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500 brand new Bertschi containers have arrived to meet growing demand in dry bulk chemical products

IN THIS ISSUE

Tank Containers	2
Dry Bulk Logistics	6
European Intermodal	7
Depot Services	10
Asset Management	13
Logistics	16
Components	17
Industrial Packaging	19
Ports & Storage	20

FEATURES IN THE NEXT ISSUE

Tank containers
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Bertschi beefs up box fleet for plastics market

Europe's plastics industry is undergoing significant changes. Local production is gradually giving way to imports from other parts of the world, changing the way trade flows throughout Europe.

Recognising the shifts Bertschi is growing its container capacity and investing in expanding its plastic hubs and container farms to integrate growing import volumes.

So far this year several batches of brand new 30ft bag-in-box containers have arrived at Bertschi terminals, adding a total of 500 new containers to the already expansive fleet. Now 10,900 containers-strong, the Bertschi dry bulk container fleet is poised to meet the sudden growing demand in plastic bulk logistics needs.

Positioned in various port areas, Bertschi's European terminals boast advanced tilting equipment designed to streamline the unloading of dry bulk goods. This means that customers can expect a seamless transfer of contents from, for example, deepsea containers into Bertschi's European standard 30ft containers. This not only optimises storage space, but also enables cost savings through the quick turnover of the deepsea containers.

Bertschi's box container farms act as an alternative storage to traditional vertical silos. The container storage concept offers customers flexibility in storage planning, the freedom to store products wherever it suits their operational requirements, shorter reaction time, cost reduction, and a reduced number of handlings. The terminals can store both DG and non-DG products.

A staggering 100 percent of all shipments conducted by Bertschi Dry Bulk use rail or sea transport, reducing carbon emissions and minimising the environmental impact associated with traditional road transport.

Bertschi works closely with its customers to devise intelligent logistics and storage concepts. Recognising the volatile nature of the chemical industry, Bertschi encourages container-based storage farms that eliminate fixed costs. By decoupling production and distribution requirements, the company says it empowers efficient production optimisation and enables just-in-time supply to end-customers.

The logistics provider is also a member of Operation Clean Sweep (OCS), with a mission to prevent the release of plastic granulates into the environment. After the company was the first service provider to sign the pledge for the OCS programme in 2016, Bertschi is now also one of the first logistics operators to achieve a 100 percent score in OCS-relevant questions as part of an SQAS assessment.

www.bertschi.com



Thielmann sells WEW

Thielmann AG has sold its defense & security businesses, including specialist tank container builder WEW, to the Dirks Group.

Consulting company FalkenSteg supported Thielmann and Dirks in identifying the shares.

According to a FalkenSteg statement, the sale structure includes the transfer of business operations, the company property in Weitefeld, WEW's manufacturing site, and all intellectual property rights for military use.



As part of Dirks, WEW's production of military drinking water and fuel containers will be expanded at Weitefeld

FalkenSteg announced that the transaction was carried out as part of multiple asset deals. After the closing conditions were fulfilled on 1 July 2023, the transfer to Dirks was fully implemented.

WEW's main customers include the Bundeswehr, the US Army and other NATO armed forces. With an installed base of more than 3,000 tank containers, WEW is the largest tank container provider for national armed forces within NATO.

As part of Dirks Defense & Security, the special tank container business of WEW will continue and the production of drinking water and fuel containers for military applications will be expanded at Weitefeld.

Dirks Defense & Security is primarily involved in defense technology with the manufacture and repair of tank equipment and vehicles for military clients, in particular the Bundeswehr and the US Army. The takeover of WEW is therefore seen as a logical expansion of its own service portfolio to include the repair, maintenance and production of tank containers.

Managing partner Marcus Dirks commented: "With the takeover of the site in Weitefeld, we intend to expand our activities in the field of tank service and tank construction, especially with ISO containers for military and civilian customers. The Bundeswehr and other NATO armed forces are procuring more and more container vehicles and are consistently switching to mobile tank solutions."

www.dirks-group.de

Hoyer, Hupac in DXI data hub kick-off

In what's been claimed as a milestone in intermodal transport, Hoyer Group and intermodal operator Hupac are exchanging data via the DX-Intermodal KV4.0 Data Hub.

Following successful completion of the test phase, use of the data hub is now in regular operation.

The new data hub maps logistics processes transparently and clearly across the entire intermodal transport chain, starting with collection of the load unit from the consignor, and all the way to delivery to the consignee.

Hoyer and Hupac began using the KV4.0 Data Hub for data exchange in early summer. Bookings are now sent from Hoyer to the intermodal network operator via interfaces defined in the former KV4.0 project, which are then retrieved for further internal processing by Hupac.

Hupac makes scheduling, train movements and booking data available to other users via the KV4.0 Data Hub, and is continuously expanding the information that is provided.

Terminals, railway transport operators and other companies have also started to exchange their traffic data via DXI in recent weeks, and will thus be able to share it more easily with authorised third parties in the future.

For example, this includes data on the expected pick-up time. Other status messages that occur along the intermodal transport chain will also be exchanged via the data hub in future.

"The use of the DXI KV4.0 Data Hub service is roughly comparable to using a sat-nav in a truck," explained Stephan Pfeiffer, head of application development & deployment at Hoyer. "And the more information we receive from Hupac and other partners via the platform in the future, the more accurately we will be able to calculate our delivery information for our customers."

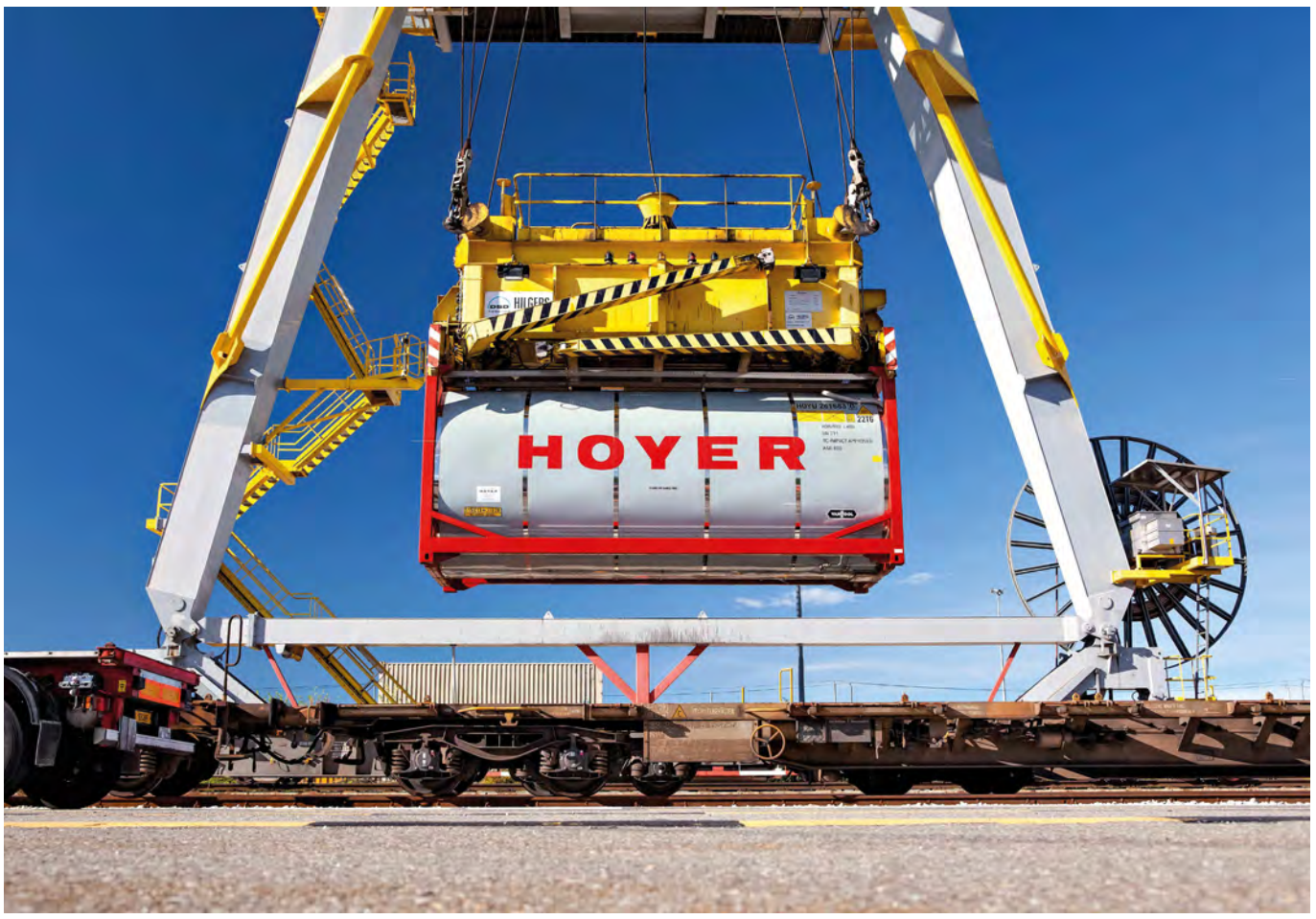
Aldo Puglisi, head of digital transformation & cyber security for Hupac, added: "By using EDIGES and the standards jointly defined by Hoyer Group, Hupac and all other partners in the former project 'Digitalisation of intermodal supply chains - KV 4.0', an important action to modernise the intermodal sector within the logistics industry, and for its future viability, has now been successfully implemented."

The KV4.0 Data Hub went live in March this year, at which point DXI customers, including carriers, intermodal operators, terminals and railways, began exchanging real-time data.

The Data Hub is based on the #EDIGES data exchange standard and provides access to timetables, bookings, terminal status and train movements, as well as pre- and post-carriage on the road.

Data exchange is real-time and barrier-free, but always within an authorised distribution circle. The one-time technical connection to the Data Hub also enables the exchange of forecast data with participating partners, such as estimated time of pick-up (ETP), to improve supply chain visibility.

The shareholders are Hupac and fellow combined transport operator Kombiverkehr, logistics firms Hoyer and Paneuropa, railway company Lokomotion and Kombiterminal Ludwigshafen. The company founded at the end of June 2022, emerged from the research project 'Digitalisation of intermodal supply chains – KV4.0', which created a cross-system data platform for combined transport.



Hoyer says using the DXI KV4.0 Data Hub service is roughly comparable to using a s at-nav in a truck



Bookings are sent from Hoyer to Hupac via interfaces defined in the KV4.0 project, which are then retrieved for further internal processing by Hupac

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OCI Hyfuels called on Den Hartogh to fuel a newly constructed ship with MD97



Den Hartogh is now offering a streamlined logistics package for recycled dry bulk products across Europe

Den Hartogh in methanol ship fuelling

In a recent collaboration, OCI Hyfuels called on Den Hartogh's technical expertise to fuel a newly constructed ship with MD97, a methanol fuel blend, at berth by truck.

The decision to fuel the ship with MD97 at berth reflected a departure from traditional methods, as the task is traditionally carried out with maritime fuel and dedicated bunker ships or trucks.

Having successfully executed a similar operation earlier in Aberdeen, Scotland, Den Hartogh's expertise was called on once more, resulting in a highly successful operation, garnering praise from OCI HyFuels.

The project is an important step in the decarbonisation of global shipping, paving the way for the increased use of methanol, and MD97 as a marine fuel. OCI HyFuels is a specialist in renewable and low-carbon fuels and the world's largest green methanol producer.

The ship incorporates a new engine type designed specifically to run on MD97. MD97 is a blend of 97% methanol with 3% of additives designed to give the blend diesel like properties, and is used in a methanol only rather than a dual-fuelled engine. By proving the use of MD97 as a marine fuel and paving the way for greater uptake of green methanol as a marine fuel in the future, this partnership offers a route to decarbonize the shipping industry, which is responsible for a noteworthy part of global greenhouse gas emissions.

In July, Korean chemicals firm Daelim signed a memorandum of understanding (MoU) with Den Hartogh to establish a strategic alliance.

Both companies are looking to explore jointly resources and networks to achieve synergies which enhance operational efficiency as well as new business opportunities. Den Hartogh said the milestone marks a significant step in its future collaboration not only in ISO tank logistics services, but also worldwide chemical supply chain solutions.

Prior to this, Den Hartogh announced it is now offering a streamlined logistics package for recycled dry bulk products across Europe.

Designed for simplicity and efficiency, this new service covers all aspects of the logistics process. From loading and transport to storage and eventual delivery, customers can now enjoy a hassle-free 'one-stop-shop' solution for their recycled products.

"We're leveraging our extensive fleet of 30ft containers and pressure tanks to facilitate the safe and efficient movement of recycled dry bulk products," said Karen Goldsmith, commercial co-ordinator at Den Hartogh. "We see it as our role to provide high-quality, tailored logistics solutions that simplify operations for our customers."

www.denhartogh.com



Suttons implemented a logistics solution which enabled this customer to source product from a site in Singapore with no disruptions to the wider supply chain

Praise for Suttons Singapore

Suttons' Singapore office has received praise from one of its customers after the successful implementation of a bespoke tank container solution.

Due to a plant shutdown in Europe, the customer needed to source an alternative supply for a product crucial to its operation. The customer reached out to Suttons International for this project due to the shared values between the two businesses, and Sutton's reputation for high quality logistics solutions, value, and service.

The sales team based in Singapore worked closely with the customer, including site visits to the production plant and warehousing facilities, to understand the specific needs and intricacies of the project, such as product handling requirements, safety demands, and delivery schedule.

Suttons implemented a logistics solution which enabled this customer to source product from a site in Singapore with no disruptions to the wider supply chain.

The project involved delivery of a highly sensitive product from the customer's plant in Singapore to its facility in France. Through expert scheduling, tank management, and the flexibility of Suttons' international tank container fleet, the Singapore team successfully implemented the project with minimal downtime to the customer's supply.

Tanker appointment

Suttons Tankers recently appointed David Heath as head of fuels and powders to its growing senior leadership team, to build on its recent success in these sectors.

With more than 25 years' experience in senior management positions, Heath brings with him a wealth of knowledge and expertise in fuels and powders, which will be a key driver in achieving the business' growth strategy.

This new role will be centred around the two emerging sectors, placing significant attention on strengthening existing customer relationships, while also expanding in these areas.

Heath will also be focused on reinforcing Suttons' reputation in the market as a supplier of choice based on its exemplary levels of safety and best in class customer service.

Michael Cundy, managing director of Suttons Tankers, commented:

"We are delighted to welcome David Heath to the business. With impressive experience in the industry, he is well placed to strengthen and develop on our recent commercial success in these areas of the business."

www.suttonsgroup.com

Pitting damage webinar

ITCO, the TT Club and Brookes Bell recently organised a joint webinar focusing on shell pitting damage to tank containers: the causes, inspection and repair, solutions and non-destructive testing.

The webinar covered items such as the properties of stainless steel, the problem of pitting for asset owners, pitting corrosion (cause and propagation failure), inspection and repair, mitigating strategies and options for non-destructive testing solution.

Moderated by Mike Yarwood, managing director loss prevention, TT Club, the speakers included Martin Levitt, technical director global business unit at Den Hartogh Logistics, Mike Himbury, R&D director at CIMC and Andrew Waller, technical lead for electromagnetic testing at Brookes Bell.

Enhancement to Exsif Connect Portal

Exsif has announced a major enhancement to its Connect Portal experience, introducing the New Tank Tests Module.

The leading giant recognises that in today's fast-paced environment, having real-time access to critical data can make or break a customer's fleet management effectiveness.

Hence, the Tank Tests Module automates the approval for periodic tank container testing inspections, and offers 24/7 connectivity to Exsif's tank container testing database, enabling real time testing confirmation and approval.

www.exsif.com

Death in confined spaces

International freight transport insurer TT Club is seeking to draw attention to the life-threatening hazards caused by enclosed and confined spaces prevalent throughout the global supply chain.

Confined or enclosed spaces are common in the supply chain industry. Such spaces exist across all freight modalities; from tank containers to cargo hold stairwells and holds, to road tankers and sealed cargo units.

However, as TT Club points out, a lack of understanding of the danger present might have fatal consequences.

Without sufficient oxygen the human body starts to shut down very quickly. Any rescue operations are therefore time critical. The primary cause of reduced oxygen levels is the increased presence of other gases, such as carbon dioxide. This may arise from rusting of, for example, the ship's structure or metal cargoes, oxidation of cargoes, such as coal, or the decomposition of biodegradable cargoes, like fish meal, logs, bark, or wood pellets.

All these lead to carbon dioxide - and potentially other gases - being released, simultaneously depleting the oxygen. Other associated hazards include flammable or toxic vapours from leaking cargoes or leaking pipes or hoses.

Peregrine Storrs-Fox, risk management director at TT, explained that a lack of awareness of these, often hidden dangers is surprisingly high.

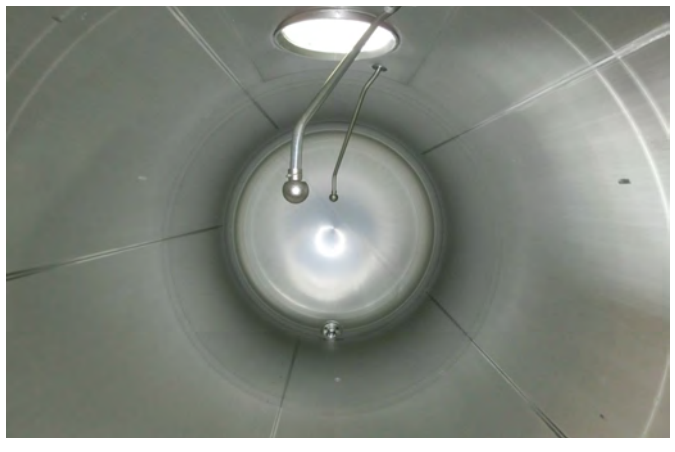
"The key risk is that workers may not readily recognise spaces that could present danger," he stated. "The cargo hold of a ship is a leading example, but containers and other cargo transport units pose similar risks; there may be a lack of knowledge of the cargo packed or whether fumigants have been used. Similarly, tank units, whether a road barrel or tank container, certainly qualify as enclosed spaces."

The speed with which the effects of oxygen depletion can become debilitating require thorough and regular communication to ensure that operatives understand the risks.

When entering a lethal space there are no obvious red flags. In terms of symptoms there are no warning signs such as coughing or feeling breathless or nauseous. An individual can pass out without having the opportunity to raise an alarm or escape.

The quick onset and catastrophic nature of these symptoms often leads to others rushing to the aid of the casualty, unaware of the reason for their collapse. Statistically, over 60 percent of fatalities connected to confined and enclosed spaces are suffered by would-be rescuers.

"The silent and invisible nature of this killer emphasises the importance of raising awareness of the risk," Storrs-Fox stressed. "Developing and undertaking drills to practice rescues are crucial steps in mitigating the risks, as are a number of other strategies including risk assessments of working in potentially hazardous spaces, discouraging short cuts in work practices and testing, monitoring and venting air in confined areas."



The speed with which the effects of oxygen depletion can become debilitating require thorough and regular communication

While not exhaustive, TT has developed a checklist of risk mitigation strategies that can be applied across all modes, whether on land or at sea. It can be downloaded from TT's website.

www.ttclub.com



Founded in 1943, Rinnen has evolved into a sophisticated solution provider

Rinnen marks 80 years

Founded in 1943 under the guiding principle 'Embracing Challenges and Solving Problems', Rinnen has evolved into a sophisticated solution provider, delivering a full spectrum of comprehensive services exclusively for the chemical industry.

The still family-owned company, is now celebrating 80 years of its foundation by Konrad Rinnen in a small suburb of Duisburg.

Today, Rinnen provides intermodal, road, and depot logistics from 11 hubs strategically spread across Europe, and is managed by three managing directors, including one family member. Following the company's mission to deliver solutions, 720 people from 39 nationalities, manages over 4,000 tank containers, 210 road barrels, and four cleaning stations to promote safe, reliable, and sustainable chemical logistics.

www.rinnen.de



Rinnen provides intermodal, road, and depot logistics from 11 hubs strategically spread across Europe



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Globe Sales Contact:
NO.159 Chenggang Road, Nantong, Jiangsu, China 226003
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+86-513-85066888 (Switchboard)
www.cimctank.com
E-mail: tanks@cimc.com

Europe Sales Contact:
Middenweg 6 (Harbour nr.397-399) 4782 PM Moerdijk, The Netherlands
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All along the supply chain

Schmidt Group celebrates 75 years in dry bulk logistics

Based in Heilbronn, Germany, Schmidt Group handles the full range of polyolefins (like plastic pellets such as polyethylene, polypropylene, PET, and polystyrene); mineral powders, and food and feed materials.

Historically, the group's main focus has been on plastics. This is still a dominant part of Schimdt's business accounting for around 60 percent of its product portfolio, while food and feed transport is carried out using its container fleet and other dedicated equipment.

"We mainly serve customers in the chemical industry," explains manager sales & marketing Siegfried Ott. "However, we have also widened our customer base into the mining sector and key players in food and feed production."

From its European heartland, Schmidt's main geographical footprint has now expanded to include the Middle East. The Kezad, Abu Dhabi terminal is its regional headquarters, but the company has added more operations in Oman, Kuwait, Bahrain and Saudi Arabia.

"Our management has recently decided to build a state-of-the-art warehouse at Al Jubail, Saudi Arabia and we are confident that additional locations in the region will follow," says Ott. "Based on strong customer demand for bulk storage, we have already approved further investments in our existing German and European network."

Added value

One factor that makes Schmidt Group's operations stand out is encompassing a wide swathe of a customers' value chain.

Silo storage, bulk product handling and warehousing are major parts of Schmidt's business. "The focus is to serve customers with a full scope of logistics services starting from consultancy, turnkey projects, onsite logistics, warehousing and storage, plus added value product handling, such as dedusting, separation, blending, hot purging," Ott continues. "By offering this full scope along the service chain we are able to supply a unique selling point to the industry."

Ott explains that contact with customers is active on different levels including procurement, logistics operations and supply chain management. "Depending on the specific customer requirement, we jointly develop EDI-connections, set up logistics processes and take over in-house services allowing our customers to focus on their core business, ie, production," he says.

Tough business

However, like all logistics service providers Schmidt has been faced with a challenging and unpredictable business landscape.

The company concedes that the past year or so has been a very challenging environment, although the first six months of 2022 were good in volume terms.

"In light of the impact of the war in Ukraine we were battling intensively to fulfil customer demand in transport and to replace the loss of truck drivers from that area," says Ott.

"At the same time, we were also confronted with a difficult environment on the intermodal transport front with a strong decline in on-time performance and reliability of rail operators. In line with the increase in energy costs we have been forced to pass on these increases to our customers compounded by a fragmented and less-than-transparent range of individual energy surcharges.



Schmidt has widened its customer base into the mining sector and key players in food and feed production



The company has internal training programmes where young drivers can learn the job and get their license during their apprenticeship

"Consequently, our customers were forced to shift a significant volume of intermodal transports back to the road which is, of course, a counter-productive evolution looking at our joint efforts towards sustainability and a reduction in the carbon footprint. As a result of the overall downturn in the economy we have also seen a significant decrease in transport volumes which is still ongoing and so far no reverse trend is visible."

Fleet

Taking into account the market situation Schmidt's equipment investments in 2022 were mainly focussed on replacement. However, the group has added another 200 x 30ft bag-in-box containers where it still sees growing demand, not only in transport, but also for intermediate storage in various regions of Europe. "This helps us to add storage capacity to our silos which are 99 percent fully utilised," Ott explains.

Driver recruitment

While the whole European logistics sector has had to face up to the drastic shortage of experienced, qualified drivers, several years ago, Schmidt undertook a number of initiatives to limit the impact of this phenomenon.

The company has internal training programmes where young people have theoretical and practical lessons to learn the job and get their driver's license during their apprenticeship.



The group has added another 200 x 30ft bag-in-box containers where it still sees growing demand

In addition, Schmidt does its utmost to give its existing drivers a high quality workplace and amenable rest places with resting areas and apartments at some of its branch offices.

"Last but not least, Schmidt – and me personally – are contributing to national and international initiatives through our umbrella organisations, such as BGL in Germany and ECTA at a European level," Ott says. "Recently a driver app has been published where drivers can give their vote on how they have been treated at various loading and unloading sites in Europe."

Digitisation

Schmidt has developed its own TMS (transport management system), collaborating closely with customers and relevant IT-platforms .

"We are one of the frontrunners to deliver a continuous tracking record of all shipments on road via our telematics," says Ott. "Currently, we are busy launching a new module of our TMS which covers our intermodal movements as well including all relevant process steps starting from calculation to invoicing. In parallel, we are actively pushing industry initiatives such as eECD (electronic Cleaning Document) used as a door opener for a fully digitalised transport order including eCMR and other supporting documents."

In terms of sustainability, Schmidt is constantly renewing truck heads with the latest motor generation. Euro VI is the company's standard. At the same time, it has started local projects to test new engine technologies.

LNG was the first step in 2020; unfortunately, though, the procurement cost of LNG moved in the wrong direction. Nevertheless, further tests with electric and hydrogen engines are ongoing with Schmidt's key suppliers.

LED-lightning is a specific aspect, including the installation of solar panels at several of the company's locations.

Besides that, Schmidt has been contributing to, and participating in, well-known industry initiatives, like Responsible Care and OCS (Operation Clean Sweep) since 2019. The avoidance of spillages is a key target, not only for transport, but also the group's warehousing business.

www.schmidt-heilbronn.de



Swiss find workaround after Gotthard crash

Switzerland's freight transport industry welcomed the workaround for rail freight transport following the devastating accident in the Gotthard Base Tunnel.

The task now is to make optimal use of the replacement capacities and to expand them successively in order to secure supplies and protect modal shift, a group of industry bodies said.

The accident on 10 August saw numerous railcars jump the tracks inside the 57km long tunnel in the southern Ticino region. No one was injured but the damage was considerable.

This provoked a backlog of trains and loading units along the Rhine-Alpine corridor despite low demand during the summer holidays. Switzerland does have diversion options via the Gotthard mountain route and the Lötschberg/Simplon route. But these cannot accommodate the full volume of the route via the Gotthard base tunnel because of profile and capacity restrictions.

The opening of the undamaged tube in the Gotthard Base Tunnel provides some relief for Switzerland's supply and transit traffic. SBB Infrastructure will provide 90 train paths a day for freight trains with a 4m profile. Together with 20 diversionary train paths via the Gotthard mountain route for conventional wagonload traffic and a residual capacity via Lötschberg-Simplon, a considerable part of the necessary train path capacity for transalpine freight traffic through Switzerland is being created in planning terms.

But the freight industry said that in order to use or expand this capacity as effectively as possible, a number of criteria and measures are necessary.

First, utilisation of the undamaged east tunnel of the Gotthard Base Tunnel exclusively for freight traffic and with priority for trains with a 4m profile.

Second, successively maximise the capacity of the Gotthard base tunnel by increasing speeds and using all available track sections throughout the tunnel.

Third, use of the mountain route for passenger traffic and for conventional wagonload trains which do not require a 4m profile and which, because of their low weight, are not dependent on costly multiple traction.

Fourth, utilisation of the available capacity on the Lötschberg line and its access routes in the south by means of appropriate measures.

Fifth, active operational management using all available parking and buffer capacities.

Sixth, close co-ordination by SBB Infrastructure with the neighbouring infrastructure managers in the south and in the north in the sense of a crisis management, in order to adapt timetables and to avoid or overcome inefficiencies caused by construction sites and other irregularities on the diversion and access routes, as quickly as possible.

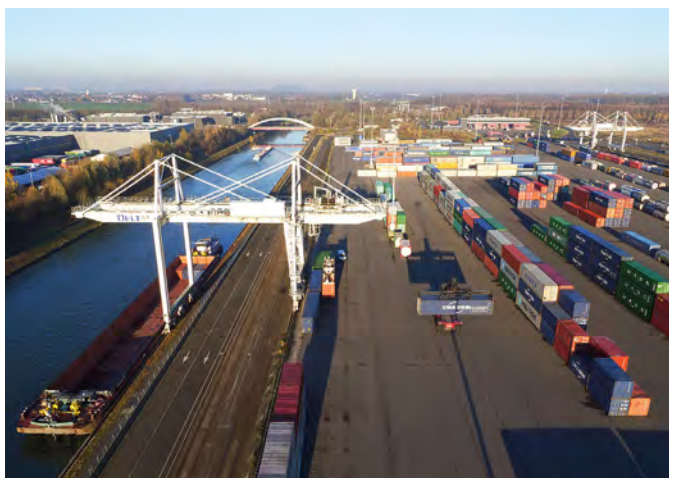
"One thing is clear," read a statement from the industry grouping, "until the second tube is in operation, the single-tube capacity of the Gotthard must be reserved exclusively for freight traffic. This is because the Gotthard base tunnel, together with the Ceneri base tunnel and the continuous 4m corridor from border to border, fulfils an essential prerequisite for the exchange of goods on the north-south axis and for the legally binding modal shift policy.

"While passenger traffic can benefit from a solid and reliable transport offer via the mountain route, freight traffic is threatened with a major shift back to the roads, with massive congestion on the A2 between Basel and Chiasso, if sufficient capacity is not available over a longer period of time."

Rail freight operators say they are committed to making the best possible use of the available capacity by acting flexibly and co-operating pragmatically, with the aim of guaranteeing logistics a reliable, marketable rail transport service even in this difficult situation.



The opening of the undamaged tube in the Gotthard Base Tunnel provides some relief for Switzerland's supply and transit traffic



Contargo starts Dourges barge service

In addition to its barge service in combined transport via the terminal in Valenciennes, Contargo North France is now also offering direct barge connections between Antwerp and Rotterdam and Delta 3, the LDCT terminal in Dourges.

The service, with two round trips a week, is performed by two push barge units with a capacity of 78 TEU. All types of containers are transported, including dangerous goods (apart from classes 1 and 7) and reefers. Contargo will also organise pre- and on-carriage by truck for these transports. The transit time is 30 hours between Antwerp and Dourges and 40 hours for the Rotterdam-Dourges line.

"In order to meet market demand, we have decided to expand our network to include the Dourges terminal, where we see great potential for development. This will be in addition to the regular services we have been providing for years now in Valenciennes, the most important terminal in the region for sea containers," said Gilbert Bredel, managing director Contargo North France. "Altogether we operate seven barges with a weekly capacity of more than 1,200 TEU for multimodal container transport in northern France."

www.contargo.net



Van Moer wins Brussels concession

Port of Brussels has awarded the concession for the expansion and operation of the Brussels container terminal to Van Moer Logistics for a period of 20 years.

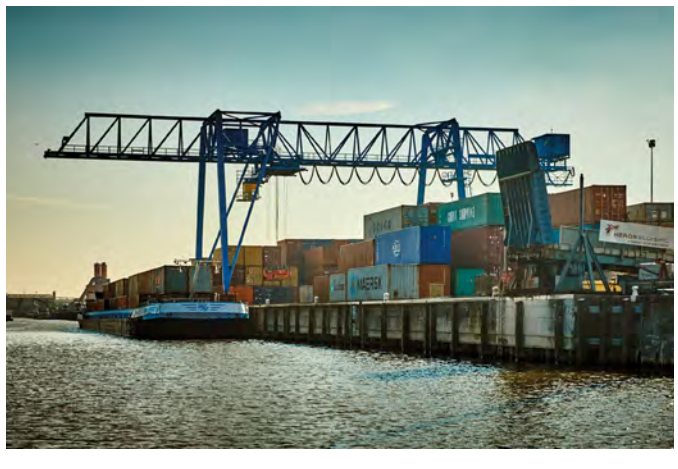
Through this concession, the existing terminal will triple in capacity from 16,700 sqm to 60,000 sqm.

In addition to the terminal activities, the logistics player also envisages an additional warehouse of 15,000 sqm. After completion of the works, Van Moer Logistics will have a total logistics zone of 100,000 sqm at the site, where the terminal and warehouses are directly connected.

The concession is ambitious in many areas: first, the development of container traffic, focusing on the further implementation of modal shift, and second, the development of sustainable urban logistics solutions with high added value for the Brussels Capital Region. All these factors support the transition to sustainable transport modes.

Van Moer will achieve these ambitions thanks to economic and environmental investments of €23.5 million. In the process, 144 jobs will eventually be created and Van Moer's ambition is to increase volumes via rail and waterway from 57,000 to 127,000 TEU over the next 10 years.

The expansion of the container terminal is part of the intermodal



Through the concession, Van Moer will triple terminal capacity from 16,700 sqm to 60,000 sqm

strategy of Van Moer, which is fully committed to inland shipping and has acquired and developed several terminals and quays since 2011.

Jo Van Moer, founder and CEO, said: "The extension of this concession will allow us to improve significantly the service we provide to our customers and achieve our ambitions in urban distribution through the Port of Brussels, which represents an important step in our intermodal strategy."

Van Moer operates the Antwerp ATO terminal as co-owner and on the Antwerp-Grobbendonk axis it owns the Dennie Lockefeer Container Terminal. On the Antwerp-Leuven axis, Van Moer manages the terminal in Wilsele and on the Antwerp-Brussels axis the quays of Blue Gate Antwerp, Bornem, Grimbergen and the TTB terminal, which is now thus significantly expanded.

With nine barges and five barges, Van Moer says it relieves its partners of their logistical challenges by offering integrated intermodal logistics.

The company is also highlighting its growth ambitions with this expansion. The logistics service provider wants to continue to contribute to the realisation of modal shift and sustainable logistics.

In Brussels, the company sees possibilities of water-bound city distribution, with which it already has experience in Antwerp. Van Moer will join in the further sustainable development of the Brussels port area and the creation of employment. Finally, the extension of the concession could be a springboard to develop cargo flows to and from Wallonia.

https://vanmoer.com

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Rotterdam, Magdeburg service launched

In June, Modal 3 began running twice a week back and forth between Rotterdam and Magdeburg in central Germany, the first time the German logistics service provider has launched a direct train shuttle to Rotterdam.

"There was increasing demand from our clients for this service," explained Mats Lüer, managing director of Modal 3 Logistik. "What also plays a role is that there (were previously) no direct rail services between Rotterdam and this part of Germany. Partly thanks to the short transit, within 24 hours, we notice that there is already a high demand from the fast-moving consumer goods industry, but also from automotive and tech. This is also due to the fact that there are good connections to Berlin and Leipzig as well as other cities."

The container shuttle leaves Rotterdam on Sundays and Wednesdays and arrives in Magdeburg on Mondays and Thursdays, respectively. In Rotterdam, it can serve all container terminals on Maasvlakte. First and last mile transport in both Magdeburg and Rotterdam is also offered, thanks in part to Modal 3's own trucking service in Germany.

The rail operator is Raillogix, which uses the in-house railfreight carrier Rail Force One and the wagons of Railrelease. In turn, all these companies are part of Rail Innovators Group, a partner in the project.

"We expect the timetable to be expanded to three round trips a week in the coming months," Lüer added. "Many clients appreciate the speed and reliability of rail transport, and the fact that rail transport is much more sustainable than road transport over these long distances also plays an increasingly important role."

Analysis by Routescanner shows that on this route every train of 96 TEU that drives back and forth once a week saves more than 3 million kg of CO_2 emissions annually compared with transport by truck.

"We are delighted with this new rail service from Rotterdam," said Hans Nagtegaal, director containers at Port of Rotterdam Authority. "It provides more than just a new rail service to a German region. It also means fewer trucks on the Dutch and German motorways and thus less risk of traffic jams and accidents."

www.portofrotterdam.com



The Court found that the European Commission did not have a dedicated EU strategy on intermodality



Some EU regulatory provisions partially counteract the aim of rendering intermodality attractive

EU freight still not on level playing field

Intermodal freight transport can still not compete on equal grounds with road transport, a new report* has found.

The European Court of Auditors concluded that the EU's regulatory and financial support for intermodal freight transport was not sufficiently effective as there was still no level playing field for intermodal freight transport in the EU due to regulatory and infrastructure barriers.

The Court found that the European Commission did not have a dedicated EU strategy on intermodality. Instead, intermodality was part of broader strategies on greening freight transport and modal shift.

The Court decided to carry out the audit to inform policymakers and stakeholders on the effectiveness of the EU's regulatory and financial support for intermodal freight transport since 2014. To this end, it assessed whether the EU targets on intermodality, within the broader strategy for greening freight transport, were well designed and monitored.

It also assessed whether the EU legal framework supported intermodal freight transport appropriately and whether the EU infrastructure network was fit for intermodality needs. The audit as carried out in seven member states and examined a sample of 16 projects that had received EU funding until 2020.

It found that the Commission did not set quantitative targets for the share of intermodal freight and set unrealistic EU targets for 2030 and 2050 for the increased use of rail and inland waterways for the transport of freight.

Moreover, these targets were not based on robust simulations of how much modal shift could be achieved. Member states set their target for increasing rail freight without aligning it with the EU one and at an even more ambitious level. The Commission's monitoring of the achievement of the EU targets was also significantly hampered by a lack of data from member states.

Market regulation is a key factor in sustaining policy choices, the report states. However, the provisions of the Combined Transport Directive – the only piece of EU legislation specific to intermodal transport – are "outdated". The Commission made several attempts to revise the directive, but did not succeed in obtaining member state agreement.

There are also EU regulatory provisions, particularly those governing road transport, which partially counteract the aim of rendering intermodality attractive.

Counter-productive

For example, under the Eurovignette Directive, heavy goods vehicles should be charged by using distance-based tolls in line with the 'polluter pays' principle. However, member states can still decide in duly justified cases to exempt certain sections of the road infrastructure from distance-based tolls and instead to use a time-based vignette system (eg, valid for a month) or collect no tolls at all. This should be compared with rail transport, for which every service is subject to track access charges for the entire journey.

In addition, the 1996 Weights and Dimensions Directive sets the maximum dimensions and weights of certain categories of road vehicles (including freight vehicles and trailers weighing more than 3.5 tonnes). It includes an incentive for combined transport operations as it allows additional length and weight for vehicles involved in the road legs of combined transport journeys. This generates larger economies of scale and accounts for the larger weight of intermodal loading units.

However, the directive also allows member states to increase the maximum weight allowed in national transport operations, regardless of the intermodal nature of the service. At the time of the audit, 11 member states made use of this option, ie, they extended the weight allowance envisaged for intermodal transport to other road-only journeys, practically neutralising the directive's benefit to intermodality.

The Court found that one of the factors dissuading logistics operators from opting for intermodality was the lack of easily-accessible information on intermodal terminals and on real-time network capacities.

Moreover, while appropriate infrastructure is another key factor to enable intermodal transport, the Commission lacks an overview of the current terminals and of the terminals that still have to be built or upgraded to meet industry needs.

The Commission's 2021 proposal for revising the regulation on the Trans-European Network for Transport (TEN-T) has the potential to improve the situation: member states would have to assess the needs for terminal infrastructure and the Commission could adopt implementing acts to set deadlines and conditions for the implementation of sections of the network.

Member states' delays in ensuring the compliance of linear infrastructure (such as railway tracks or inland waterways) with the technical requirements for the TEN-T network hampers the competitiveness of intermodal transport.

The implementation of EU-funded intermodality projects was also delayed in a number of cases in the report's sample. In particular, a specific feature found in some intermodal projects, namely a complex ownership structure for terminals, contributed to delays in their implementation.

Moreover, the EU funding provided to intermodal infrastructure projects through the Connecting Europe Facility, the European Regional Development Fund and the Cohesion Fund during the 2014-2020 period was not linked to achieving specific results in terms of modal shift.

Finally, the Court stated that the monitoring of these projects focused on outputs, rather than results and impacts.

It concludes with a number of recommendations to the Commission.

First, set targets regarding the modal share along the Core Network Corridors and report on them.

Second, prepare regulatory changes to improve the competitiveness of intermodal transport.

Third, lay the groundwork for a co-ordinated assessment by member states of intermodal terminal needs.

Fourth, assess the modal shift potential in cost-benefit analyses for EU-funded projects.

**Intermodal freight transport: EU still far from getting freight off the road*



Family behind the business

Since 2001 an ultra-modern tank cleaning facility has been located in the Willich-Münchheide II industrial area: WTR Willicher Tankwagenreinigungs GmbH.

What started with the purchase of one rotor jet to clean the WTR owned tank truck fleet, has now grown into a fully-fledged tank cleaning site, as a subsidiary of Bermes Gruppe.

WTR has been a Gröninger partner for many years. Christopher Bermes is the fourth generation running the family business.

"With two horses and a wooden wagon, the first transport was provided by my great-grandfather," he says. "This was in 1916 and meant the birth of Gebr Bermes Spedition GmbH.

"In 2001 we moved from Anrath to Willich and built two chemical tank cleaning bays. Due to growing demand and increasing quality requirements of customers we decided in 2011 to further expand our range of services with the construction of an additional food only cleaning bay. For this project we chose Gröninger." Bermes adds: "Many more projects followed. From the installation of an air purification system to replacing the complete control system and PLC software."

Special care

"We like the mix of transport, cleaning and storage. A growing number of customers come to us for these combined services. At WTR they can always count on extra service and attention. The strength of WTR is that drivers who come by to clean the tanks are not considered 'a number' but are all treated as individuals. They like to come here, because they are treated seriously and in a friendly manner. They can use good and clean sanitation areas with showers and toilets, but also enjoy food and drinks. And that's worth a lot. We strive to create a welcoming and friendly environment where drivers feel at home."

Cleaning data

"We use the Gröninger Cleaning Guard system for monitoring and documenting the cleaning process," he goes on. This way we offer the customer insight into the cleaning data. Our system helps to validate that the tanks meets the required standards. For example, before a tank can be regarded as kosher, a minimum temperature and steaming duration must be reached. This is definitely a requirement in the food industry. So that is perfectly validated."

Co-operation

"My father always said that it's good if the customer has a problem, because only then we can solve it and help them. And that's exactly what we do. But we also expect that from our partners. If we have a technical problem, we call Gröninger, if urgently needed even outside office hours. Gröninger is always available to us," says Bermes.

"Of course, downtime is not considered an option; in these cases Gröninger remotely takes over the system or comes to our site to bring the technical solution. Gröninger offers us the quality of service that we offer to our customers. Trust is such an important element of any successful collaboration, and it's clear that we have built a strong foundation of trust over the years."



WTR has been a Gröninger partner for many years



We like the mix of transport, cleaning and storage



L-r: Ryan Chmielewski, Christopher Bermes, Heinz-Josef Bermes

Building a sustainable future

"Before COVID-19, we cleaned about 60 tank trucks a day. That temporarily decreased a bit. We now we see an upward trend again," Bermes continues. "The past few years were challenging, not just because of the corona crisis but also due to the (Ukraine) war and its consequences. Consider alone the price increases that happened. That kept us very busy. Our internal costs increased as well.

"In co-operation with Gröninger we are executing a plan to make our cleanings more sustainable. With the data from the system we make reports that show what we emit and where we can achieve savings, both financially and environmentally. With the new measures and actions we ensure that CO2 emissions are reduced in combination with more financial benefits to the bottom line."

Bermes elaborates: "Within the entire Bermes Gruppe we have a long-term perspective when it comes to investments and sustainability. My parents have been active in the tank cleaning market for 20 years. During this period they also experienced many other crises. There are always ups and downs, but that keeps us sharp and competitive. Together with Gröninger we continue to build our future."

https://groninger.eu



eECD 2.0 solution launched

EFTCO announced that the electronic eECD's with a unique EFTCO QR code can be generated by all eECD licensed cleaning stations and the validity of the eECD can be checked by all stakeholders scanning the QR code.

This eECD 2.0 project is the start of a complete new digital beginning whereby all stakeholders using the paper ECD's today, can prepare for the digital eECD 2.0 industry transition at their own pace.

ECLIC published an ECLIC eECD 2.0 tutorial intro movie which can be viewed on https://youtu.be/45nyl0BSo1Y. This movie explains the new features of the electronic EFTCO Cleaning Document or eECD 2.0. In addition, it zooms in on how to check the validity of the electronic EFTCO Cleaning Document by scanning the EFTCO QR code.

www.eftco.org

Quala, Boasso snap up MTC



With locations in Botlek and Moerdijk, MTC offers a one-stop solution for tank containers

Quala and Boasso Global has completed the acquisition of Dutch tank service group MTC, from Rotterdam-headquartered Matrans Holding BV.

The deal comprises Mainport Tankcleaning BV, Mainport Tankcontainer Services Botlek BV and Mainport Tankcontainer Services Moerdijk BV.

"We are very excited about the acquisition of MTC, which adds another strong operating business for Quala and Boasso Global in the critically important European port area of Rotterdam," said Scott Harrison, CEO of Quala and Boasso Global. "We are equally pleased that Eric van Halewijn, managing director of MTC, will be staying on with Quala and Boasso Global not only to ensure a smooth transition, but also add strength to our talented operating team in Europe. MTC has a successful track record in operating and growing a complex depot in the tank container industry and we look forward to learning from its deep experience."

Established in 1990, MTC is a reputable provider of tank container solutions. With locations in Botlek and Moerdijk, MTC offers a one-stop solution for tank containers with a focus on quick and efficient throughput.

MTC in Botlek offers a multitude of ISO tank container services such as cleaning, storage, repair & maintenance, heating and testing in Port of Rotterdam and surrounding areas. The Moerdijk location provides ISO tank container repair & maintenance and testing.

"We are delighted to be part of the Quala and Boasso Global family and look forward to offering our customers and employees increased opportunities from this acquisition" said Eric van Halewijn. "As part of joining Quala and Boasso Global's extensive international network of tank container depots, we'll be able to provide our customers with unparalleled global service options around the world."

Quala and Boasso Global was advised by Houthoff as legal counsel. Financial and other terms of the transaction were not disclosed.



cotac Houston expands service portfolio

As the service network of the Hoyer Group, the cotac group supports the integral services of the global logistics provider with facilities related to cleaning, workshops and depots.

Investments in conversion measures at the cotac depot in Houston, Texas, now also enable the storage of full bulk liquid ISO tanks. Hoyer and cotac are thus increasing global storage capacities for the transport logistics of chemical goods, foodstuffs, petrochemical products or even gases liquefied under pressure and cryogenically.

Located in close proximity to the international port of Houston, cotac's full-service offering includes cleaning, repair, maintenance, steam and hot water heating, hydrogen storage and depot services.

"Starting in June 2023, we increased our capacity to store empty ISO tanks, and now have the ability to store loaded tanks for hazardous and non-hazardous goods," says Paul Pinto, key account manager cotac USA Inc. "We are delighted to expand our depot offerings to our existing clients, and by the ability to help new customers around the world."

For the Hoyer Group, the Houston site is the central hub for global logistics, as well as the domestic and intercontinental services of products from the chemical, food, lubricant and gas industries.

In addition to overseas transport, Hoyer also handles road transports in the USA through Hoyer Bulk Trucking as a one-stop-shop solution. With services from a single source and uniform quality standards, cotac ensures smooth processes along the supply chain. With the storage of up to 800 loaded ISO tanks, cotac also extends its service portfolio for the logistics movements of other customers. In addition, a storage area for empty tanks, IBCs and 18-wheel road trailers is available.

Twelve cotac locations at logistics hubs in Europe, Asia and the USA support reliable and quality-assured services for tank containers worldwide. Through cotac, the Hoyer Group ensures globally uniform standards for tank cleaning, repair and depot services for its own logistics processes.



In Houston, cotac's full-service offering includes cleaning, repair, maintenance, steam and hot water heating, hydrogen storage and depot services

The cotac group is regularly audited according to DIN EN-ISO 9001, and undergoes various country-specific safety and quality audits. cotac stands for 'complete tank care', and takes this promise seriously.

Training of staff is standard worldwide, as well as analysis and internal know-how on cleaning processes for a wide variety of products by experts at cotac. All cotac sites undergo regular internal and external audits. Integrity and commitment are also applied to sustainability and environmentally conscious actions. The technical services of cotac ensure the smooth, efficient, sustainable and safe transport logistics of the Hoyer Group worldwide.

www.hoyer-group.com

Demi expands to Houston

Building on 25 years of business success in The Netherlands, Demi is expanding its operations to North America.

Demi, part of Streem, recently finalised the purchase of a property in Houston, Texas and is in the process of setting up depot services. The new facility will provide maintenance, repair, modification, storage, and testing of intermodal tank containers and small portable tanks for clients in the US Gulf region.

The facility has a 165,000 sq ft workshop with overhead, heavy lift cranes and adjoining office space. The property occupies 34 acres (13.75 hectares) with two stabilised yards to allow for storage of tank containers. Demi US LLC will be a state-of-the-art depot for all companies requiring pressure vessel services in the region.



Demi has finalised the purchase of a property in Houston and is in the process of setting up depot services

The facility will be operational in the first quarter of 2024.

In May, Demi Container Services (Netherlands) announced a major expansion and renovation of its premises which will increase the workshop floorspace by more than 70 percent from 2,030 sqm to 3,480 sqm. Following extensive research and planning, construction will soon begin of a new workshop and offices.



In the Netherlands Demi is expanding its premises which will increase the workshop floorspace by more than 70 percent

The existing workshops will be fully refurbished to present day standards, and the company is making investments to reduce significantly its carbon footprint.

www.demi.nl





Globalstar ensures safe delivery for Ineos Oxide

Petrochemicals manufacturer Ineo Oxide is equipping all its European tank containers and rail tank cars with Ovinto Sat satellite IoT tracking and monitoring solution to ensure safe transport of highly explosive petrochemicals.

Globalstar Europe Satellite Services Ltd, a wholly owned subsidiary of Globalstar, Inc, made the announcement late August.

Following the staged introduction of the system over several years, Ineos Oxide has expanded the deployment and is now installing Ovinto Sat sensors across its entire fleet of tank containers and rail cars, a total of approximately 700 devices to date.

Globalstar satellite communication at the heart of Ovinto Sat enables Ineos Oxide to know the exact location and status of every tank and rail car, continuously and in real time as they traverse the continent, even when beyond the reach of GSM mobile networks.

This regular, reliable dataflow is said to empower Ineos Oxide and its supply chain partners to make speedy, well-informed business decisions about each delivery and be alerted to any changes in container/car environmental conditions that might affect the shipment.

"We are extremely pleased with the performance of Ovinto Sat," said Ineos business safety, health & environmental (SHE) manager Patrick De Block. "Ovinto Sat's innovative and powerful tracking platform helps our business in so many ways, the most important of which is ensuring the safe conveyance of our products."

"There are other solutions out there, but we know that ATEX-certified Ovinto Sat, with its reach and constancy enabled by Globalstar's satellite technology, is the ideal solution for Ineos Oxide," De Block added.

Two of the main products which Ineos Oxide transports are ethylene oxide and propylene oxide, primarily used to manufacture products for industries and applications such as agrochemicals, construction, pharmaceuticals and personal care, solvents and inks, surfactants and detergents. Both chemicals are highly explosive, flammable and carcinogenic to humans and animals.





Ineos Oxide is now installing Ovinto Sat sensors across its 700-strong fleet of tank containers and rail cars

Ensuring safety

When it comes to transporting such volatile materials safely, said De Block, "we need to know where our assets are, and what their internal temperature is. Ovinto Sat provides this and at the same time is helping us to optimise our systems."

The solution reduces accident risk in transport by monitoring the condition of the chemicals in each rail car and tank while providing valuable shipment information for the supply chain. The essential parameter for the safe transport of these hazardous products is temperature. After evaluating several alternatives in the market, Ineos Oxide decided to deploy Ovinto's PT1000 solution that monitors the surface temperature of the tank's or rail car's contents.

In the event of an emergency, Ovinto Sat can provide stakeholders and public authorities with a detailed understanding of the tank's or car's location and conditions.

Critically, thanks to satellite technology, all stakeholders can be ▸ p14



confident that IoT transmissions from the tanks and cars are reliable, ubiquitous and uninterrupted. This ensures the highest level of safety, benefitting and protecting supply chain partners, infrastructure authorities, and rail and road users.

Operational benefits

Ovinto Sat provides myriad operational benefits. The IoT-empowered solution gives Ineos Oxide instant updates about whether a rail tank car has been loaded or unloaded, or is ready to be redeployed. This helps the petrochemicals firm enhance return on investment and optimisation of assets.

The company uses the system to set up geofences around customer locations. Ineos Oxide can provide granular detail on car or tank temperature alongside delivery logistics as the shipment nears its destination.

"We are now able to harvest so much data, we can make informed predictions regarding temperature fluctuation, and any necessary requirement for refrigeration, as our shipments move across countries; this digital information is really valuable for both our operations and continuous assurance of safety," De Block noted.

Ovinto Sat is built around Globalstar's low power STX3 chipset, the smallest satellite transmitter of its kind on the market. Since it is battery-powered, customers can monitor hazardous materials in unpowered environments, such as rail cars and tanks. Because of its very low power consumption, the Ovinto Sat battery can last up to eight years.



The solution reduces accident risk in transport by monitoring the condition of the chemicals in each rail car and tank while providing valuable shipment information



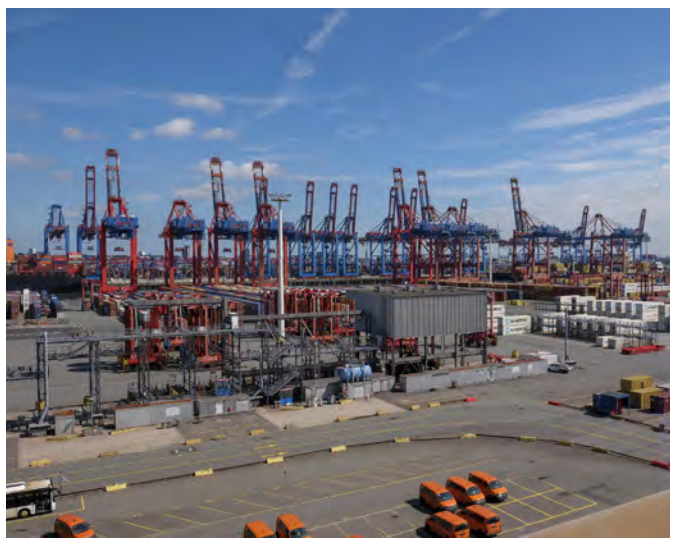
The need for reliable, resilient connectivity is particularly acute when transporting potentially hazardous materials

Frederick Ronse, Ovinto CEO, commented: "With our ongoing engineering enhancements, we will continue to help Ineos Oxide reduce risk, increase the safety of its cars and tanks, and enhance supply chain decision-making. Globalstar technology is our communications core due to its ubiquitous reach, reliability and power efficiency compared to GSM."

"The need for reliable, resilient connectivity is particularly acute when transporting potentially hazardous materials," added Mark O'Connell, general manager at Globalstar EMEA & APAC. "With no GSM signal over many areas of continental Europe, satellite is the only reliable way of communicating, and we are proud to collaborate with Ovinto to support Ineos."

www.ineos.com
www.ovinto.com
www.globalstar.com





Eurogate goes 5G

Independent container terminal operator Eurogate has commissioned Deutsche Telekom to implement three 5G campus networks.

At the ports in Hamburg, Bremerhaven and Wilhelmshaven, the 5G business customer solution 'Campus network L' will improve mobile coverage at the terminals. This will enable the operator to deploy digital logistics applications even more securely and flexibly in the future, with exclusive bandwidth, high availability and full 5G performance.

To this end, Eurogate will use its own 5G industrial frequencies in the 3.7-3.8 gigahertz (GHz) range for critical data traffic in addition to Telekom's public mobile network; for example, for the further digitisation of handling processes or the closer networking of handling equipment with control and process control systems. The project has now been launched at a kick-off event at Port of Hamburg.

The 'Port-As-A-Service' project is funded by the German Federal Ministry of Digital Affairs and Transport (BMDV) as part of the 'Digital Test Fields in Ports' funding directive. Here, the establishment of digital test fields in ports is supported in order to create real test spaces for innovations in the field of Logistics 4.0.

The realisation of the 5G campus networks together with other digital infrastructure measures at Eurogate with a project fund of €3.7 million is being funded with €2.9 million under the funding guideline and is being supported by TÜV Rheinland as the project sponsor of the funding guideline. The aim of 'Port-As-A-Service' is to exploit the opportunities of digitalisation for German seaports and to optimise investments in infrastructures.

For Eurogate, the opportunities include: the networking of control and process control systems, automation of container handling through the use of automated and/or autonomous port handling equipment, support for container arrival and delivery by autonomous trucks, and connecting industrial port handling (IIOT) equipment to the cloud and using the data as part of a digital twin of a container terminal.

"An efficient and reliable technical infrastructure is the basis for making container handling at our terminals even more efficient and securing our competitiveness in the long term," said Michael Blach, chairman of the Eurogate Group. "Deutsche Telekom's 5G Campus networks will provide us with the best conditions for further automating our processes and testing innovative logistics solutions based on 5G."

Trifleet trials IMT level sensor

Trifleet Leasing has conducted successful trials of IMT's new advanced digital level sensor for its fleet of tank containers.

The Rochester Level Sensor (RL22-Ex) has been integrated seamlessly with a third-party, compatible level gauge to create a powerful digital level sensing solution for liquid tank containers. The primary objective of this sensor solution is to display and monitor the liquid level inside the tank container with greater precision and accuracy.

Key features include a wide level range. The sensor covers a broad level range of 5-95 percent, ensuring precise monitoring across various liquid quantities.

The firmware of the sensor can also be updated wirelessly through OTA (over-the-air) firmware updates, ensuring that it stays up-to-date with the latest advancements and enhancements.

The sensor is ATEX IIC certified, making it suitable for the transport of both hazardous and non-hazardous products in all sectors.

With a guaranteed battery life span of 10 years, the sensor offers reliability and longevity to meet long-term monitoring needs.

By adopting IMT's sensor-driven telematics capabilities, Trifleet aims to empower customers to monitor key physical parameters of their cargo, providing reassurance for shippers.

The digital level sensing solution allows tank lessees to monitor closely the liquid level of products throughout the lease duration remotely. Customers have the flexibility to set their own alert thresholds, allowing them to take timely action if any anomalies are detected.



Trifleet aims to empower customers to monitor key physical parameters of their cargo

Edwin Wullems, Trifleet's global manager cryogenics, said: "With IMT's telematics, we enable our customers to monitor key physical parameters of (hazardous) cargo using state-of-the-art sensors and telemetry. By incorporating this new digital level sensing solution, we continue to innovate and raise customer service levels, enhancing our advanced sensor-driven telematics capabilities. Our lessees can now leverage this innovative technology to monitor the liquid level inside of a tank container throughout their lease period, giving them peace of mind and the ability to act and intervene proactively.

"By using IMT's telematics solutions, we are pushing the boundaries of technology and sustainability, revolutionising the way tank containers are monitored and managed."

www.intermodaltelematics.com

Integrated railcar reporting

TransmetriQ recently launched a new fleet reporting tool — Reporting & Analytics — that synthesises asset location, health, and repair data to provide deeper fleet insights.

With customisable, interactive dashboards and configurable alerts, Reporting & Analytics makes it easier for fleet managers to recognise areas of concern and optimisation opportunities.

Shippers and car owners can customise the data viewed in Reporting & Analytics based on their needs, choosing to view tracing reports, health and repair insights, or both. The tool translates and synthesises numerous data streams into dashboards the user can customise — enabling them to make decisions for more efficient railcar maintenance and fleet utilisation.

"Gaining insight into asset repair trends has historically been difficult due to the complex nature of railcar repair data," said Gregg Phillips, product manager, TransmetriQ. "With Reporting & Analytics automatically translating repair data into user-friendly insights, railcar managers can easily see where repair dollars are being spent, what's driving that spending, who is performing repairs, and where they are occurring."

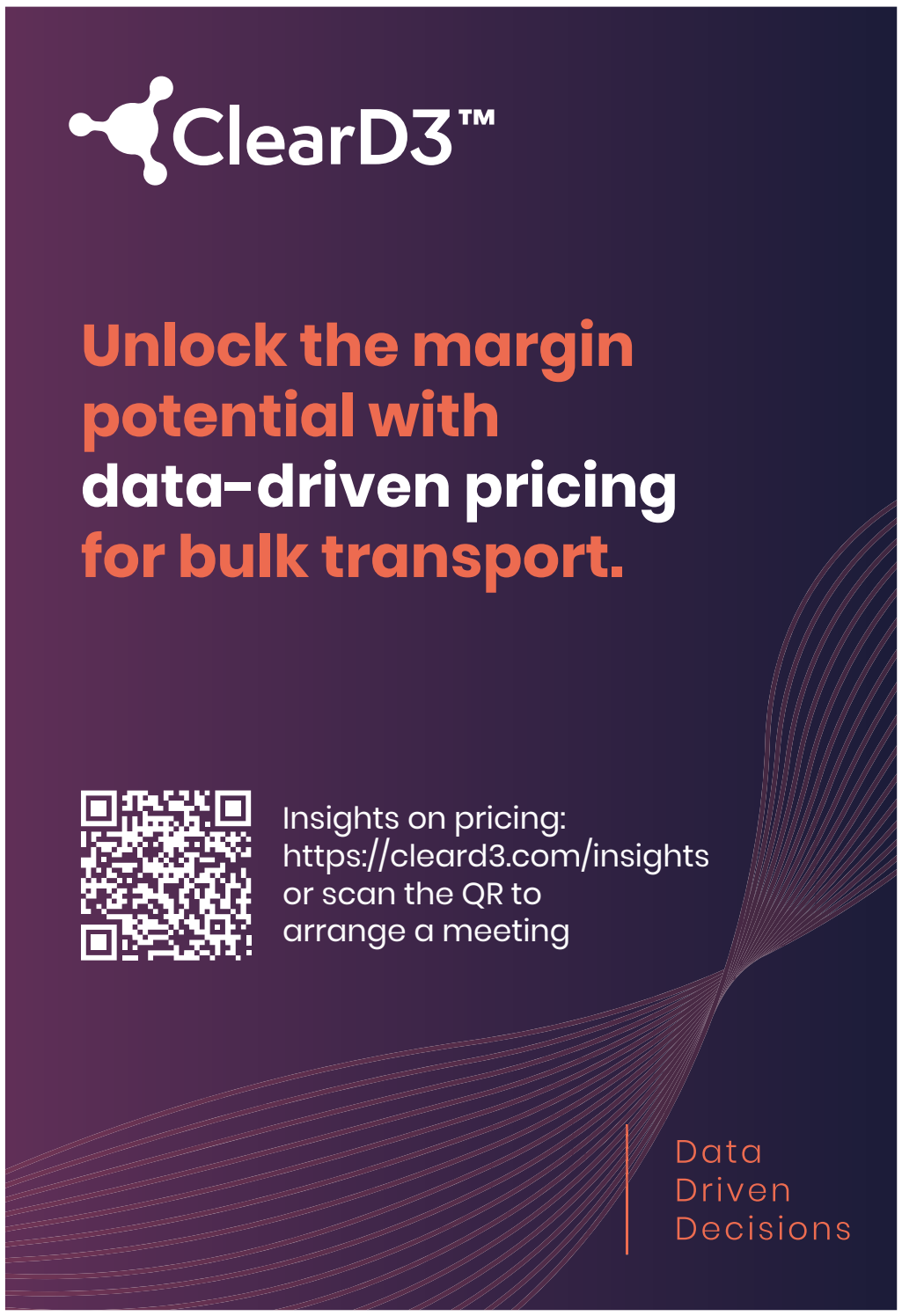
Similarly, shippers that manage their own fleets, "can use the cycle and dwell analytics to identify problem areas and drive performance improvements such as shorter facility turn times," added Danny Dever, product manager.

The dashboards created by Reporting & Analytics give users critical information, including: fleet health reporting, component performance analytics, remaining wheelset life, cycle & dwell times, and equipment characteristics.

These dashboards leverage direct access to trusted Railinc fleet health and movement insights. Designed with the input of fleet managers, Reports & Analytics provides out-of-the-box reports and fully customized reporting capabilities.

"Through our voice of the customer programme, we worked closely with railcar fleet managers and learned they were seeking better ways to analyse operations to keep equipment moving in revenue service and to control repair costs," explained Mika Majapuro, Railinc vice president of product management and strategy. "The tool they created does that, and it can be readily toggled between fleetwide and specific equipment or lane analyses. With reports built for rail-specific scenarios, it's easier than ever for fleet managers to recognise areas of concern and adjust accordingly."

www.transmetriq.com
www.railinc.com



Covestro, HGK launch new low water barges

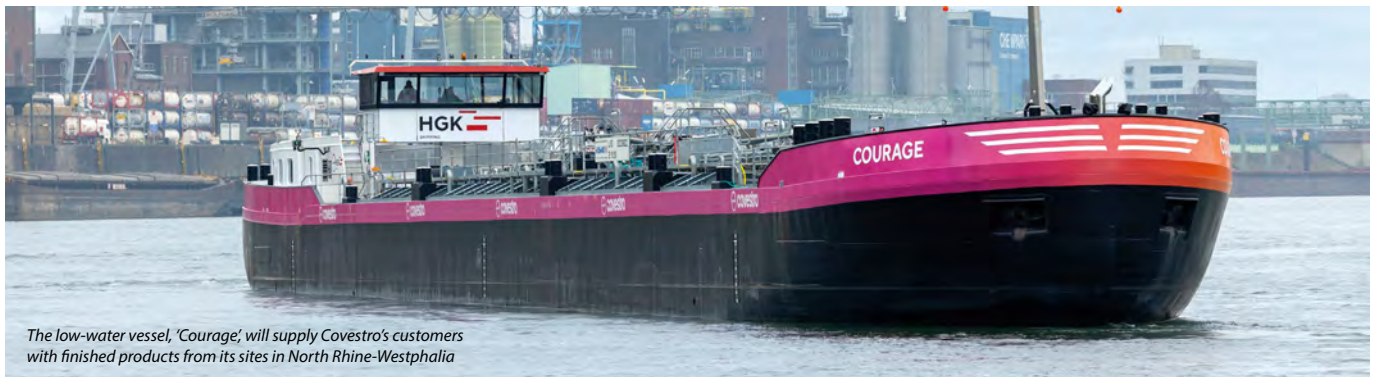
Following a successful initial loading operation and maiden voyage on the river Rhine, Covestro and HGK Shipping GmbH officially put into service the new low-water vessel 'Courage'.

It is designed to supply the material manufacturer's customers with finished products from the company's business sites in North Rhine-Westphalia. The structurally identical sister vessel, 'Curiosity', has also been delivered.

The two low-water vessels are some of the most modern and most innovative afloat. They have a particularly efficient diesel-electric drive system, which enables the operator to reduce the CO2 emissions by up to 30 percent when compared with vessels that are currently in service. The emissions of particulate matter and other pollutants are also significantly lower.

The vessels have been prepared to cope with technology developments expected in future, too: both are ready for H2 or future fuels. Thanks to their special design, they can be modified to handle new types of fuels, such as hydrogen as soon as these substances are ready for general market use.

Hanno Brümmer, head of supply chains and logistics EMEA at Covestro, emphasised the importance of the vessels for the company's ongoing transformation towards climate neutrality and a circular economy.



The low-water vessel, 'Courage', will supply Covestro's customers with finished products from its sites in North Rhine-Westphalia

"It's our goal to make our supply chains even more sustainable and more reliable around the globe," he said. "This also provides positive effects for our customers, because it enables them to improve their sustainability footprint, too. We're therefore extremely delighted to have a strong partner in the field of logistics alongside use in the shape of HGK Shipping."

Steffen Bauer, CEO of HGK Shipping, was also happy following the trouble-free commissioning process. The development of these vessels represents a milestone for the inland waterway shipping company based in Duisburg.

"Both the 'Courage' and the 'Curiosity' are expressions of our overall innovative capacity. The exchange of ideas with Covestro, which involved very close co-operation and was characterised by trust at all times, formed the basis for this. We're very proud to continue to navigate the future of inland waterway shipping with the most modern and most innovative vessels in our portfolio," Bauer said.

By using adjacent inland waterways, the vessels can also head for the company's business site in Brunsbüttel in Schleswig-Holstein.

www.hgk.de
www.covestro.com





Krone container chassis are designed to be durable and versatile, with a sliding axle bogie and folding locks at rear

MBBA expands trailer fleet

A container logistics specialist is expanding its trailer fleet after winning new business.

Based in West Thurrock, UK, MBBA Logistics transports goods to and from ports including Tilbury, London Gateway, Purfleet, and Felixstowe.

The company has invested in 13 new skeletal trailers from Krone, partly replacing older units but also to accommodate winning new and improved contracts from its client base.

Some of the trailers will go into its own fleet and others are destined for subcontractors. The new fleet includes some goosenecks to provide additional stability for certain loads.

The Krone Box Liner trailers have a flat chassis configuration for carrying 20ft, 30ft, 40ft and 45ft containers. Krone container chassis are designed to be durable and versatile, with a sliding axle bogie and folding locks at rear, the Box Liner is tailored to British requirements. They come with a 10-year guarantee against corrosion perforation.

"We already owned a few Krone skeleton trailers and were really happy with them," said Benjamin Abram, director at MBBA. "We needed to expand so it made sense to me to buy more Krone and keep the fleet all the same.

"We do a wide variety of work, so we needed to reflect that in our trailer fleet. With Krone Box Liners each is designed for different types of work, so they give us different options and the flexibility that we need for our business model."

Krone trailers are designed for harsh seaport environments and, says Krone Trailers UK, retain their value well. All models have a cathodic dip coating followed by powder coating, providing a high level of resistance to stone chipping and weathering.

www.krone-trailer.com

Sliding vane v external gear pumps



Sliding vane pumps will functionally outperform their external gear pump cousins in a number of important ways

While external gear pumps often claim higher capacity, sliding vane pumps perform better in multiple key performance parameters that make them the clear choice for transporting liquids via truck, argues Brian Binder

Lubricating liquids and petroleum products are the lifeblood of many industries around the world.

From fuel to feedstock, products like diesel, kerosene and light lube oils keep vital sectors of the industrial landscape running smoothly. Transport of these liquids is handled through a combination of pipelines, railcars, barges, and tank trucks that make up a large and complex network that spans the globe.

More than 100,000 tank trucks a year transport lubricating liquids and petroleum products in the United States alone, so finding the best pump for loading and unloading these fuels and feedstocks is important for any operation.

Two of the most-used positive displacement (PD) pumping technologies for fuel offloading are external gear pumps and sliding vane pumps. While both designs have proven trustworthy in their own ways, there are several design and operational distinctions that may lead to sliding vane pumps being the better choice for liquid loading and unloading via truck.

External gear v sliding vane

External gear pumps deliver a constant amount of liquid with each revolution, while their tight clearances and mechanical actuation theoretically restrict any liquid from moving backward, or 'slipping', during their operation. A smooth, pulse-free flow is the result of external gear pumps' rigid designs. This method allows external gear pumps to perform especially well when transferring high-viscosity liquids.

Sliding vane pumps, like their gear counterparts, minimise the chance for slippage to occur. Unlike external gear pumps, sliding vane pumps do this by maintaining a constant force between the vane and the casing. This robust design means that variances in pumping pressure will have little effect on the sliding vane pump's flow rate.

This design also provides a gentle and shear-sensitive liquid-handling environment within the pump. Therefore, sliding vane pumps excel at handling ultra-thin liquids (0.20-100 cP), medium-viscosity liquids (100-5,000 cP) and liquids with a thickness of as much as 22,500 cP, with no fall off in performance at any viscosity level.

So, which pump is the better choice?

There are several key factors that can determine the answer to this question, including initial investment cost, pump longevity and more.

When offloading a truck, optimising unloading times is one such concern. The time you spend loading your truck eats into the time spent on the road transporting fuels and product to your customers. Another key concern is the price of the pump itself. Like any purchase, the initial investment should undoubtedly be worth the money.

For example, Blackmer competitors claim to offer an external gear pump that boasts both a higher flow rate and lower purchase price than Blackmer Sliding Vane Pumps, so is this external gear pump the obvious choice? Not necessarily. Some drawbacks to external gear pumps – that are not present in sliding vane pumps – aren't immediately apparent, but can grow into a lack of reliability, reduced service life and compromised levels of performance.

Let's take a closer look at the ways that Blackmer Sliding Vane Pumps can reliably outperform competitor external gear pump models, despite some claims to the contrary:

Flow rate and friction pressure

Actual flow rates for external gear pumps will be lower than promoted.

On paper, this competitor external gear pump delivers flow rates of between approximately 300 and 400 gallons per minute (gpm) (1,136 and 1,514 L/min).

But due to the realities of the liquid-offloading process, that rate is rarely realised to its fullest extent. In most offloading circumstances, the use of a 2ins hose is preferred. Issues arise in this instance because a hose of that diameter will ultimately restrict flow rate. In a system with a pump that can output 300 gpm (1,136 L/min) or more, the liquid will build up friction pressure well above the capability of the pump, which can lead to failure.

As a result, a flow rate of 300 gpm (1,136 L/min) is not necessarily feasible since the transfer system would not be able to handle it. This means that the actual flow rate would be lower in practice than in theory – usually around a 10 percent reduction initially. Therefore, in many transfer systems, a high flow rate isn't always the most important factor in ensuring efficient and effective liquid transfer.

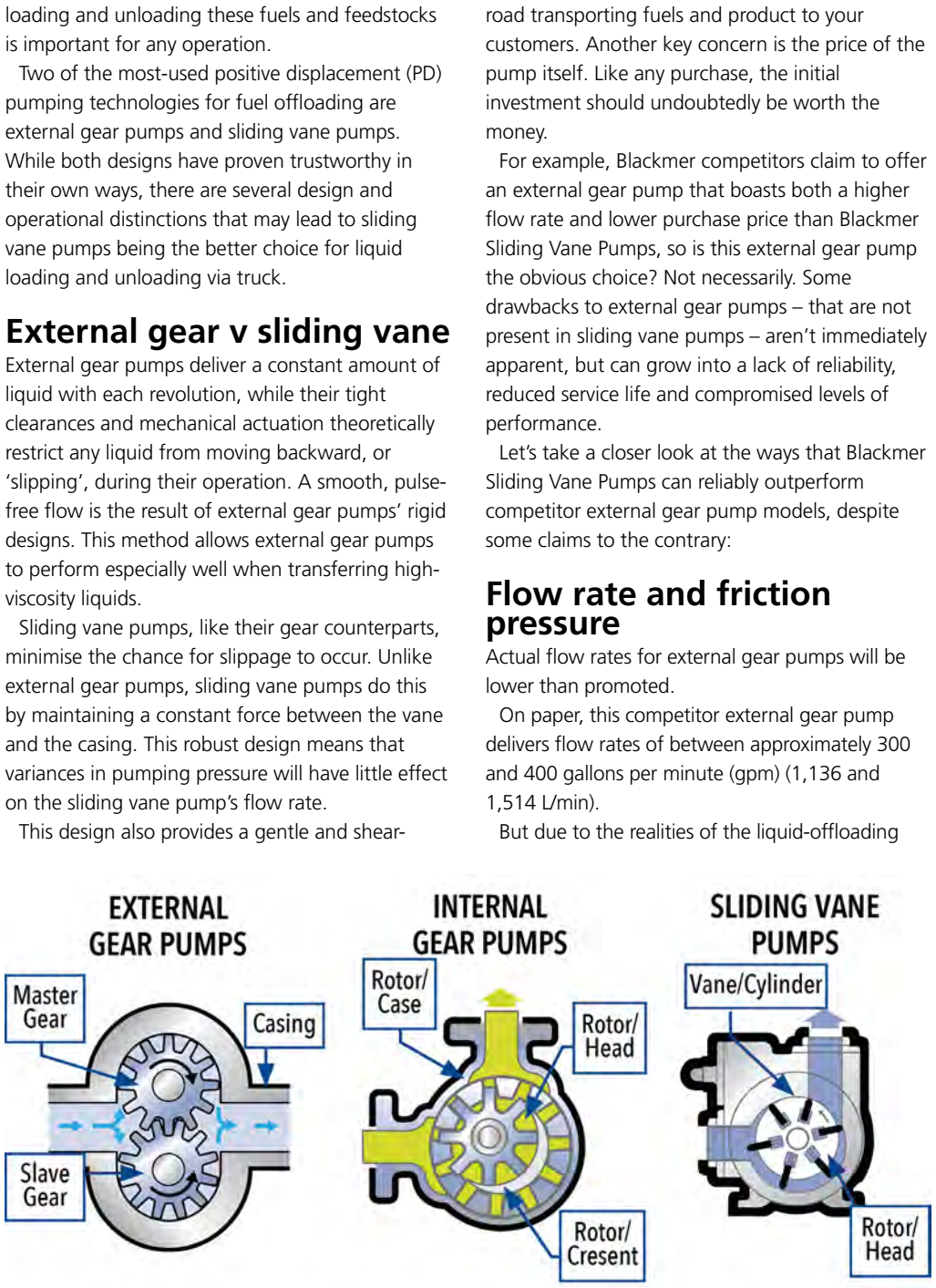
Flow degradation

External gear pumps depreciate over their lifespans.

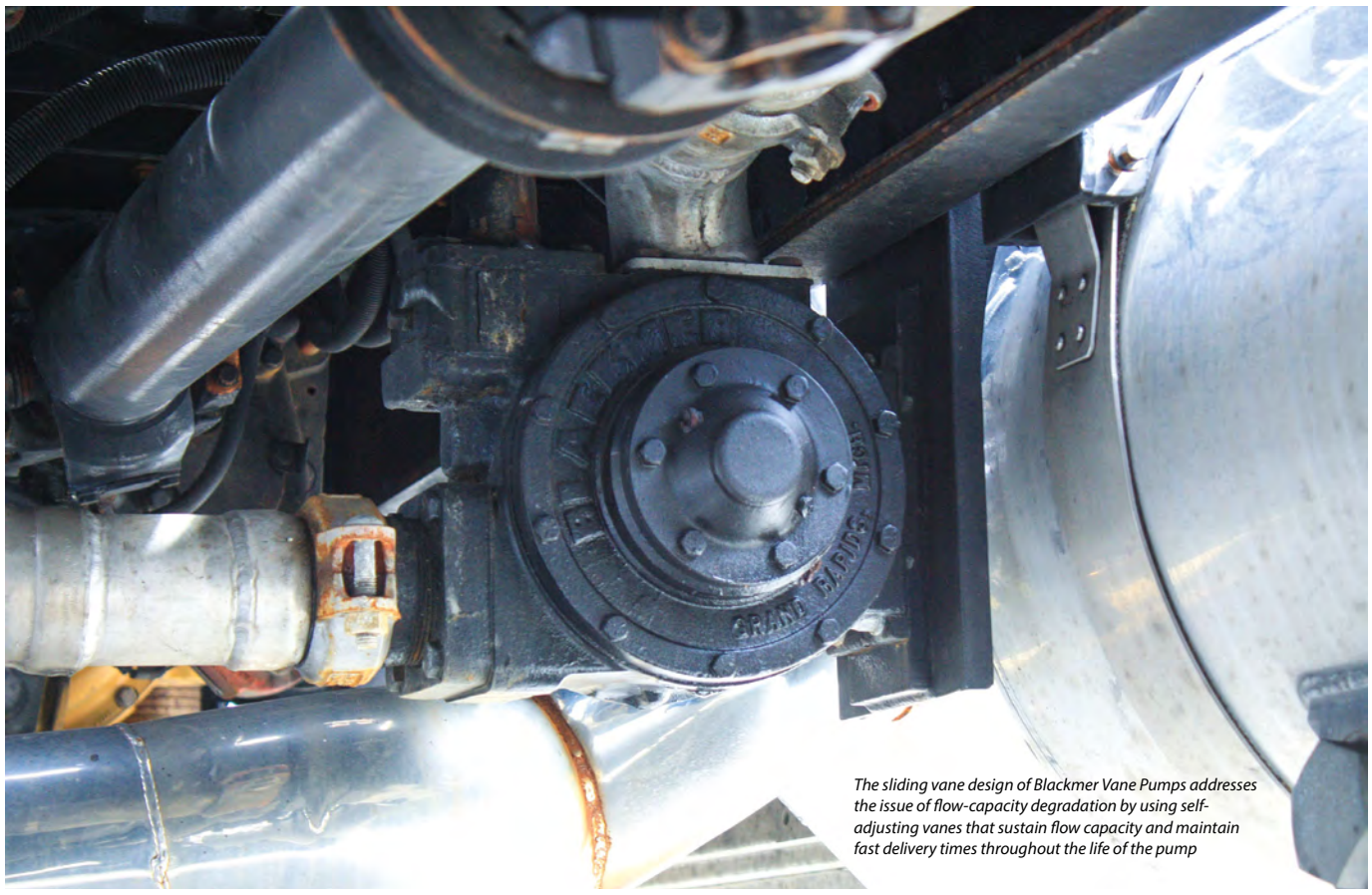
For most technologies, pump-performance levels change dramatically with age. This is true for external gear pumps that have meshing metallic gears within the pump chamber. With every turn, the meshing gears wear. Especially during priming and line stripping cycles. Over time, the shaft wears to such a degree that the clearances between the pump's rotor and gear become too large. As a result, the pump becomes less efficient and outputs less flow due to leakage, or 'slip', of the pumped liquid from the discharge side back to the suction side.

This slippage phenomenon can lead to significantly reduced productivity if left unchecked. So, for every gallon that is moved through an external gear pump, its efficiency is irreversibly lowered, with the eventual solution being to simply replace the pump altogether.

Since all external gear pumps will experience increased product slippage over time, this change in operational capability, which will lead to decreased flow rates, should be a real concern for anyone considering purchasing an external gear pump system. In fact, decreased capacity can often lead to slower delivery times by more than 50 percent.







The sliding vane design of Blackmer Vane Pumps addresses the issue of flow-capacity degradation by using self-adjusting vanes that sustain flow capacity and maintain fast delivery times throughout the life of the pump

Vane pump resilience

Vane pump design actively resists flow degradation.

As mentioned earlier, most external gear pumps have a higher output on paper than they can reach in practice. And the 10 percent reduction in flow capacity is just the beginning. As time goes on, flow reduction becomes even more pronounced in external gear pumps. Wear causes the pumps to shift, and their flow capacity decreases steadily, up to as much as 50 percent over the course of five years of continuous operation.

The sliding vane design of Blackmer Vane Pumps addresses the issue of flow-capacity degradation by using self-adjusting vanes that sustain flow capacity and maintain fast delivery times throughout the life of the pump. Performance of the pumps are consistent during the vanes' lifespan – something that cannot be said for external gear pumps.

Pump life and repair considerations

External gear pumps have considerably shorter lifespans and are harder to service.

Knowing the cost and difficulty of pump maintenance is another critical aspect to consider. In the case of external gear pumps, it is usually easier and cheaper to replace the pump altogether when repairs are needed, leading to extended downtime and system disruption. Sliding vane pumps can be economically and easily serviced in the field, saving money by providing optimised uptime.

There's a clear difference when comparing the wear/age timelines between gear and sliding vane pumps. Expanding clearances and wear within external gear pumps can become noticeable within a few years from the start of use. Comparatively, it takes around 10 years for sliding vane pumps to start showing signs of excessive wear. That means that within the lifetime of a single sliding vane pump, you could be expected to replace an external gear pump up to three times. During those replacement times, the pump-mounted truck would need to be put out of service.

Conclusion

The claim that external gear pumps outperform Blackmer Sliding Vane Pumps isn't as cut and dry as some might think. Remember, a higher reported flow rate doesn't always lead to more efficient pumping. Since external gear pumps are susceptible to more pronounced and predictable wear than sliding vane pumps, Blackmer pumps will continue to perform long after the competition's offerings have lagged behind.

Ultimately, sliding vane pumps deliver improved performance over external gear pumps where it counts, while avoiding many of the issues that pop up as external gear pumps age and wear. Although the implied higher flow rates and lower price provided by competitor external gear pumps might seem like a good deal, the longevity and performance of Blackmer Sliding Vane Pumps will provide any truck-transport operation a better return on investment in the long run.

Brian Binder is the application engineer for Blackmer, Grand Rapids, MI, USA.

Blackmer is a leading brand of sliding vane, centrifugal, screw and regenerative turbine pump, and reciprocating gas compressor technologies and a product brand of PSG, a Dover company, Oakbrook Terrace, IL, USA.

www.psgdover.com

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VSP buys Hex

US-based sealing products manufacturer VSP Technologies has acquired Hex Technology, an ASME PCC-1 bolting training solutions provider.

The acquisition aligns with VSP Technologies' approach to delivering engineered products, value-added services, and bolted-flange assembly training.

"We are pleased to welcome Scott Hamilton and the Hex Technology team to VSP Technologies. The integration of Hex Technology's ASME PCC-1 based training solution expands VSP Technologies' service portfolio to assist customers in their pursuit of improved bolted flange reliability," said Tyler Ragsdale, president of VSP Technologies.

"VSP has been known to be the best technical distributor in the US. End Users and contractors require better resources from their vendors, and by merging with VSP, we can now scale the resources that Hex Technology has been providing to those customers," added Scott Hamilton, president and founder of Hex Technology.

VSP is the largest dedicated fluid-sealing products distributor in the United States. It says the company's programmes have enabled more than US$135 million in cost savings to date for its customers. The company offers products from more than 20 manufacturers, as well as several of its own patented products and designs.

Among the products supplied are top loading manways, bottom outlet valves, foot valves, outlet caps and fill ports.

www.vsptechnologies.com

Bespoke conveying system delivers the oats

Materials handling companies, Spiroflow and Cablevey Conveyors, operating as part of Automated Handling Solutions (AHS), recently collaborated to provide Scottish oats producer, Oat Co, with a bespoke conveyor system.

The solution has not only helped increased productivity, but has also allowed Oat Co to minimise hazardous dusting, maintain product integrity and meet strict hygienic requirements for food handling.

Oat Co Scotland has specialised in growing oats for eight generations. Using a state-of-the-art oat mill and specialising in gluten-free operations, Oat Co needed to replace its existing bucket elevator for rolled oats with a new conveyor system. To meet stringent food safety standards, the solution needed to be fully enclosed to ensure that the oat-based products were not contaminated with external foreign particles during the conveying process. It also needed to eliminate 'dead areas' where the product could accumulate and degrade. Furthermore, it had to be designed to fit their existing set-up and integrate with the current oat mill.

The bespoke solution consisted of a Cablevey tubular drag conveyor system and a Spiroflow low-loading bulk bag filler with an integrated holding hopper. The tubular drag conveyor system gently delivers the rolled oats to the filler in a totally-enclosed environment, minimising both degradation and dusting. Incorporating an inspection camera monitoring system and clear inspection ports to ensure proper maintenance, the hygienic conveyor can be quickly cleaned using the dry wiper disc system to wipe away accumulating fine particles.



The bulk bag filler contains a special low-loading ramp and low-profile pallet base to enable the unloading of filled bulk bags by pallet truck

The bulk bag filler contains a special low-loading ramp and low-profile pallet base to enable the unloading of filled bulk bags by pallet truck when a forklift is not available. The filler also minimises dust with a reverse jet filter and accurately fills by weight with its low-level weighing platform to minimise overfilling and product giveaways.

"We selected the Cablevey conveyor because it offered gentle conveying of our product within a totally enclosed conveying solution, thereby eliminating any chance of contamination by an external foreign body," explained Oat Co's Ray Marquardt. "The conveyor offered a much more hygienic solution than a bucket elevator, with little or no dust being generated internally or externally. The system certainly delivers on its promise!

"Overall, the design of the system ensured perfect integration with the rest of our existing purpose-built plant," Marquardt continued. "The commissioning process was the best I have experienced in 20 years in the industry and ensured fault-free running from start-up."

Advertisers Index

Chemical Express	4
CIMC Tank	5
ClearD3	15
CS Leasing	8
Fort Vale Engineering	18
Globalstar	13
Gröninger Cleaning Systems	12
Hüni + Co	2
Ingo Dinges Transporte e.K	12
Intermodal Portal	16
Lamilux Composites GmbH	3
Nantong Tank Container	7
Rinnen	10
Savvy Telematic Systems	14
Silver/CIMS	1
Sunpass Sealing Technology (Zhejiang)	17
TWS Tank Container-Leasing	2
Unitas Services	6
Van Moer Logistics	11
VSP Technologies	20
VTG GmbH	9

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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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Driving digitalisation

Digitalisation is just as important in tracking IBCs as it is in tank containers.

One such innovation is 'Tracingo', which started as a user-driven digital initiative and then became a digital venture of BASF Coatings, the industrial coatings division of the global chemicals giant.

BASF's logistics and container management at its site in Münster, Germany, worked hand in hand with the group's Digital Incubation Unit, which specialises in identifying and validating digital business models. It tested prototypes under the special requirements of the chemical industry, carried out user tests and investigated the market for the product.

Having demonstrated its potential Tracingo is now to be integrated into 'ibc.digital', the platform operated by NXTGN Solutions GmbH that tracks IBCs and FLCs (foldable large containers).

In addition, BASF and NXTGN have signed a joint development agreement (JDA) that includes container manufacturer Thielmann which lays the foundation for a strategic partnership. Over the coming months, the partners will the develop product further, both technically and commercially.

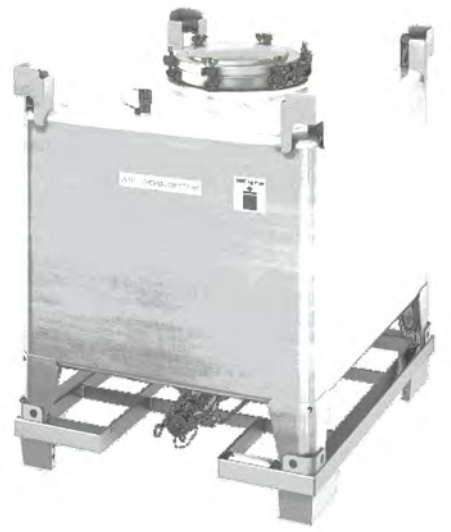
"Digitalisation is one of our approaches for continuous growth and more efficiency. We not only develop coating solutions, but also intelligent digital solutions that offer customers added value," explains Harald Borgholte, divisional digital officer at BASF Coatings.

"In the co-operation with Thielmann and NXTGN, we are serving a completely new industry - logistics. So, I'm pleased to see how a business model has emerged from a user problem in our units and how we are now working together as partners to bring the product to the next level."

Forwarding companies and manufacturers of all types of liquids can use 'ibc.digital' to track and document the location of their containers, their fill level and conditions in real time. This transparency enables optimised resource planning, customised maintenance and complete traceability. The partners are also preparing the sensors for ATEX certification to enable their use in hazardous areas and to meet the highest safety requirements.

The solution is a patented technology based on the evaluation of acoustic signals and the connection of sensors to the Internet of Things (IoT). It enables the location, fill level, shock load, temperature and contamination data of IBCs to be accurately measured.

The collected data is processed and displayed in a web-based dashboard. It provides users from the logistics sector with a reliable basis for making decisions on saving and optimisation measures in their fleet management.



The solution enables the location, fill level, shock load, temperature and contamination data of IBCs to be accurately measured

Eycke-Christian Dörre, managing director for services at Thielmann, says: "We support our customers with optimal services such as the collection and delivery of containers, cleaning and maintenance. Supported by digital technologies, we are also addressing issues such as tracking and smart fleet management, so that the life cycles of our products are transparent for our customers and for us."

Thielmann and NXTGN have already been working together for several years in the field of container tracking using IoT technology. As the initiator and user of the technical solution, BASF Coatings remains an important innovation driver in the project, while as a consultant for digitalisation in medium-sized companies and an expert in the field of IoT, NXTGN will lead further product development.

For its part, Thielmann as a large manufacturer of stainless steel containers, will contribute its know-how on IBCs and customer requirements and act as a sales partner.

"Real-time tracking and monitoring of IBCs is key to meeting the ever-increasing demands for supply chain security, sustainability and efficiency," says Patrick Franke, managing director at NXTGN. "IoT enables us to overcome these complex challenges. The development of a marketable solution together with BASF and Thielmann reflects the technological expertise of all parties involved as well as our company motto: from sensor to business model."

www.nxtgn.de
www.basf-coatings.com
www.thielmann.com

Midland Pallet expands bulk handling range

Running an efficient warehouse takes a lot of time, effort, and planning.

But, without the right equipment, it can be hard for even the most organised of managers to run a smooth ship. To help, Midland Pallet Trucks has now expanded its product line to include even more essential items.

The new range includes seven product lines encompassing everything that a manager could need to manoeuvre items and pallets across the warehouse floor. The newest additions are: DF10 drum cradle; SD55A 300kg steel drum trolley; SD55B 400kg steel drum trolley; SD55C 300kg stainless steel drum trolley; SD55D 400kg stainless steel drum trolley; PR4008 media roller lifter; and PR4012 media roller lifter.

With the emergence of new technologies that seek to transform the warehouse, many businesses are forgetting the importance of good quality manual handling equipment, the company says. As well as being the more environmentally-friendly choice, manual handling equipment provides an affordable, simple, and speedy way to organise a warehouse – regardless of how big or small it may be.

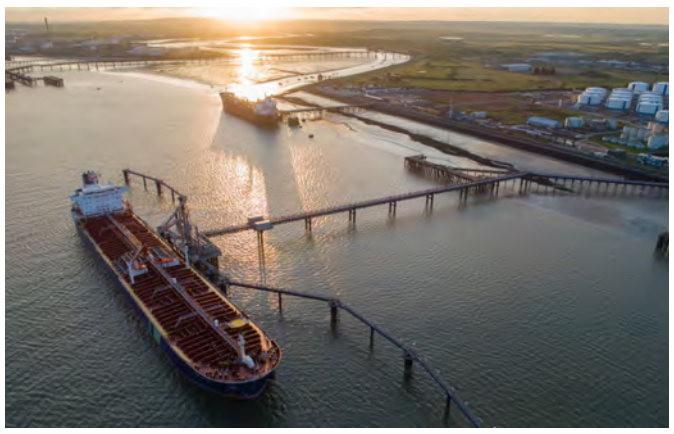
Midland Pallet Trucks hope that with this new fleet of new products, more managers will find the right machinery that can fit into their current operations. With a range of weight allowances and uses, the roller lifters, drum trolleys, and cradles can be used in a variety of business settings.

Managing director Phil Chesworth said: "We're passionate about bringing our customers the very best of the best when it comes to manual handling equipment and we believe that these new items are extremely good quality, durable, and efficient when used in the appropriate environment. We want to make sure that every warehouse can run smoother and we think that the products we are launching can act as the missing piece of the puzzle."

Not only does Midland provide affordable and durable machinery, it also do its best to ensure that customers are using this specialist machinery in the right way through ongoing support.

All items are available to purchase on the Midland website.

www.midlandpallettrucks.com



Essar, Oikos ink Thames agreement

Essar Oil UK is to expand fuel distribution into south east England following an agreement with Oikos Storage.

Under the Agreement, Essar will store and distribute middle distillate fuels at Oikos' Canvey Island facility to serve the Thames region. Furthermore, the Agreement will leverage Oikos' connection to the United Kingdom Oil Pipeline (UKOP) system to supply the Northampton and Midlands regions.

Currently diesel and jet fuels are pumped from the Stanlow refinery to the Midlands and Northampton regions along the UKOP system. As a result of this agreement, Essar's imports of middle distillates will be pumped from Oikos, providing significant supply resilience and increasing Essar's security of supply. The agreement will also see Essar gaining access to the largest market in the country, the Thames region, providing alternative supply options to customers in the region.

Deepak Maheshwari, CEO of Essar Oil UK, said: "This agreement represents a significant step in Essar's downstream ambitions, boosting capacities and ability to meet demand at Northampton and Kingsbury. We are delighted to be working with Oikos to gain access to the largest market in the country, leveraging our strong automotive fuel expertise to serve existing and new markets across London and the South East."

Carlos Rojas, chief marketing officer of Essar Oil UK, said: "Supply resilience and security of supply are paramount for our customers. The agreement is a testament of Essar's commitment to strengthen our supply proposition in the Midlands while opening the opportunity to extend our customer offering to customers in the Thames region."

Arun Sriskanda, managing director of Oikos, added: "Oikos is delighted to enter into a long-term contractual commitment with Essar Oil UK. There are great synergies between our operations with our advantaged marine logistics and access to major cross-country pipelines. This partnership will improve the UK's fuel connectivity and supply chain resilience, as well as develop our site's capability as we prepare for future fuel trends. We look forward to playing an important supporting role in Essar's UK midstream operations."

www.essaroil.co.uk

AntwerpBruges moves to Certified pick up

Certified Pick up is to replace PIN codes from 15 January at Port of Antwerp Bruges.

The port community and NxtPort have agreed that from 15 January 2024, all transport operators will be required to pick up containers based on the Certified Pick up digital platform for container release. The system is said to ensure safe, transparent and efficient container transport.

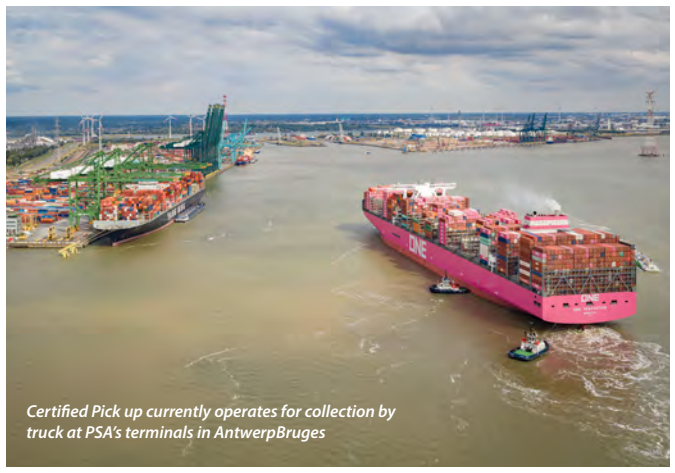
When Certified Pick up will be operational at all terminals and for all modes of transport in January, pin codes for picking up a container will be completely eliminated. This means that the import process for a container at all Antwerp container terminals will be done entirely through Certified Pick up.

In the coming months, the port is making the system available for barge and rail at the terminals. Afterwards, pilot projects will start at each terminal, and the link with Secure Container Release will also be complete for the shipping companies involved.

In order to ensure that the roll-out continues smoothly, the port is calling on everyone involved in the container import process to register on the platform. The use of Certified Pick up is a requirement for which the legal framework is contained in the Port Police Regulation.

Actively using Certified Pick up now can ensure a smooth process when PIN codes are no longer used on 15 January, the port said.

Information about the registration process can be found on the website which is completely self-contained, and brings together all the information about the platform.



Certified Pick up currently operates for collection by truck at PSA's terminals in AntwerpBruges

Certified Pick up currently operates for collection by truck at PSA's terminals (K 869 and 913). DP World Antwerp Gateway and MPET will follow shortly. Just about all the shipping companies are connected. A total of some 2,000 companies have already been registered. In the next phase, the port will also implement this for inland navigation and rail.

www.certifiedpickup.eu

Hutchison commits to net zero

Hutchison Ports has set a target of 2035 for its three uk ports to achieve net-zero for scope 1 and scope 2 emissions.

The ports group, which has established science-based targets to reach net-zero globally by 2050, operates Port of Felixstowe, Harwich International and London Thamesport.

Commenting on the target, Clemence Cheng, executive director of Hutchison Ports and managing director of Hutchison Ports Europe, said: "Hutchison Ports has set both near-term and net-zero targets in line with the Science Based Targets initiative's net-zero standard. We operate in many markets throughout the world and have set ambitious emissions reduction targets in every region.

"Our journey has already begun. We are investing in new and more sustainable equipment and the UK will be amongst the first of our business units to reach the target."

Felixstowe commissioned two new 11Kv high voltage substations to serve the charging infrastructure for its conventional electric tractor fleet on 20 May. Each substation will enable 20 vehicles to be charged at any one time at the port's Trinity Terminal.

The port will take delivery of its next batch of 22 electric-tractors in July 2023 with a further 24 vehicles arriving in November 2023.

In addition, the port has introduced its first battery-powered autonomous trucks which will come with the latest battery swapping facilities. In total, it has plans to acquire 150 electric-tractors over the next two years.



To tackle Scope 2 emissions and ensure that sustainable electricity is used to power port equipment, Felixstowe signed a new deal which ensures that all the electricity it uses is certified as being generated by solar, offshore wind or other renewable sources.

https://hutchisonports.com

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