adds value by bringing efficiencies to customers.

The introduction of the Featherstone depot is just the beginning of Suttons' plans to expand its footprint in the UK to facilitate growth in the powders sector.

Of course, none of this would be possible without an investment in new fleet. Suttons has invested in 13 new powder tractors and 27 new powder tanks, with a total capital investment of £4 million.

To continue the growth in this area, Suttons Tankers has appointed Stephen Cooper to the position of commercial manager for powders. Cooper has more than 35 years' sector experience in various roles from driving to management.

"I am delighted that we are emerging into a new, growing sector," commented Michael Cundy, managing director of Suttons Tankers.

"The recent wins, supported by our appointment of Stephen Cooper to head up the sector, demonstrates our commitment to making further advancements, and providing new and existing customers with bespoke solutions and outstanding levels of service."

More HVO

Suttons has also embarked on an eight-week trial using HVO as an alternative fuel, aligned to its ESG strategy.

Full implementation of HVO throughout the Suttons fleet is aimed at reducing 39,000 tonnes of CO2 which is 85 percent of its Scope 1 emissions.



Suttons has won and retained more than £10 million worth of bulk powders business over the past 12 months



Suttons is also trialling HVO as an alternative fuel

Suttons aims to become net zero by 2040 and this trial is part of many initiatives within its ESG strategy which focuses on laying the foundations for a sustainable future.

Steve Hassall, fleet director, commented: "Sustainability, ESG and

reducing our carbon footprint are at the absolute forefront of our agenda at Suttons, and in order to move this forward we are trialling HVO so that we can fully understand the emissions reductions, costs and practicalities of this product.

It is naturally more difficult for logistics businesses to reduce their impact on the environment than other industries, but the emergence of alternative fuels such as HVO is a step in the right direction and one that will significantly reduce emissions."

Martin Tomlinson, head of media and truck demonstration at Volvo Trucks UK & Ireland, added:

"Running fleets on HVO brings a lot of advantages; it's a less water and land intensive alternative to biodiesel, and its high quality as a fuel means it can be used in any of our latest Euro-6 diesel trucks.

"Last year we even fuelled our own 44-tonne Volvo FH with I-Save demonstrator with HVO when it set a new record of 9.82mpg around the demanding Commercial Motor test route, highlighting its suitability as a drop-in replacement for regular diesel."

www.suttonsgroup.com

Bertschi officially opens Zhangjiagang hub

Bertschi Group has announced the successful opening of its Zhangjiagang Liquids Chemical Hub.

The event took place on 5-6 July and was attended by high-ranking government representatives and over 250 esteemed customers. The new hub in the heart of the Yangtze River Delta is considered as having one of the highest standards in terms of safety and sustainability among chemical logistics centres in China; and marks a major milestone in Bertschi's history.

The project lasted six years and had to overcome numerous challenges, including the outbreak of the Covid-19 pandemic. With the hub already operational since the beginning of the year, the ceremony was an opportunity to demonstrate to customers the infrastructure and service offering of the logistics centre.

The hub is a modern and safe dangerous goods facility with a capacity of 50,000 tons storage and over 500,000 tons annual throughput capacity of wide-ranging chemical products. It is characterised by an ISO tank farm with the capacity to store up to 1,100 laden dangerous goods tank containers, as well as three warehouses with a total capacity of 25,000 pallets of various dangerous goods classes.

An automated drumming line system ensures high productivity in filling drums and IBCs. With advanced container heating and cooling capabilities including steam, warm water, electrical heating, and electrical cooling, the hub provides a wide range of value-added services to chemical industry customers.

Situated in the thriving Yangtze River International Chemical Industry Park next to the Free Trade Zone in Zhangjiagang, the hub benefits from a strategic location in one of the most dynamic economic regions of China. Its location at the Yangtze River also ensures seamless connectivity to global transport networks and an efficient distribution of chemical products across China and beyond.

"The Hub ideally complements Bertschi's global logistics network and enables worldwide door-to-door supply chain solutions, supporting our customers in their rapid expansion plans in China and across Asia," explained Jan Arnet, CEO of Bertschi Group.

The container yard is open to tank containers from all operators; this allows chemical producers to add the container farm in their IT systems as a sustainable Yangtze Delta entry hub for product storage in ISO tanks across all logistics service providers.

The new chemical logistics hub is in vicinity of Zhangjiagang Port

Bird's eye view of the Bertschi Zhangjiagang Chemical Liquids Hub



with daily direct container feeder vessels to Shanghai Port at 150 km distance, as well as direct vessel connections to Korea and Japan.

This location allows the hub to support the political goal of shifting the road transit of dangerous goods between Shanghai Port and the hinterland to waterways, bypassing the roads of the 25 million population of the Shanghai urban area. With this modal shift, transport safety and sustainability can be improved and negative impacts on the environment minimised.

"The facility represents the largest single investment in our company's history. It signals our solid commitment to the growth and

success of our global customer base in China," stated Hans-Jörg Bertschi, executive chairman.

Dow award

Bertschi received commendations at the Dow Europe 2023 4STAR Awards. The logistics company's commitment to excellence has garnered the Silver Star award in the 'Warehousing' category and the Gold Star award in the 'Road/Intermodal Operator' category.

Additionally, Bertschi's daughter company, Nordic Bulk, was honoured with a Gold Star in the 'Road' category.

The Dow Europe 2023 4STAR programme focuses on four fundamental aspects it values greatly while engaging with its logistics service providers: safety, sustainability, social responsibility, and service.

Bertschi chief sales officer Johan Devos expressed gratitude to the entire team for their exceptional contributions.

"We are proud of this recognition, which highlights the collective effort and commitment of our dedicated employees," Devos stated. "Their unwavering focus on operational excellence has been crucial in delivering outstanding services to our valued customers."

www.bertschi.com



Stations for heating and cooling products in front of the gantry crane of the tank container yard

**INTERMODAL
EUROPE 2023**

10-12 October, RAI Amsterdam

Visit us at Booth D44

SUPERLIGHT & STRONG



LAMILUX X-TREME

THE WORLD'S LIGHTEST AND STRONGEST TANK CLADDINGS



LAMILUX X-treme is the state of the art GRP material for tank claddings. It is a fiber reinforced composite offering the maximum possible content of reinforcement fibres in a highly elastic epoxy resin matrix. Highest strengths (twice than steel), outstanding impact tolerance and maximum weight saving can be achieved. LAMILUX X-treme has three times the strength of the best tank cladding materials available in the market.

Your benefits with LAMILUX X-treme for tank claddings

- Reduced maintenance and repair costs
- Maximised service life & less downtime
- High-class appearance even under the toughest conditions
- Reduced operating costs thanks to weight reduction

Member of
ITCO

LAMILUX COMPOSITES GMBH
composites@lamilux.de | www.lamilux.com

Rinnen Poland helps boost supply chain resilience

It is well-known that modern supply chains are highly sensitive to disruption; just think back to when the 'Ever Given' blocked the Suez Canal in March 2021.

Production chains are often dependent on the immediate availability of raw materials; however, to achieve this, enough inventory needs to be stored in convenient locations until it is needed.

That might be relatively easy in a conventional pallet warehouse, but it is incomparably more challenging when it comes to storing tank containers, especially if they contain hazardous goods.

Thus, bulk logistics operator Rinnen saw an opportunity to help its customers by providing a safe, secure storage site for tank containers at its facility in Poland.

Established in 1943 near the huge Rhine port of Duisburg, Rinnen has over the years broadened its service base across Germany and into neighbouring countries.

The first links with the chemical industry were created in the 1960s, when Rinnen began adding road tanker transport to its service offering. The company purchased its first tank containers in the 1970s paving the way for intermodal transport - an important step in Rinnen's development.

The 1980s and 1990s were marked by expansion into Italy, the Netherlands, Great Britain, Hungary, Belgium, and Poland.

Now, Rinnen's site at Grabówka, near Bierawa and Kedzierzyn-Koźle in south-west Poland, is

benefitting from a significant investment to expand capacity and the range of services offered.

Market demand

A storage area already existed at the site allowing customer to retain empty and cleaned tank containers on a temporary basis. But growing market demand for depot space encourage Rinnen to expand the facility to include a depot for the temporary storage of chemical substances, especially hazardous goods, in tank containers.

The aim was to design the depot to be built in such a way that the widest possible range of substances could be handled. This required extensive construction measures at the site because storage and transport of dangerous goods (DGs) are subject to strict regulations and safety standards.

Planning work and obtaining the necessary permits were correspondingly extensive. Part of the factory site was not asphalted and not suitable for parking cars and trucks. The previous container yard had a gravel surface without approved storage facilities for filled tank containers.

Once the planning had been completed and the relevant building permits had been obtained from the Polish authorities, the conversion of the site began in June 2022 during ongoing operations.

The site was expanded through the purchase of additional land, ground surfaces were compacted and paved, fire protection walls were erected and traffic routes were newly planned.

The work was completed in May this year,



Rinnen's site at Grabówka is benefitting from a significant investment to expand capacity

comprising a total investment of more than z19 million (€2.07 million).

As a result, storage for empty and empty-uncleaned transport tanks now covers 0.66ha. A 'tight' storage yard for tanks and vehicles loaded with neutral or hazardous goods now covers 0.63ha.

Newly-obtained permits specify the hazardous goods allowed to be kept on-site: namely, Classes 2, 3, 4.1, 4.2, 4.3, 5.1, 5.2, 6.1, 8 and 9.

The maximum quantity of DGs that can be kept at the facility is 5,936 tons. However, the amounts of each DG that can be stored depends on the particular configuration at a given time; for example, for explosive or flammable goods it might be lower.

Sustainability

Drivers for the investment were threefold: growing demand for intermodal logistics, an increased need for inventory storage, and desire to be more sustainable.

Statistics from Poland's Office of Rail Transport (UTK) show that 26.5 million tonnes of freight were benefits for Rinnen's customers allowing them to reduce storage costs and difficulties arising from limited capacity at customer or end user sites," explained a spokesperson. "Such a solution gives Rinnen customers the opportunity to optimise their logistics processes."

transported by intermodal rail services in 2021; 2.7 million tonnes more than in the previous year.

At the same time revenue growth in warehousing and storage in Poland has been constantly increasing. The country's warehousing and storage sector is valued at €1.1 billion and is now ranked as the eighth largest in Europe.

The need for greater sustainability is obviously part of the demand for intermodal transport solutions. However, due to a lack of security in intermodal transport and regular maintenance work on infrastructure, delivery times are often unpredictable.

Rinnen's storage facility is designed to address this uncertainty and delays, instead guaranteeing fast delivery directly from the storage site.

The Polish branch carries out shipments throughout Europe. Its location in an industrial basin specialising in chemicals and proximity to the railroad terminal in Gliwice provide additional opportunities.

Rinnen provides pre-loading at its site, along with temporary storage in transit and even longer-term storage of liquid products. "These are significant

Thanks to other technical facilities, Rinnen Poland also carries out tank cleaning, heating of products in tanks, and maintenance and repair at the Grabówka site.

www.rinnen.de



The aim was to design the depot to be built in such a way that the widest possible range of substances could be handled



The maximum quantity of DGs that can be kept at the facility is 5,936 tons

transaid

CYCLE KENYA 2024
4th - 13th October

Join Transaid on a once-in-a-lifetime adventure

SCAN ME

@Transaid @transaidorg
@TransaidOrg @Transaid

transaid.org • registered charity no. 1072105 Patron: HRH The Princess Royal

Court affirms STC liability in Flaminia case

The US Court of Appeal has confirmed a prior judgment that Stolt Tank Containers (STC) is jointly liable for the 2012 MSC Flaminia incident.

The Court affirmed by two to one the ruling on liability from 2018 by the US District Court for the Southern District of New York in which STC and Deltech were held responsible for the incident (45 percent and 55 percent, respectively).

Stolt said it was disappointed by the decision of the Court of Appeals upholding the lower court's 2018 decision. The company is currently assessing the legal and financial implications of the Court's decision, which included a dissenting opinion, and is considering further appeals and mitigations.

The potential liability for the full award is being assessed. The company recorded a loss provision related to the ruling in its second quarter financials of US\$155 million, which net of tax impacted net profit for the quarter by approximately \$115 million. The company has liquidity in place to fund its potential liability and remains in a financially strong position.

The ruling concerns the incident that took place on 14 July 2012, during which a fire broke out in cargo hold number four aboard the MSC Flaminia during the ship's crossing of the Atlantic Ocean. During the crew's attempt to extinguish the fire, an explosion occurred. Three crew members were killed in the incident.

STC had 29 tank containers onboard the ship, three of which were stowed in cargo hold number four. On 28 May 2013, the vessel interests, namely the owner, manager and operator filed counter and crossclaims against STC and Deltech, the shipper of the three tank containers stowed in the cargo hold, alleging that these tank containers were the cause of the fire and that STC did not adequately warn of the inherently dangerous nature of the cargo.

The litigation focused on several divinylbenzene (DVB) cargoes aboard the vessel. Manufactured by Deltech, the DVB cargoes had been shipped through an arrangement between Deltech and STC.

Stolt, in turn, entered into a contract with BDP seeking indemnity and contribution for BDP's role in the accident.

BDP's move to dismiss all strict liability claims in Deltech's Third and Fourth Causes of Action was granted by the Southern District Court.

The Phase 2 trial was completed in August 2018. The US District Court for the Southern District of New York delivered a judgment on 10 September 2018, which held the group jointly and severally liable with Deltech for the incident.

GCA buys Caillot

GCA parent Groupe Charles André has bought fellow French logistics firm Transports Caillot.

Caillot is based near Reims in the heart of champagne country and employs more than 800 people. Its 12 regional platforms are based mainly on the north-east of the country, and manage more than 250,000 sqm of warehouse space.

Caillot carries out unbundling, storage, co-packing and co-manufacturing spread over diversified sectors such as retail, wine & spirits, packaging, and automotive.

In 2022, the Caillot Group achieved a turnover of nearly €80 million.

While most of Caillot's activities involve palletised goods, it has a small road tanker division transporting grape must and clear wine, the still wine from which champagne is produced.

Caillot owner Jean-Pierre Caillot said he was confident that combining with GCA would create synergies in the interest of clients.

Delphine André, head of GCA, added: "I am proud that Jean-Pierre Caillot has chosen to partner with GCA to continue the development of his company. With this acquisition, GCA expands its offer to logistics and distribution of palletised goods. Caillot, meanwhile, will be able to rely on the European GCA network and its multimodal transport skills."

www.charlesandre.com



Stolt-Nielsen recorded a loss provision related to the Flaminia ruling of \$155 million

STC posted second-quarter revenue of \$189.3 million, down from \$193.9 million in the first quarter of 2023. Transport revenue decreased by 2.6 percent, driven by lower transport rates, partly offset by an 8.6 percent increase in shipments.

Demurrage revenue was down 7.9 percent. Utilisation was at 66.8 percent, up from 64.7 percent, as volumes improved as logistics bottlenecks continued to ease.

STC reported second-quarter operating profit before the \$155.0 million loss provision of \$39.7 million, up from \$39.3 million in the first quarter, and a loss of \$115.3 million after the provision.

The lower revenue was offset by a continued decrease in ocean freight costs, as liner space continues to open up. However, trucking costs, cleaning costs and other move-related expenses increased. The fleet grew by 1.6 percent during the quarter.

www.stolt-nielsen.com



PalTank joins ITCO

UK bulk drink logistics provider PalTank has officially become a member of ITCO.

As a member of ITCO, PalTank says it will have the opportunity to collaborate and engage with industry peers, experts, and stakeholders from around the world, fostering knowledge sharing and driving best practices in the field.

www.paltank.co.uk

TWO FOR ONE.



The Fort Vale 4" Safeload Loading Arm System consists of a combination of top-quality components, each with unique design features.

Specifically designed to be used in either a fuel or chemical transfer setting, Safeoad is manufactured in stainless steel - offering class-leading corrosion resistance, inherent strength and excellent durability.

Balance adjustment is controlled by gas springs and a limiter bolt provides failsafe damage protection.

All swivels have an integral earth system that ensures electrical continuity, eliminating the necessity for separate earth wiring.

Spools and drop hoses are available for maximum installation flexibility and we offer a range of Safeload API bottom loading couplers to suit your operating requirements - DryTyt 4" for chemical transfer, 4" API coupler for fuel.

What could be simpler?

**FORT VALE.
FOLLOW THE LEADER.**

Visit us at www.fortvale.com

FORT VALE

Brookfield moves into leasing with Triton buyout



Brookfield's logistics assets include container terminals in Australia, rail operator Genesee & Wyoming, and pipeline and bulk storage terminal firm Inter Pipeline

Recent months have seen another foray by private equity into the container leasing business.

This time, however, the stakes are even bigger. Brookfield Infrastructure, headquartered in Toronto, Canada, is buying Triton International Limited, registered in Bermuda, and the world's largest owner and lessor of intermodal containers. As a result, Triton will give up its public company status to become privately owned.

Triton is being bought in a cash and stock transaction valuing the company's equity at approximately US\$4.7 billion and reflecting a total enterprise value of \$13.3 billion.

"We believe this transaction provides an excellent outcome for all of Triton's stakeholders," said Brian M Sondey, Triton's CEO when the initial announcement was made.

"The sale price provides significant value to our investors and represents a 35 percent premium to the closing share price. For our long-term shareholders, this transaction crystallises a total shareholder return of approximately 700 percent since the 2016 merger of Triton and TAL International. For our customers and employees, Brookfield Infrastructure's significant resources and long-term investment horizon will support Triton's franchise, underpin our commitment to providing unrivalled service, and support continued investment in our growing business."

Triton owns and leases out more than 7 million TEU, the vast majority of which are dry vans, with specials dominated by reefers, open tops and flatracks. However, Triton also became a serious player in the tank leasing market in 2016 with the merger with TAL International. That saw TAL bring more than 10,000 tanks into Triton's fleet.

At 31 March 2023, Triton's tank container fleet stood at 12,156.

In the first quarter of this year, Triton posted net income of \$136.8 million, a decrease of 12.2 percent from the first quarter of 2022 and 6.5 percent down from the fourth quarter of 2022.

Utilisation averaged 97.6 percent in the first quarter of 2023 and was 97.1 percent as of 25 April 2023.

Triton profited from the booming demand for containers during the Covid-19 pandemic, growing its fleet substantially. At the same time, it also locked in new leases on long term contracts. As demand started to fall in late 2022, Triton halted buying new containers, and fleet utilisation fell from an average of 99.1 percent in 2022.

Utilisation could fall further, but some 85 percent of Triton's containers are now on long term lease contracts, including 60 percent that are covered by full lifecycle contracts. Compared to



Triton became major tank lessor with the integration of TAL International in 2016

previous cycles, the bulk of the cost risk of underutilised containers has shifted from leasing companies to shipping lines.

Brookfield's logistics assets include container terminals in Australia, US short-haul rail operator Genesee & Wyoming, and Canada-based pipeline and bulk storage terminal firm Inter Pipeline.

Sam Pollock, CEO of Brookfield Infrastructure, sees Triton is "an attractive business with highly contracted and stable cash flows, strong margins and a track record of value creation".

"This transaction provides Brookfield Infrastructure with a high going-in cash yield, strong downside protection, and a platform for growth in the transport and logistics sector," Pollock continued. "The transaction consideration also provides the opportunity for Triton shareholders to benefit from owning a globally diversified portfolio of infrastructure assets within a platform that has a proven history of generating long-term value for its shareholders."

Brookfield says it intends to maintain Triton's existing investment

grade capital structure and help grow the business.

The total consideration of \$85 per Triton share will consist of \$68.50 in cash and \$16.50 in BIPC shares. At closing, BIP's equity investment is expected to be approximately \$1 billion, inclusive of the BIPC shares.

The stock portion of the consideration is subject to a collar, ensuring Triton shareholders receive the number of BIPC shares equal to \$16.50 in value for every Triton Share if the 10-day value of BIPC Shares (measured two days prior to closing) is between \$42.36 and \$49.23.

Triton shareholders will receive 0.390 BIPC Shares for each Triton Share if the BIPC final stock price is below \$42.36, and 0.335 BIPC Shares for each Triton Share if the BIPC final stock price is above \$49.23. With the collar, between 18.4 and 21.3 million BIPC Shares will be issued to Triton shareholders.

The transaction is expected to close in the fourth quarter of 2023.

sales@unitas.bm

www.unitas.bm

UNITAS

For all your leasing and sales needs.
Global reach, local service.

Dubai • Miami • London • Rotterdam • Singapore • Shanghai • Czech Republic • Hamburg • Dusseldorf • Poland



CS Leasing appoints Shen

CS Leasing has announced the appointment of Joshua Shen as marketing manager for China and East Asia.

A seasoned industry specialist with over 15 years of experience in container manufacturing and marketing, Shen will support the expansion of CS Leasing's business throughout Asia by using his industry expertise and global network.

Based in China, Shen brings with him a track record of excellent customer service and market development in the container industry. Most recently, he worked as a senior overseas sales manager for CIMC Nantong Special.

"The CS Leasing team have known Joshua for many years, working closely with him on various specialized and standard container projects during his time with CIMC Nantong. Joshua has proven himself to be very knowledgeable on all intermodal container types while delivering excellent customer service through his extensive global network. Joshua's passion for long-term partnerships with customers and vendors fit well with CS Leasing's culture," remarked Makoto Nose, vice president - Asia at CS Leasing.

"We are excited to welcome Joshua to the CS Leasing team as we continue to grow in China and beyond."

As CS Leasing expands its presence in Asia, this latest addition is believed to afford new and existing customers enhanced equipment leasing and procurement support for their local and global operations with a diverse portfolio of container equipment, finance, and lease products.

www.csintermodal.com



New Asia marketing manager Joshua Shen will support the expansion of CS Leasing's business throughout Asia

VTG expands FastTrack

As of June, VTG has started offering wagons for last minute and short-term capacity requirements in France in partnership with Lille Dourges Container Terminal (LDCT), situated between Lille and Lens in northern France.

One set of 90ft Sggmrs container carriers stands ready to use at LDCT and can be booked online around the clock.

"We are thrilled to be able to offer our established solution for flexible rail freight transport in France," said Sven Wellbrock, chief operating officer Europe at VTG. "LDCT is an important node in northern France and a central hub for transport between France and the ARA (Antwerp-Rotterdam-Amsterdam) ports. This makes LDCT a perfect match for FastTrack."

Besides regionally expanding the FastTrack service, VTG is also adding new wagon types to its portfolio, making a multitude of uses possible. For example, Faccs-type hopper wagons are now available to transport building materials at the Mainz-Mombach location, in Germany, enabling FastTrack also to be used in construction site logistics.

"Especially given the numerous construction measures planned for railway infrastructure in the years ahead, in addition to being able to offer our customers an attractive offer here, we can also simultaneously provide added value for the entire sector," Wellbrock continued.



LDCT is an important node in northern France and a central hub for transport between France and the ARA

What's more, FastTrack is starting in Bottrop-Süd with a set of Eanos-type box wagons, which are suitable for transporting scrap, wood, ores and coal.

This means that FastTrack is currently available at eight locations in three countries. Launched in 2018 as a pilot project in Port of Hamburg, FastTrack offers the possibility to handle ad-hoc inquiries, spot transport and peak periods via rail. The wagon sets are available at selected locations around the clock and can be booked at any time using VTG's traigo customer platform.

www.vtg.com

Your Trusted Partner in Tank Container Leasing



EXSIF offers a large fleet of specialized gas tank containers used to store and transport compressed liquified gasses.

In addition to refrigerant, pharmaceutical, and liquid petroleum gasses, we also carry tanks to transport a variety of specific gasses:

- Ammonia
- Methyl Chloride
- Sulfur Dioxide
- Anhydrous Hydrogen Fluoride
- Propylene Oxide

For more information on how we can help you with your specialized tank container needs, visit us at:

www.EXSIF.com



EXSIF

A Marmon | Berkshire Hathaway Company



The deal struck last year links Peacock's cost of finance to its EcoVadis ESG scorecard



'Deal of the Year' for Peacock

Peacock Container's innovative financing deal last year has been recognised in a recent awards event.

The tank container lessor successfully converted its senior secured finance facility to a sustainability-linked loan and has now been recognised as 'Transport Deal of the Year (ASEAN)' by The Asset Triple A Sustainable Infrastructure Awards 2023.

In March 2022, Peacock amended its group finance facility to introduce specific sustainability terms advised and arranged by sustainability co-ordinator ING Bank NV, Singapore Branch, which link the borrowers' cost of finance to its EcoVadis ESG scorecard.

The group went on to achieve an EcoVadis gold rating in January 2023, placing Peacock among the top 5 percent of rated companies for its progress in managing environmental issues, labour and human rights, governance and sustainable procurement in its business.

Peacock's CFO Charles-Hadrien Lassalle commented: "Our sustainability-linked finance facility – further increased and extended by approximately 40 percent with the introduction of two new lenders (Keybank and Credit Industriel & Commercial Singapore Branch) in November 2022 – provides a sound platform for us to continue to grow our fleet sustainably. We appreciate this endorsement of our approach and the encouragement it gives to existing and potential providers of sustainable finance in this sector."

In the meantime, Peacock Container has appointed Martijn van Konijnenburg as technical manager Europe.

van Konijnenburg brings with him over 20 years of experience in ISO tank repair and maintenance. Previously, he worked for a leading classification society, where he gained extensive knowledge and expertise in the industry.

In his new role, van Konijnenburg will play a crucial role in driving technical operations and overseeing the maintenance, repair, and inspection services provided by Peacock Container throughout Europe. His deep understanding of ISO tank standards and regulations will ensure that Peacock continues to deliver the highest level of quality and compliance to its customers.

"We are delighted to welcome Martijn van Konijnenburg to our team," said Jesse Vermeijden, CEO of Peacock Container. "His extensive experience and expertise will undoubtedly add significant value to our business. Martijn's technical knowledge will further strengthen our position as a trusted partner in the ISO tank container industry."

"I am excited to join Peacock Container and be part of its esteemed team," added van Konijnenburg. "I look forward to leveraging my experience and knowledge to contribute to the company's success and maintain its reputation as a leader in ISO tank container solutions."



Peacock has appointed Martijn van Konijnenburg as technical manager Europe

<https://peacockcontainer.com>

Ermewa becomes Stream

Stream has been unveiled as the new name and brand identity of freight railcar and tank container leasing group Ermewa.

With offices in more than 40 locations and more than 1,300 employees, Stream's business is conducted through five service offerings: Ermewa, which owns more than 45,000 freight wagons across Europe; Inveho workshops, for wagon maintenance and construction in France and Germany; Eurotainer, Raffles Lease, and DEMI, for tank containers. Eurotainer and Raffles Lease together own more than 80,000 tank containers worldwide, while DEMI is a dedicated tank container depot activity for maintenance and storage.

David Zindo, Stream CEO, explained: "The evolution of the Ermewa Group brand is a key strategic shift. Stream reflects a global vision to reaffirm our market leadership and put our values at the heart of our discourse. This new name reflects the fluidity, the dynamism, and the unity of our group, with all of us driven by a common vision.

"Our new signature, 'Enabling the future of freight', supports our common ambition to offer the best sustainable solutions to our clients. Stream gives us a new identity that looks to the future, where innovation rhymes with leadership, and reliability with sustainability."

Zindo added that Stream aims to double revenues by 2030, while "actively contributing to the carbon neutrality agenda."

New Ermewa office

Meanwhile, Ermewa is now represented in Hamburg. Under the direction of Jakob Kudlinski, all matters relating to the maintenance, repair and operation of the fleet in Northern Europe will be managed from this new office. Kudlinski and his team are also responsible for intermodal wagon management.

The Hamburg office will initially have four employees, and is expected to grow steadily over the coming years. In addition to service and development tasks, the historic location of the wagon keepers will strengthen cross-industry involvement on technical issues. Indeed, the main competitors and the VPI wagon keeper's association are represented in Germany.

"My team and I have set ourselves the goal of developing and establishing new models for the optimal operation of our wagons," said Kudlinski. "We want to go deeper into technical issues and improve the fleet's performance. As the office responsible for managing the assets of our intermodal fleet, we are at the heart of the action in Hamburg. The combined transport activities already well established here are set to expand throughout Europe."

Ermewa's new office in Hamburg is located at:

Dorotheenstraße 95
22301 Hamburg
T: +49 (0) 160 97373243

www.streemgroup.com



Stream is the new name and brand identity of Ermewa



BELGIUM
Michael Govers
+32 468 34 30 43
michael.govers@mimu.be

SWEDEN
Steve Govers
+46 739 37 08 75
steve.govers@mimu.be

MIMU
TANK LEASING



Chemical liquid tanks, gas tanks and now also MEGC's for Hydrogen transport and storage

www.mimu-tankleasing.com

State of the art cleaning for Hoyer Mannheim

In May, Hoyer Group brought one of the most modern semi-automatic cleaning facilities for IBCs into operation at its Mannheim, Germany site.

The logistics provider says the new facility enables it to increase efficiency and shorten significantly the throughput times of IBCs during the cleaning process. The result is an optimised fleet utilisation, better planning and faster provision of the stainless steel containers, which are in great demand. Hoyer has recorded significant growth in this business area over the past two years.

By commissioning the IBC cleaning facility in Mannheim, Hoyer is expanding its services with state-of-the-art technology and the highest certified quality and safety standards.

Gröninger designed, built and commissioned the cleaning the system for the facility.

"Through this investment, we are strengthening our cleaning network," said Marlen Blechschmidt, director of Hoyer's IBC Logistics. "We will continue to grow our IBC business. With our network of workshops, depots and cleaning facilities through our cotac subsidiary, we offer reliable full service from a single source. This enables us to serve our major customers in the chemical, cosmetics and food industries even more efficiently."

The semi-automatic plant is primarily designed to clean chemical and cosmetic products, but can also perform certified cleaning operations for food products, - including kosher. Due to the high compatibility of the plant, the wide range of different IBC types in the Hoyer portfolio poses no challenge. Internal and external cleaning are automated in accordance with industrial and certified standards, and disinfection by steam is also possible.

When choosing the facility, the logistics company attached particular importance to an energy-efficient, resource-saving cleaning process. According to Jens Enskat, managing director of cotac: "This IBC cleaning system increases our processing capacity by 30 percent - with the same number of staff. It makes our colleagues' daily work easier, and gives our customers even greater planning security."

The system is equipped to process various container formats. A forklift truck places the container on the stainless steel chain conveyor. Next, the container is moved automatically through different sections. The section where residual product is removed is connected to an air purification system, where the released vapours are purified.

Both the exterior and interior cleaning are carried out in a closed, fully automated booth. The associated high-pressure technology is built in a 20ft container. Stickers are removed very quickly using a 500 bar spray gun. Afterwards, the containers are dried with hot air and/or sterilised using steam.

Cleaning and process data are processed by a PLC, exported as files, and digitally sent to the customer's systems. This means that the cleaning history of a container can always be referred to when asked for.

cotac is an integral part of the full-service portfolio of Hoyer Group. Twelve locations at logistics hubs in Europe, Asia and the USA now support the logistics processes of Hoyer. cotac offers globally uniform standards for tank cleaning, repair and depot services, and is regularly audited in accordance with DIN EN-ISO 9001 and SQAS.

www.hoyer-group.com
<https://groninger.eu>



The IBC cleaning system increases processing capacity by 30 percent with the same number of staff



Hoyer has recorded significant growth in the IBC business area over the past two years



YOUR FLEET LEASING PARTNER

FOR TODAY, TOMORROW AND BEYOND

Here at CS Leasing, we're proud of our extensive fleet of dry freight special containers. Our diverse fleet means we can meet a wide-range of fleet sourcing and supply chain needs – whether your business is small, large, new or in growth.

With a global network of offices and local support teams, we can give you help, support and advice when and where you need it. Our experienced management team has the knowledge and experience to help your business succeed. And as we make continued investments in our long term growth, we will go above and beyond to support our customers' needs.

We're confident that we are your ideal fleet leasing partner for today, tomorrow and beyond.

GLOBAL NETWORK • LOCAL EXPERTISE AND SUPPORT



CS LEASING

www.csintermodal.com | info@csintermodal.com

Dinges starts new painting system

Recently the workshop team of Dinges Logistics was able to complete new painting system after thorough preparation and installation work.

The plant is modern and, thanks to its high technological standards, not only creates ideal conditions for precise painting work, but also offers other advantages.

Dinges says the new painting system is perfect for painting large parts. With a length of 16m and a height and width of 5m each, it offers optimum internal dimensions for painting work on tractor units. The system meets the safety requirements of DIN EN 16985, the standard for painting booths for organic coating materials, and incorporates various safety systems.

In addition, the system is equipped with automatic booth pressure control during all operating phases. The system is controlled via an electrical control cabinet containing a special control panel with a touchscreen display, which can be used to make important settings and also access a wide range of information.

The system ensures ideal ventilation conditions in various phases of the painting process, which guarantees total exhaust air in the painting phase and optimum recirculated air in the drying operation. The latter reduces drying times, ensures a homogeneous result and also saves energy.

With regard to energy consumption, another positive feature is the 'Follow Me' mode, which assures intelligent use of energy in terms of air distribution and lighting, so that the air flow is directed to the area where the person operating the system is located. The lighting can also be controlled using the mode to reduce it to the area where the operator is working, while ensuring perfect colour reproduction.

Thanks to the investment, the painting work, which is part of the service portfolio of Dinges' workshop, can be carried out in the best possible way.

"We attach great importance to investing in modern technologies and solutions because in doing so we are also investing in the future viability of our company," explained Ingo Dinges, owner and managing director.

"Overall, we want to improve ourselves continuously and optimise our performance. We have identified a certain potential for improvement in this area and for this reason decided to take this step."

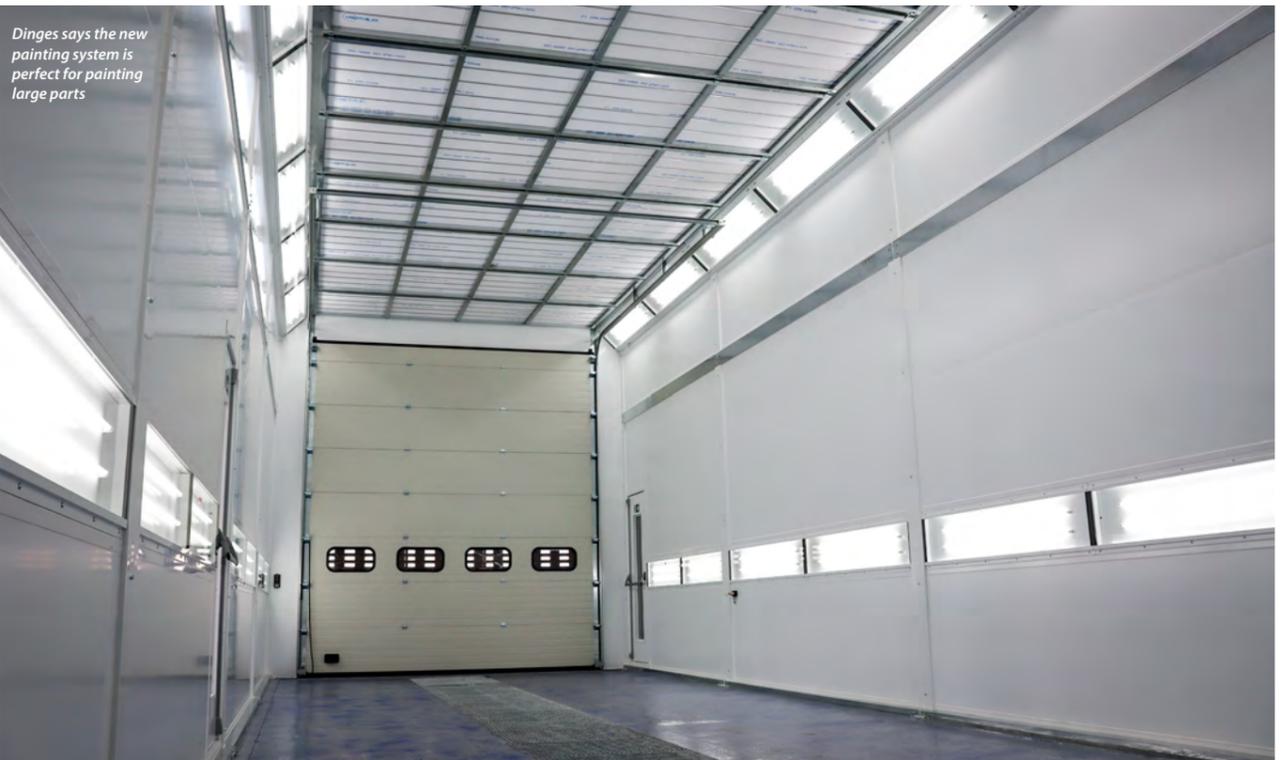
Driver training

Good performance of employees is essential for any company, and in this context, training plays a major role for all professional and age groups.

For this reason, Dinges Logistics organised various seminars for professional drivers over a number of weeks. Their performance has a strong influence on the company's success, as uneconomical driving and high damage charges can be very expensive.

In their daily work, professional drivers are constantly confronted with a wide variety of complex, often unpredictable situations, in addition to the challenges that their job entails anyway. Precise work, a high awareness of safety, and important background knowledge to make the right decisions are therefore enormously important.

In order to create ideal conditions for this, Dinges held voluntary



Dinges says the new painting system is perfect for painting large parts



Driver performance has a strong influence on a company's success, as uneconomical driving and high damage charges can be very expensive

seminars that went beyond the driver training courses required by law. The training courses covered areas of damage prevention and economical driving, and were each held for a full day with around 12 to 15 drivers.

Two practical stations were set up for the damage prevention training - firstly, the station 'Driving around obstacles in confined spaces', and secondly, another station 'Reversing around corners using the passenger mirror'. The tasks to be completed were evaluated and, in addition to this feedback, the drivers received recommendations for improvement to help them avoid potential damage in the future.

Other content of this training included correct ergonomic seating position and correct mirror adjustment. A further measure focused on the topic of economical driving. Here, the drivers first drove a test route with the trainers without receiving any instructions. That

was evaluated afterwards, the drivers received appropriate feedback and the negative points were worked through in a theoretical part. They then drove the test route again, but with specific instructions from the trainers. The training also focused on how fuel consumption and vehicle wear can be reduced by driving with foresight and in a way that protects the material.

The training measures implemented are primarily intended to raise drivers' awareness of the relevance of safe and economical workflows. This should reduce incidents of damage and increase the profitability of the company by lowering costs. However, the training measures are not only accompanied by benefits in terms of safety and economy, but also sustainability aspects are favoured, in particular through reduced fuel consumption and fewer incidents or damage in the company's operational processes.

"By evaluating previous incidents and fuel consumption statistics, we were able to customise the training content and execute it accordingly," explained Daniel Hirsinger, fleet manager at Dinges Logistics.

"The drivers were able to notice the difference in results between driving without instructions and driving with professional instructions. In this way, the new knowledge they learned was deepened and can now be applied in the future."

Hirsinger is satisfied with the result of the training measures and is ambitious about the future.

"In the future, too, the focus will be increasingly on further training opportunities for our drivers. The aim is to identify and address any weaknesses and continue to optimise performance," Hirsinger summed up.

<https://dinges-logistics.com>

Apollo takes stake in ITT

Assset management firm Apollo is taking a stake in Intermodal Tank Transport (ITT), a tank container transport and depot services outfit based in Houston.

ITT will continue to be led by president and CEO Jon Hulsey and the existing management team. Financial terms were not disclosed.

Originally founded in 1993 in Medellin, Colombia, ITT established itself as a leading ISO tank transport operator in Latin America. The principal office is now in Houston, Texas, USA.

In addition to being the largest US-based ISO tank operator, the company provides tank maintenance, cleaning and inspection services across its depot network.

ITT has offices in Antwerp (Belgium), Spijkenisse (Netherlands), Barcelona (Spain), Sao Paulo (Brazil), Buenos Aires (Argentina), Santiago (Chile), Carabobo (Venezuela), Veracruz (Mexico), Cartagena (Colombia), Singapore, Shanghai, Klang (Malaysia), Seoul (Korea).

"We are thrilled to partner with Apollo to help accelerate our next phase of growth," said Hulsey. "We have a number of compelling opportunities to strengthen our global platform, and we believe Apollo's deep understanding of our business, scale and extensive value-creation expertise will help us unlock the significant growth potential of our business."

"Jon and the team have done an exceptional job building ITT into an industry leader with high-quality assets and an unwavering



In addition to being the largest US-based ISO tank operator, ITT provides tank maintenance, cleaning and inspection services across its depot network.

commitment to customer service," said David Cohen, partner at Apollo.

"As food, chemical and other industries increasingly turn to ISO tanks for reliable, safe transport, we believe ITT is well positioned to expand its leadership position as a specialty logistics provider serving supply chains and owners of infrastructure around the globe."

www.apollo.com



cleaning
your
world

75
YEARS



GRÖNINGER
Cleaning Systems

www.groninger.eu



CTW completes tank heating system for Bertschi

CTW Cleaning Systems has finished a new project for Bertschi Group.

The new controlled steam heating installation for up to 24 ISO tanks, using pressurised steam, is now up and running at the logistics company's site in Rotterdam, The Netherlands. With this custom-built installation, Bertschi is able to heat its tank containers daily in the most advanced and sustainable way, CTW says. Bertschi stated: "We have not had the facility full of ISO tanks yet because the heating is far more efficient than previously thought."

The technical installation is placed inside a 40ft-high container, built in accordance with European laws and regulations. The container has been equipped with a highly efficient and energy-saving steaming boiler, water treatment system, condensate return for reuse, economiser and compressed air. A custom-built galvanised platform 74m long was also installed, and has been equipped with three stairs for entry into the platform. In addition, 16 fall stairs have been installed in order to reach the ISO tank safely.

CTW developed four unique swing arms for safety lines at Bertschi's special request. In this way, the operators can safely move from container to container. At ground level, under the platform, four landing stairs are provided so that the operator can move safely over the insulated steam and condensate pipes. There are 24 branches for steaming and dewatering the tank containers, all equipped with automatic valves,

including hose suspension brackets for steam and condensate hoses.

Control panels and data

There are also four touch screen control panels where the operator can set up and monitor the heating positions. Each panel controls six heating positions, and the operator can begin the heating programmes from there. The course of the cycle can be closely followed and all data can be logged and extracted after the process is completed.

Bertschi can now control and monitor the entire process from its own office and via an app on any mobile device. This allows the heating process to be monitored and controlled at all times.

From a safety point of view, the installation is linked to an emergency centre, which can alert the operators in the event of problems. Its special features include a high-end steaming boiler (delivered by Callens), automatic temperature control, real-time temperature sensors, constant temperature monitoring and logging, online remote control, alarm notifications via smartphone, email, etc, and data logging and extraction.

Expanding global presence

To provide customers with the best and fastest service, CTW has been expanding its global presence. Having previously set up agencies in France, Italy, the Netherlands and Germany, it is now locally present even further afield.



With CTW's custom-built installation, Bertschi is able to heat its tank containers daily in the most advanced and sustainable way

Thanks to a new partnership with Inertus, CTW is now represented in Scandinavia and the Baltic states. Inertus has many years of experience in various construction and environmental management projects. Since 2020, they have also been working towards 'green deals' – using leading solutions for facilities in the fields of water/wastewater treatment, biogas/biomethane production and emission reduction.

India continues to be a major growth market, especially when it comes to logistics. To be well represented in this region, CTW has partnered with Sea Breeze Marine Engineers & Consultants, a locally-based engineering and consulting firm. Sea Breeze's skills and expertise cover a wide range of oil & gas, and marine engineering,

including repair and maintenance of ISO marine containers (dry vans, reefers and tank containers).

Like India, the Middle East is also an important growth market. In Sparetech Trading DMCC, CTW has found a partner to represent its products. As a company, Sparetech has always focused on technology and innovation in the petroleum, chemical, oil & gas, and container industries by providing solutions to technical challenges in the Middle East for the past 20 years.

The company works with the support of OEMs like Fort Vale, Timm Elektronik & Kalymnos. CTW is confident that this partnership will be a benefit to its customers in this region.

www.ctwcleaning.com

Kanoo Tank Services

Sahreej

Jubail Depot and Head Office

Area: 100,000sqm
Location: Lot 6, Block 2, Section N, Logistics Industrial Park, Jubail 2. Kingdom of Saudi Arabia.
Postal Address: PO Box 1806, Al-Jubail 31951.
Kingdom of Saudi Arabia

Facilities and Equipment:

- ★ 24 Cleaning Slots (Capacity of 1,000 cleans per month)
- ★ 30 Inspection and Testing Slots
- ★ 15 Statutory Inspection Slots
- ★ 24 Reefer Plug-In Points
- ★ Repair workshops with 6 Rotators
- ★ 8 Steam Heating Bays Digitally Controlled
- ★ WWTP and Scrubber
- ★ Nitrogen Generator
- ★ Training Facilities

Services:

- ★ Tank Cleaning including MDI/TDI, Latex and TEAL.
- ★ Full repairs to frame, cladding and shell (including pitting and shell inserts)
- ★ Steam Heating
- ★ Cross-loading and Drumming
- ★ Tank Leasing
- ★ Reefers
- ★ Nitrogen Services
- ★ Full Laden Tank Storage with containment tanks
- ★ On-hire / Off Hire
- ★ Full Frame Refurbishment
- ★ Off-site Emergency Response

Tank Types Serviced:

- ★ ISO Tanks Swap bodies
- ★ IBC's
- ★ Road Tankers

Certification and Membership

- ★ ISO 9001:2015
- ★ ISO 45001:2018
- ★ ISO 14001:2015
- ★ ISO 22301:2019
- ★ ISO 37001:2016
- ★ Gulf SQAS
- ★ ITCO Member





More and more high-volume flour users are looking at capturing the benefits of Caretex FLOUR Liners by investing in liner unloading capabilities

Taking Care of flour

Signode sees growing interest in its Caretex FLOUR Liners

Transporting flour products using bulk liners in standard intermodal containers carries a number of advantages.

These include better hygiene as liners prevent direct contact between the flour and the container walls, floor, or doors, which may be dirty or contaminated with previous cargoes. They also prevent dust, insects, rodents, or other foreign materials from entering the container and spoiling the flour.

Container liners allow for faster and easier loading/unloading of flour, as they can be fitted with spouts, valves, or other accessories that facilitate the flow of the product. They also eliminate the need for additional packaging materials, such as bags or pallets, which reduces the transport weight and cost.

Finally, they have significant environmental benefits, as they reduce the waste and pollution associated with conventional packaging materials, such as plastic bags or cardboard boxes. Moreover, the reuse and recycling of containers and liners saves natural resources and energy.

Strong demand

Kim Henriksen, international sales director of Signode (Thailand), is, not surprisingly, a strong advocate for using Caretex FLOUR Liners, a brand of the Signode Group.

"Signode is experiencing strong demand from customers looking to

move away from using smaller bags and pallets, warehousing and additional handling in order to increase each individual flour mill's environmental sustainability, easier disposability and operational savings," Henriksen says.

Not having to unload significant numbers of flour sacks or FIBCs is a significant benefit for Caretex FLOUR Liner users. For example, a single maritime container can carry an equivalent amount of flour as in 800 25kg sacks or 24 880kg FIBCs.

"Protecting the environment from unnecessary waste is a major advantage of the Caretex FLOUR liner, Henriksen continues. Similarly, greater efficiency and contamination-free handling direct from mill to user eliminates expensive and wasteful intermediate handling of the product.

"Blow the flour into our Caretex FLOUR Liners and tip it out at the customer's site," he says.

In Europe, the company sees an opportunity in supplementing, even eliminating, expensive tank truck transport. This can help avoid empty return trips as well as leading to better utilisation of truck drivers in the midst of the widespread driver shortage.

But on top of this, the container liner makes it possible for flour producers to widen their markets, and flour consumers to widen their sources, thanks to the intermodality of the ISO container. Whereas powder tankers are necessarily restricted to transport by road, and



Not having to unload significant numbers of flour sacks or FIBCs is a significant benefit for Caretex FLOUR Liner users

thus regional markets, loading product into a container using the FLOUR Liners means the eventual destination is, in theory, unlimited.

Capturing the benefits

In general, Signode sees the greatest advantages of its FLOUR Liners accruing to large flour consumers by being able to unload directly into their manufacturing sites while the container is gradually tipped.

"More and more high-volume flour users are looking at capturing the many benefits and advantages presented by our Caretex FLOUR Liners by investing in liner unloading capabilities at their bakeries and manufacturing plants," Henriksen says.

To aid migration away from small bags and take full advantage of bulk flour transport, Signode offers on-site assistance worldwide to large scale flour users and mills to conduct practical trials using the Caretex FLOUR Liners.

"Signode staff will come on-site and give support during testing, both at the liner loading and unloading phases," says Henriksen.

"Obviously, various flour supplying mills will already have the ability to load our Caretex FLOUR Liners from whatever set-up they have to load tanker trucks. However, Signode can assist new users in recommending suitable liner loading and unloading equipment."

Any size you want

Currently, the Caretex FLOUR Liners are made at Signode's own, fully ISO22000 Food Safety Certified plants in Thailand. Since the company has its own manufacturing facilities, the liners can be fabricated to fit any container size, be it 20ft, 30ft, 40ft or any others.

Following the Covid-19 pandemic stricter norms in handling food materials have become standard around the world. And coupled with the greater desire to operate sustainably this is driving increased interest and demand for the FLOUR Liners.

"Now we see growing interest in this innovative packaging concept from Europe and the USA because of the need for plastics savings, cost reduction efforts and better hygiene," Henriksen adds.

This interest is evident at large scale bakeries and flour users as using ISO containers allows them to widen their supply chains, for example, by allowing them to take advantage of more cost-advantaged imports.

In addition, well-known brand names also want to provide supply certainty by being able to receive consignments using alternative transport modes, rather than relying solely on road powder tankers.

"Specifically, we can see a surge in our Caretex FLOUR Liner usage in domestic or regional transport by rail, which is not only good for the environment, but once again, reduces the need to rely on scarce truck drivers," Henriksen comments.

"So, there is no excuse for not changing into using Caretex FLOUR Liners as soon as possible," Henriksen concludes.

www.signode.com



Signode sees the greatest advantages of its FLOUR Liners accruing to large flour consumers by being able to unload directly into their manufacturing sites



THE BULK LIQUID SPECIALISTS

Choose Transolve and benefit from:

- A large global independent freight forwarder
- Leading-edge cargo transparency
- Flexitanks for all sizes from 14,000 through to 27,000 litres
- A wide range of ISO Tanks
- Strategic advice and support

MAKE THE RIGHT MOVE AND DISCOVER THE DIFFERENCE TRANSOLVE CAN MAKE TO YOUR BUSINESS.

www.transolve.com.au | sales@transolve.com.au | Australia - New Zealand - USA

Transolve bulks up flexitank offering

Innovation, agility and cost efficiency are just some of the reasons Transolve Global has a global reputation as a market leader in bulk liquid transport.

This year, the Australia-based company is further cementing its status, effectively revolutionising the bulk liquid sector as it empowers customers to move increased payloads per container and further optimise their logistics operations.

This amplification of efficiency and cost savings will be delivered via Transolve's premium range of flexitanks and ISO tanks, including the addition of the largest flexitanks available in the market.

According to CEO Rachael Budd, the addition of this ground-breaking flexitank to its array of logistics solutions means that Transolve can now transport up to 27,000 litres of bulk liquid across the global market, safely, securely and with minimal product residual.

"At Transolve, we appreciate that efficiency is paramount when it comes to the supply chain," says Budd. "Having the ability to move more volume per flexitank delivers numerous benefits to a business, such as cost savings and sustainability, that will reverberate right across the overall entity and reflect in the bottom line."

Transolve Global says it is uniquely positioned to provide this new product as a solution to customers and is leading the market with a cutting-edge freight forwarding option as a result of its ethos of continually searching for, and developing ways to provide, superior service and support to customers.

In fact, working with one of the world's leading wine producers, Transolve Global has recently completed its inaugural transportation of 26,000 litres of wine across the globe. A freight-forwarding feat that the company says is unprecedented in scale and unrivalled in volume.

According to Rachael Budd, flexitanks deliver a plethora of benefits to businesses, such as providing a more environmentally-friendly and sustainable way to transport bulk liquids.

"Our flexitank range includes options that provide our customers with the ability to carry more liquid than ever before per payload, therefore helping to reduce both emissions and waste, effectively providing businesses with a more eco-friendly global logistics option that decreases the overall carbon footprint of the business," she explains.



Transolve Global CEO Rachael Budd: we are always looking for new and efficient ways to help our customers optimise their supply chain

"This sustainability element is increasingly vital in today's competitive marketplace, as research shows that 60 percent of consumers rate sustainability as an important criterion when choosing from whom to purchase, indicating that companies must act now to avoid becoming obsolete in the future."

In addition, flexitanks enable a business to carry 15 percent more payload than IBCs, 44 percent more than drums and 50 percent more than bottles. The confluence of these benefits, which range from cost savings and sustainability through to space and time



Transolve's flexitank range includes options that provide the ability to carry more liquid than ever before per payload

efficiency, reflect the advantageous nature of the flexitank when transporting bulk liquids.

Budd adds: "Here at Transolve, we are always looking for new and efficient ways to help our customers optimise their supply chain and have the competitive edge in their market. Our strategic partnerships with market-leading transport providers, combined with our wide array of flexitanks and ISO tanks, as well as our expertise, enables us to do this for our customers."

"In addition, our working relationships and global network means we can provide our customers with a unique holistic solution that overcomes any barriers or obstacles inherent in transporting such volumes of bulk liquid, delivering a freight forwarding solution that is cost efficient, reliable, safe and secure from start to finish."

As one of the world's largest independent bulk liquid specialists, Transolve Global is excited to continue supporting businesses with optimising the logistics of moving edible oils, industrial oils, wine, spirits and other beverages, as well as all types of non-hazardous chemicals across the globe.

In this way, the company is cementing its reputation as a market leader as well as giving customers their own competitive edge so they can take their businesses further.

www.transolve.com.au



CARETEX patented FLOUR liners are paving the way for bulk transport

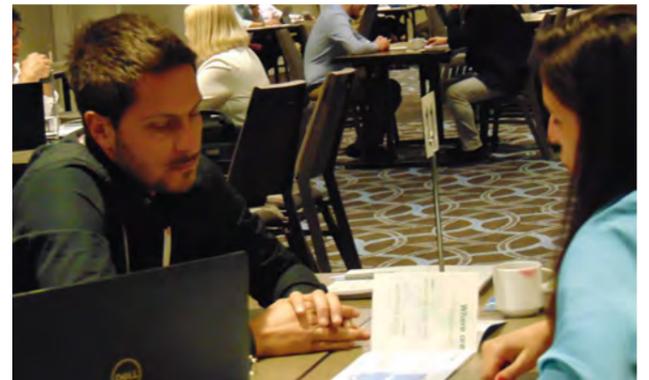


**FDA Approved
Enables Flowability
Moisture Control
Contamination Prevention**



WE'LL PROTECT IT FROM HERE

SIGNODE
TRANSIT PACKAGING SOLUTIONS



FECC ANNUAL CONGRESS

2023

DIVING INTO THE FUTURE

11-13.09

SITGES
BARCELONA
SPAIN



www.fecc-congress.com

Early bird
till
15 July

REGISTER NOW!

www.fecc-congress.com



Fecc

EUROPEAN ASSOCIATION OF
CHEMICAL DISTRIBUTORS

www.fecc.org | info@fecc.org

The go-to event for everyone in the chemical value chain!

Movers and shakers meet in Montreal

PBLA's global event in Montreal took place on 29-30 May.

On the opening morning, a number of presentations were delivered on a variety of topics.

Global coverage growth: this year alone there have been new PBLA members in Singapore, Peru, UK and most recently in Ghana, Burkina faso & Togo. In fact, since the event itself the association has announced new members in Israel, Pakistan and UAE. The target is to increase country coverage by 20 countries until the end of the year.

A sneak preview of the new website currently being developed was shown to all attendees, and will be launched in the coming weeks. Apart for a totally redesigned and fresher look, there will be a more user-friendly member zone, with superior encryption and security, and increased personalisation possibilities, where members can add an unlimited number of users to their profile. They will also be able to update their profile of services easily. This area is also where the new tank finder tool will be housed.

This was followed by presentations from conference sponsor ACS Logistics/MGF Group delivered by Carm Sciglitian, and platinum sponsors Synergie Canada given by Katrina Hulis.

Then there were talks from local professionals on the logistics ecosystem of Greater Montreal from the general director of CargoM, Mathieu Charbonneau, and director of development and international relations of Montreal Port Authority, Alain Berard.

Finally, Aeler Technologies head of sales Johnson Tan presented the company's Smart Container and the opportunities for flexitank and dry cargo shipments. PBLA and Aeler will be entering into a partnership agreement.

For the following day and a half, one to one meetings took place between attendees.

At the end of the event the next PBLA global event was announced. It will be held in Dubai in the week commencing 4 March 2024.

<https://pblaglobalnetwork.com>

Ammonia project for Tilbury

The UK's largest power generator RWE is teaming up with trading and investment company Mitsui and Port of Tilbury, near London, to develop a hydrogen project as part of a recently signed memorandum of understanding (MoU) for two green hydrogen projects.

Hydrogen has a crucial role to play in helping the UK achieve its 2050 net zero ambitions, the partners say, and is an essential component for decarbonising different industrial sectors.

Through the MoU, they will complete two parallel work streams: a small scale 'proof of concept' demonstrator project to produce green hydrogen for decarbonising items of port equipment by switching from fossil fuels to hydrogen; and an initial study into a 10mW green hydrogen plant.

The facility will be developed on Port of Tilbury land previously housing a coal-fired power station, transforming an area historically associated with fossil fuel power generation to green hydrogen production, at the heart of the Thames Freeport. The project will also look at options to scale up development over a 10 year period upwards of 100mW. The hydrogen would be used for port infrastructure and operations in addition to providing green hydrogen to the surrounding industry.

Dehenna Davison MP, UK Minister for Levelling Up, Housing and Communities, commented: "This project is another great example of freeports driving the UK's shift to a dynamic, low-carbon economy by developing the industries of the future.

"This will bring great local opportunities by



creating exciting new careers for people, demonstrating one of the many reasons why freeports are at the core of our levelling up agenda."

Peter Ward, commercial director at Port of Tilbury and Thames Freeport lead, added: "This is an important opportunity to support Tilbury's commitment to achieving net zero for our customers. Our business has set out the ambition to be carbon neutral by 2032 and net zero by 2042 by investing in the infrastructure in the ports. "As part of Thames Freeport, our MoU with RWE

and Mitsui to develop a new hydrogen plant at Tilbury will help accelerate the UK's path to a decarbonised economy and support our vision for low carbon logistics."

Steve Boughton, RWE director hydrogen development, said: "Hydrogen is a key component of the energy transition and we want to play a leading role in this, aiming to develop 2GW of capacity by 2030. This collaboration with Mitsui and the Port of Tilbury is for an innovative project combining production and industrial customer use with potential fuel switching of port equipment."

"Hydrogen is one of the areas identified for Mitsui's key strategic initiatives as stated in the Medium-term Management Plan 2026," said Shinya Umehara, general manager hydrogen solutions business division, Mitsui & Co. "Through this project, Mitsui is looking forward to playing an important role in the realisation of the UK's hydrogen strategy in collaboration with Port of Tilbury and RWE."

www.forthports.co.uk
www.rwe.com

Advertisers Index

CS Leasing	9
EPCA	1
Exsif	7
FECC	14
Fort Vale	5
Gröninger Cleaning Systems	10
ITCO	16
Kanoo Tank Cleaning/Sahreej	11
Lamilux Composites GmbH	3
MIMU	8
Signode	13
Transaid	4
Transolve Global	12
Unitas	6

For information on advertising contact us on: +44 (0)7739 823659 or anne@bulk-distributor.com

Published 6 times a year.
Reproduction in whole or in part without written permission is strictly prohibited.
ISSN 1462-0731

Events

FECC Annual Congress 11-13 September 2023 Sitges, Spain www.fecc-congress.com
EPCA Annual Meeting 25-28 September 2023 Vienna, Austria http://epca.eu
Powtech 26-28 September 2023 Nuremberg, Germany www.powtech.de
Intermodal Europe 10-12 October 2023 Amsterdam, Netherlands www.intermodal-events.com
ECTA Annual Meeting 16 November 2023 Duesseldorf, Germany https://ecta.com
World Bulk Wine 20-21 November 2023 Amsterdam, Netherlands www.worldbulkwine.com



The construction work include building a tank for storing liquid ammonia at Mabanaf's existing Blumensand Tank Terminal in the port

Mabanaf's ammonia milestone

Mabanaf reached another milestone in the planned construction of its ammonia import terminal in Port of Hamburg

The Hamburg-based energy company presented the necessary construction measures in an application conference before Hamburg's environmental authority (Environment, Climate, Energy and Agriculture Authority/BUKEA). The construction measures include building a tank for storing liquid ammonia at Mabanaf's existing Blumensand Tank Terminal in the port.

In a next step, Mabanaf will submit the approval documents to BUKEA and thus initiate the approval process in accordance with the Federal Emission Control Act.

In July, the so-called HAZID risk analysis was conducted over several days and was successfully completed. During this, experts together with

employees of Hamburg Port Authority (HPA) examined possible nautical risks in the operation of the terminal as well as in the arrival and departure of very large gas carriers at the Blumensand Tank Terminal operating site.

Volker Ebeling, senior vice president new energy, chemicals and gas at Mabanaf, said: "The ammonia import terminal is the first step in building New Energy Gate, a terminal for sustainable hydrogen products that will enable Hamburg to import large amounts of climate-friendly energy.

"With the application conference in front of the BUKEA, we are getting a lot closer to this goal. We are now working flat out to open the approval process."

Together with its anchor customer Air Products, Mabanaf, last November announced the construction of a large-scale terminal for clean energy. The project, with a three-digit million investment, envisages importing clean ammonia to Blumensand from the end of 2026. It is currently planned for some of the ammonia to be converted into hydrogen using hydrogen production units, while some of the ammonia is to be sold as bunker fuel.

www.mabanaft.com

BULKDISTRIBUTOR

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
Circulation: Lisa Lee, marketing@woodcotemedia.com, Tel: +44 (0)20 8687 4160
© Woodcote Media Ltd
Bulk Distributor is published by Woodcote Media Ltd
Woodcote Media Ltd, 124 Middleton Road, Morden, SM4 6RW. United Kingdom
www.bulk-distributor.com

UM boosts Client Central Services

One of UM Terminals' recent innovations is the establishment of a Client Central Services (CCS) team with the aim of providing customers with a wealth of important information, including real-time data, in order to make business critical decisions.

Such has been the success of CCS, the company has added a further two colleagues to the team to ensure it continues to meet the requirements that come with a growing portfolio of customers across different industries.

Based out of the Regent Road HQ in Liverpool, the service integrates all weighbridge and administration from across UM's eight terminals.

A dedicated portal gives clients instant access to essential weighbridge documentation and current stock levels for each tank. Clients also have a secure log-in and can access their data 24/7, 365 days a year via a desktop, tablet or mobile device.

The team is led by Lynn McCoy, CCS manager, and combines the best of technology with experience of the bulk liquid storage sector extending more than 120 years.

The central control room at Regent Road is filled with banks of screens giving the team visibility of the different weighbridges along with immediate access to all customer information, such as current stock levels, via the client portal.

Having all the necessary information in one place makes a huge



Almost three years on since UM Terminals introduced CCS, the results have been transformational

difference in terms of operational efficiency and customer satisfaction levels. The average turnaround time is now less than 40 minutes.

A lot of planning went into the development of CCS including analysing all the administration going on across its UK sites. This got UM thinking about how it could streamline and bring it all together in one place.

The firm knew it was undertaking a significant change to its business process by centralising all the customer information and that the only

reason for doing so was to enhance the personalised service and operational effectiveness received by customers.

The project involved working side-by-side with group business intelligence developer Adam Pierce to create a whole new way of working.

One good example of this concerned the weighbridge which had previously depended on a lot of manual reporting, but which, due to the changes, moved online. Whereas before, there would have been lots of paper trails, now there is a paperless solution in which information is stored electronically. The impact is clearer, more accurate and faster information.

Operational planning and flexibility are key in a fast-moving environment like UM Terminals. At certain terminals the company can regularly be handling over 40 vehicles a day.

Almost three years on since it introduced CCS, the results have been transformational and, consequently, UM is now embarking on the next phase of investment in improving the functionality and capability of the service.

This, in turn, is a key component of UM's wider programme of digitisation, ensuring that the high quality of the solutions and services offered by the business.

www.umterminals.co.uk

MAKE SMART CHOICES WHEN CARRYING LIQUIDS

When it comes to carrying your valuable liquids, it should be a no-brainer.



International Tank Container Organisation (ITCO)
Reduce, Re-use, Recycle with an ISO Tank

ITCO



The Tamariva bunkered 475 tonnes of methanol onto an oil tanker

First Antwerp methanol bunkering

In June, the first methanol bunkering operation took place in Port of Antwerp-Bruges.

At SEA-Tank's terminal on Bevrijdingsdok, the inland navigation ship, Tamariva, bunkered 475 tonnes of methanol onto an oil tanker, Stena Pro Marine. Ships bunker more than 6 million tonnes of conventional fuels at the port every year, such as low-sulphur oil or gas oil. The port wants to make alternative fuels, such as ammonia, hydrogen and hence methanol, also available.

By actively pursuing the use of low-carbon fuels, Port of Antwerp-Bruges says it is securing its global position as a bunkering port. With this in mind, the port authority is developing a clear framework for shipping companies, bunkering companies, industry and terminals which will facilitate bunkering operations and investment decisions. The port will provide facilities, where possible, make platforms multi-fuel ready and is itself committed to making its fleet greener by using alternative fuels.

www.portofantwerpbruges.com