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UK freight groups angry at HS2 decision

Logistics industry bodies in the UK are digesting the government's decision to cancel the second phase of the HS2 high speed rail line.

Prime Minister Rishi Sunak announced at the Conservative Party conference that the line will be ended at Birmingham, with the Phase 2 route north to Crewe and Manchester cancelled.

The cost of HS2 has sky-rocketed. The total bill for was first put at £37.5 billion but may end up close to £100 billion. And, with a general election likely in 2024, the government is scared of upsetting voters in areas affected by the construction work.

Rail freight operators have long argued that completing the passenger line to Manchester is crucial to freeing up capacity on existing lines which could encourage more freight to switch from road to rail.

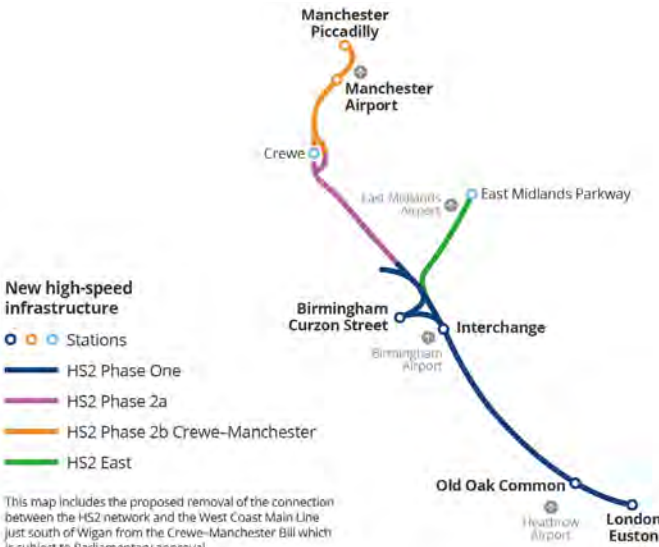
Phase 2 would have enabled long-distance passenger services to run on the dedicated high-speed line from London Euston to just south of Crewe, removing up to seven trains an hour in each direction from the existing network. This extra capacity could be shared between other passenger services and freight.

Rail Freight Group (RFG) condemned the decision, describing it as "the worst possible outcome for rail freight". RFG has long raised concerns over the implications of HS2 trains operating on existing tracks.

The West Coast Main Line is the most important rail freight route in the country, with critically important terminals along its length. In recent years the rail freight sector has invested heavily in new strategic freight interchanges, terminals and rolling stock to support growth on this route, reliant on the capacity for new freight trains being available, the group said.

"The decision to allow HS2 trains to operate on already congested parts of the network is a blow to those investors and to all those who want to see fewer HGVs on the nation's roads," an RFG statement read.

Maggie Simpson, RFG director general, said: "Scrapping HS2 while still allowing its trains to run on the existing network is the worst of all possible decisions. The West Coast Main Line simply does not have the capacity for these extra trains alongside current services



Only HS2 Phase One will now be completed

and rail freight growth, and investment will now be required to upgrade the route to ensure all trains can be accommodated.

"The private sector rail freight operators and customers who have already invested in new facilities and equipment also need urgent assurance that they will be able to access the rail capacity they need to bring new services onto rail," Simpson stated.

RFG added that it was pleased with government's commitment to rebuilding Ely Junction, creating much-needed new capacity for freight in East Anglia.

Industry body Logistics UK said scrapping the second phase would damage investor confidence and harm the development of the national logistics network that the UK needs to thrive.

Policy director Kate Jennings expressed the disappointment of the group's members at the news of the cancellation, saying: "HS2 was a vital plan to unlock economic growth across the UK – the additional capacity across the rail network which it would have released was critical to expanding rail freight opportunities and enabling a shift from road to rail to cut carbon emissions. Putting

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high speed trains on the existing line between Birmingham and Manchester will make today's rail freight capacity issues even worse.

"Logistics businesses need detailed confirmation that the funding previously ringfenced for the construction of the Birmingham-Manchester stretch of HS2 will be reallocated to upgrading transport links across the UK, including across the north of England and the Midlands. This cancellation is a huge disappointment to businesses keen to reduce their environmental impact and reduce road congestion while still delivering for customers."

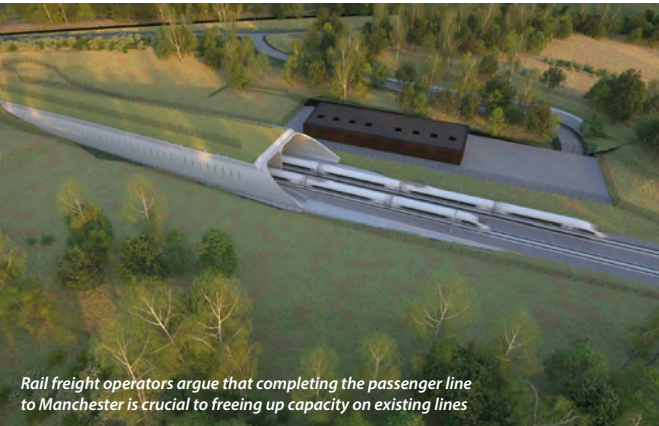
Describing logistics as "the lifeblood of the economy", Jennings urged government to confirm its plans for the infrastructure investment needed to smooth the transition to Net Zero emission and deliver a national logistics network .

Forecasts prepared for the rail industry indicated that if there was sufficient capacity to meet freight demand, then growth would be substantial; an increase of 32 percent in tonnage terms (46 percent in tonne/km), with intermodal tonnes doubling.

A report prepared last year for Logistics UK stated that "ample evidence" exists that capacity for rail freight is constrained. The number of freight train movements has nearly halved over the past 15 years, from 416,053 in 2003/4 to 220,711 in 2018/193.

This has been compensated to an extent by productivity improvements among operators enabling rail freight to maintain its market share compared with road and water over the same period, at around 5 percent of freight lifted and around 9 percent of freight moved.

But the case for greater capacity remains clear, the trade body believes.



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VdB on expansion path

In recent years, Netherlands-based Van den Bosch has greatly expanded its operational footprint.

The group opened a tank cleaning station in Tema, Ghana in 2016, which was subsequently expanded in 2022.

Now, Van den Bosch has entered into partnership with the CSTT-AO Group in Senegal. The logistics service provider is expanding its network in West Africa through this partnership, with the focus on liquid bulk transport.

The CSTT-AO Group started in 1949 as a family business, set up for trade to and from Africa. With more than 75 years of experience in logistics, the company has built a solid reputation focusing on supply chain management and integrated logistics solutions.

"Working with CSTT in Senegal will enable us to further develop the West African market," said Mark Ashton, commercial director of Van den Bosch DMCC.

Van den Bosch DMCC is based in Dubai, from where all deepsea shipments are co-ordinated, and is now among the world's largest tank operators for the food industry.

"Increasing our presence and working with the right partners is essential to our strategy of redirecting traditional transport flows towards more sustainable bulk transport solutions. We see significant potential in West Africa in liquid bulk for the food industry, meaning foodstuffs, but also vegetable oils, for example."

The first tanks have already arrived in Senegal, Ashton said. "With our French-speaking sales team, we see opportunities to connect Senegal further with the rest of Africa, but also with Europe and the Far East. CSTT's leading position and experienced team are the recipe for us to successfully achieve our goals."

Joaquin Gomez, CEO of CSTT-AO Group's logistics division, added: "The connection with Van den Bosch goes beyond a simple supplier/customer relationship. We are delighted with their confidence in the new adventure. This partnership strengthens the position of both parties with regard to innovative solutions for the development of the local economy in Senegal. The mutual trust and support will inspire our organisations to look to the future together and to develop our leading position in liquid bulk logistics in Senegal."

From West to East

Following that foray into West Africa, Van den Bosch is also to co-operate with Celero Group, enabling the firm to expand its network connections in East Africa and the Indian Ocean.

Celero was established in 2009 as an independent logistics provider. It offers a variety of freight forwarding and supply chain solutions. A strong presence in the East African and Indian Ocean transport sectors includes employees and offices in Madagascar and Reunion, on top of the home base in Mauritius.

"The expansion into East Africa and the Indian Ocean islands is important for our network," explained Mark Ashton.

The collaboration with Celero focuses on bulk liquid logistics for the food industry. "The new regions in our network offer us unique opportunities in terms of supply change for bulk liquid logistics, as we establish connections with both African and European markets. In this, Celero shares our vision and core values, but also offers extensive knowledge, expertise and field experience in the region,"

The expansion into East Africa and the Indian Ocean islands is important for Van den Bosch's network



Ashton said.

Marc Dalais, executive chairman of Celero Group is optimistic about the partnership. "This partnership aligns with the company's vision and mission of adding value to people in the logistics chain," he said.

Patrice Maury, CEO of Celero Group, added: "Through this co-operation, the Celero team is consolidating its position as a valuable contributor in bulk liquid logistics for the food industry as part of our overall strategic path. We are happy to count Van den Bosch as a partner and we are confident that this collaboration will help in better serving our clients and stakeholders."

Eastern promise

Closer to home, Van den Bosch is helping Eastern Europe switch to intermodal transport.

An increasing number of big companies are shifting their



Van den Bosch is helping shippers switch to intermodal transport

production to Eastern Europe because of available raw materials and lower production costs. However, despite a global call for sustainability, road transport still leads the way in the region.

This can and will change, believes Van den Bosch commercial manager Srdjan Zekovic. Infrastructure in the region is still substandard, but local governments and the European Union are encouraging the switch to intermodal transport.

For instance, Budapest and Belgrade will be connected by a new high-speed rail line in 2025, and several terminals are being built in Serbia, Bulgaria and Romania.

Meanwhile, the tank operator is not idly standing by. "We are not only talking to suppliers or customers but also to rail operators, local carriers, terminals and Customs," Zekovic explains.

This new network creates opportunities. A train that previously only passed through Serbia, now stops once a week in the capital, Belgrade. And at Van den Bosch's instigation, a rail operator opened a new lane between Budapest and Belgrade earlier than planned. "We are not looking at existing routes, but really setting up something new by looking at the supply chain from a different perspective."

"For instance, we have effected new transport routes from Bosnia & Herzegovina and Serbia to the UK," Zekovic says. That these countries are not members of the EU does not make it any easier. You have to deal with Customs, various regulations and a lot of documents several times on a single route.

"There are a lot of tricky administrative hurdles, but we were not afraid of a challenge. We now offer these routes to other customers as well," says Zekovic.

The company looks at the customer's needs and offers tailor-made solutions such as a new rail connection, a terminal or linking different modes.

For example, Van den Bosch worked with ADM on a solution to improve its transport. ADM previously relied on direct road transport. But once Van den Bosch implemented the intermodal advantages of its containers, the trucks could be used elsewhere. As a result, ADM still has a reliable supply in Serbia to cover production fluctuations.

"In addition, we now transport 10-12 shipments of polyethylenes a week to Serbia," Zekovic explains.

This also opens up new opportunities for other companies in the region. "This high volume of import allows us also to offer a lot of export capacity in the area. We have already started connecting unloadings in Serbia with loadings in Bosnia, through which we can drastically reduce empty miles. This way, we are working together towards a sustainable future," Zekovic concludes.

www.vandenbosch.com

DH Indonesia expansion

Den Hartogh has more than 10 years door-to-door logistics experience in Indonesia serving dry bulk customers.

In August, the company established brand new offices in Jakarta and Surabaya, and will continue to expand its domestic and regional presence in Indonesia serving the polymer industry.

www.denhartogh.com







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Suttons, LogChain in digital partnership

Suttons International and digital platform LogChain are entering into a digitalisation partnership.

The collaboration, coming on the heels of LogChain's recent success in facilitating the world's first fully digitalised cross-border shipment (see p8), symbolises a mutual commitment to bolstering digital transparency and scalability in the logistics sector.

Suttons is integrating LogChain's platform as a pivotal component in its digital transformation process. The adoption of the platform underscores a significant step in Suttons' commitment to spearheading digital innovation within the industry.

Speaking on the collaboration, Andy Deighton, business unit director UK & Ireland at Suttons stated: "The LogChain platform propels our digital transformation initiatives, seamlessly aligning with our clients' evolving requirements. This partnership enables us to provide an enhanced level of service, marked by heightened

digital transparency, scalability, and greater efficacy in managing our clients' supply chain operations."

Digitalisation, transparency and sustainability are paramount in today's logistics and supply chain industry, the partners believe. Suttons acknowledges the need for continued innovation, and with LogChain's capabilities, the logistics firm says it is reaffirming its commitment to surpassing customer expectations and contributing to global sustainability objectives.

Andrew Baird, chief operating officer of LogChain, commented: "We stand at the threshold of an exciting collaboration with Suttons International, a partnership defined by innovation, transparency and sustainable growth. Our ethos is to equip businesses with robust digital frameworks, enabling them to simplify their supply chains while promoting sustainable practices and reinforcing transparency. This partnership is a testament to our commitment and the



Suttons' new fleet includes eight new tanks and a brand-new fleet of tractor units with joint livery for both GreenChem and Suttons

transformative power of our mission."

AdBlue renewal

Elsewhere within the Suttons Group, Suttons Tankers announced a contract renewal with GreenChem for a further five years to deliver its AdBlue product to locations across the UK.

Operating out of Suttons' Hull depot, the complex contract meets GreenChem's need for nationwide distribution by using its strong network of depots across the UK as bases for dedicated drivers.

Suttons' commitment to GreenChem has seen the business invest a total of £3 million in a new fleet, that includes eight new tanks dedicated to this contract, as well as an entire brand-new fleet of tractor units with joint livery for both GreenChem and Suttons.

Michael Cundy, managing director of Suttons said: "GreenChem has been a customer of ours for over a decade. I am pleased and grateful to continue the partnership between our two businesses, and I am very proud of the hard work we are doing to deliver this important product to across the nation."

GreenChem managing director Chris Haynes added: "I'm very happy with the continuous hard work Suttons put in on our AdBlue contract, renewing for a further five years was an easy decision to make. I look forward to seeing the new fleet and dual liveried trucks on the road and delivering quality AdBlue to customer sites very soon. The new lightweight tanks afford us extra payload and further improve our logistics."

www.suttonsgroup.com
www.thelogchain.com





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Bertschi, Dow in sustainable transport move

Bertschi and global chemicals firm Dow have initiated a groundbreaking pilot for sustainable transport from the Netherlands to Italy.

The project combines intermodal rail and biofuel-engine trucks and is claimed to mark a significant milestone for both companies in their commitment to sustainability and reducing CO2 emissions.

Bertschi operates 90 percent of all its European land transport via intermodal rail transport, reducing its CO2 emissions by 230,000 tons a year. The focus has been on optimising the first and last-mile segments of the supply chain that are carried out by road. Hydrogenated vegetable oil (HVO) stands out as a valuable substitute for traditional diesel.

HVO, sourced from renewable materials, is globally acknowledged for its potential in significantly reducing carbon emissions. Through the adoption of HVO for road transport in the supply chain, both Dow and Bertschi are proactively advancing environmental objectives while championing responsible logistics solutions.

The key advantages of integrating HVO into logistics operations include a notable reduction in CO2 emissions for the first- and last-mile by up to 90 percent, reduced dependency on fossil fuels, and potential enhancements in engine performance.

Emphasising substantial CO2 reductions during the last-mile transport, the pilot programme involves a specialised fleet of Bertschi trucks powered by HVO fuel. The project involves the



Reach stacker loading a Bertschi tank container from the cargo train onto the biofuel truck

sustainable transport of Dow products from Terneuzen, the Netherlands, to a receiver in Northern Italy.

Biofuel-engine yard shutters first execute the loading in Terneuzen. The main leg to Italy is then carried out by intermodal rail departing from Bertschi's intermodal terminal in direct proximity to Dow's plant. The last mile is then completed by a Bertschi biofuel-engine truck from the Italian intermodal terminal.

Bertschi says this initiative showcases the viability and effectiveness of sustainable door-to-door supply chain with the integration of rail and bio-fuelled trucks. The aim is to analyse the emissions reduction and environmental benefits facilitated by HVO compared with traditional diesel, with a dedicated focus on minimising the carbon footprint linked to transport activities.

"We are enthusiastic about the potential of HVO as a sustainable substitute for diesel during our first and last-mile road deliveries," said Santiago Gonzalez, managing director for Bertschi Liquids.

"This pilot programme strongly affirms our dedication to environmentally responsible practices, significantly enhancing the efficiency and sustainability of our logistics operations."

Chloé Sanders, senior sourcing manager at Dow, echoed this sentiment, stating: "We firmly believe in the collective responsibility for sustainability. Initiatives like this pilot programme exemplify our commitment to reducing our carbon footprint and fostering a positive impact on the environment."

Dow and Bertschi aim not only to pave the way for sustainable logistics practices but also inspire a broader industry shift towards a greener, more eco-conscious future.

Getting gold

EcoVadis has awarded Bertschi a gold medal.

To underline the importance of sustainability in Bertschi's daily activities, the group underwent the EcoVadis Sustainability Assessment. This reviews the environmental, labour and human rights, sustainable procurement, and ethical performance of the company by means of a detailed questionnaire.

The achieved result puts Bertschi in the top 5 percent of all companies assessed by EcoVadis.

www.bertschi.com

MEST 'revolutionises' bitumen logistics

In the world of road construction, the seamless and efficient application of bitumen spray coat is a fundamental part of the project.

However, traditional logistics and storage solutions have long posed challenges, leading to increased costs and delays. TEC Container Solutions recognised these issues and set out to design a container that could provide the ultimate solution.

So, the MEST Bitutainer was created to 'revolutionise' spray coat logistics in road construction.

The MEST was developed from an in-depth understanding of the road construction sector's specific needs. TEC saw shortcomings of outdated systems that relied on small-capacity tankers for long-distance logistics coupled with cumbersome on-site storage. These inefficiencies not only increase the cost per ton of delivered bitumen, they also prolong project timelines. TEC's mission was to design and create a unique turnkey system that addresses these challenges by improving flexibility, efficiency, convenience, and safety in spray coat logistics.

At the heart of the MEST Bitutainer lies its ability to streamline spray coat logistics, principally by eliminating the need for time-consuming product transfers and costly bund wall installations.

Designed as a self-contained unit, the 40ft bitumen storage container features a secure recessed area for a variety of bespoke equipment options, making it a versatile asset for temporary or permanent storage and distribution.

Features include optimised recirculation and loading processes, and efficient heating, agitation, and monitoring capabilities. With a focus on ease of installation, transport, and operation, the MEST is designed to save both time and money for road construction projects of all sizes.

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Gooch elected ITCO president

The ITCO board has unanimously elected Paul Gooch, director of The Logical Group, as ITCO president for the next two-year period, taking over from Reg Lee at the end of this year.

Gooch founded The Logical Group, a supply chain practice, following a near 30-year career with Dow Chemical Company. There, he held regional leadership roles in the UK and Benelux, and subsequently became European logistics director with responsibility for a US\$500 million spend, logistics work process owner and global director for Dow's international trade and marine container activities.

As a logistics consultant, clients have included a global petrochemical distributor where he was an interim logistics development manager, an international specialty chemical company requiring supply chain leadership for M&A, a Mid-East specialty chemicals producer seeking development of a logistics strategy, and international consulting companies.

He has also supported a global oleo-chemical company in the development of its logistics strategy and an order-to-cash re-engineering project. He has completed freight optimisation projects for an aviation MRO company, and a specialty chemical company, and conducted a refinery assessment and feedstock study for a mid-sized chemical company.

Gooch has been a major contributor to various EPCA reports on supply chain sustainability and collaboration.

Second 'Tank Day'

More than 80 students from Rotterdam's Scheepvaart & Transport College (Shipping & Transport College) attended the second ITCO Tank Container Awareness Day on 7 September.

The aim of the meeting was to give students who are beginning their fourth year at the STC a chance both to learn about the opportunities for working in the tank container industry, and to discuss possible internships – which they will need to arrange for early next year.

The day began with a welcome by ITCO president Reg Lee, who gave the background to the way that the industry started and grew.

Following this, ITCO secretary Patrick Hicks gave details about the tank container industry and the activities of the organisation.

Students then divided into five groups, and attended four different classroom sessions during the course of the day, while also having the opportunity to inspect the Demonstration Tank, provided by Den Hartogh.

In addition to the Tank Container Awareness day, the students will also be taking the ITCO E-learning course, as part of their fourth year programme.

Concluding the event, ITCO took the opportunity to thank the speakers from Den Hartogh, Bertschi, Hoyer and Stolt, together with Tamara Sebus-Smits from STC, who arranged the course, and Paul Pigmans and Jarno Weps (Exsif) who co-ordinated arrangements on behalf of ITCO.

Plans are already in place to continue this programme next year.

www.itco.org



Opportunities in the tank operating sector were explained by Anouk van Strien, operations and account management, Den Hartogh



The STC Students inspected the Den Hartogh demonstration tank, in STC's training yard



Paul Gooch

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Connecting the world

Online platform Tank4Swap offers bulk liquids shippers and service providers a chance to optimise cargo movements

While many shippers like to establish long-term relationships with tank container service providers, there is still a place for meeting ad hoc needs.

In the internet age, this has been made easier through the advent of online portals where demand for, and supply of, tanks can be facilitated.

Tank4Swap is an online platform that provides a comprehensive and cost-effective solution for the ISO tank container and flexitank markets.

The objective, according to the Toronto, Canada based company, is to increase the quality of service with a global approach, addressing the challenges faced by bulk liquid operators, owners, users, producers, and service providers.

Tank4Swap founder and CEO Touraj Mahmoudi claims the platform enhances transparency, visibility, and accessibility in the market by leveraging the digital environment.

While some other platforms provide tools to show where a tank is available, Tank4Swap acts as 'matchmaker' between the tank or flexitank provider and the end user.

"We make connections between all users, such as bulk liquid, lubricants and foodstuff producers, buyers, traders, etc, and all service providers, like forwarders, flexitank/ISO tank operators, lessors, service centres, etc, while providing a dedicated, step-by-step platform to handle all related operations from beginning to end," says Mahmoudi.

"That might be a lease, transport movement, port-to-port, or port-to-door, service," he continues. "I have been in the bulk liquids business for the past 26 years and in the logistics industry for 37 years. This helped me to consider all aspects of the business and needs for all service providers



Tank4Swap acts as 'matchmaker' between the tank provider and the end user

and users. So, in general, I see the difference between us and other container exchanges is our expertise and background, and our different target markets."

Solutions

Various services and solutions are offered. These include finding suitable ISO tank and flexitank operators. Tank4Swap helps users find operators for their required origin, eliminating the hassle of searching in the dark.

Once a user makes a request for a 'swap', meaning one of the range of services available on the site, all registered, relevant users are notified enabling them to offer a complementary service

In terms of tank supply, this means users can find tanks to fulfil their transport requirements by

browsing available equipment at various locations. In the same vein, tank owners have another channel through which they can generate revenue from idle tanks.

It also matches suitable cargo with idle equipment. A feature of Tank4Swap allows users with empty tanks to find suitable cargo in the market, reducing idle tank costs and maximising utilisation.

Anyone looking to lease or purchase a tank container or flexitank can use Tank4Swap to search a wide range of equipment and options. The platform facilitates one-way/long-term, and short-term leasing, allowing owners to cut operational costs by leasing their tanks to demand partners.

Users have the option to buy or sell equipment through the platform, connecting with other members globally.

Beyond finding and matching equipment and cargoes, users can search for related services through Tank4Swap, such as surveying, repositioning, insurance coverage, and cleaning.

Gaps

Despite the closer ties between shippers and tank providers, which gained even more traction during the Covid-19 induced supply chain bottlenecks, Mahmoudi says there are always gaps in the logistics world that Tank4Swap can cover.

"We all know that 10 to 15 percent of the global fleet (handled by operators) faces issues with empty positioning which is a significant additional expense for them," he says.

"This is all because there is not a detailed-

enough approach to the market whereby empty units can find suitable cargo. We believe that we cover such areas, so while customers tend to go with long-term partnerships, we can still provide them with market information and best prices offered by operators. The market is very much price-oriented, so having global access to those market prices is always interesting for users.

"Of course, we do not get involved in pricing and terms; these are left to the parties involved."

Mahmoudi says that a particularly beneficial feature is Tank4Swap's is bridging the distance gap between parties.

While many other matchmaking providers can offer a local approach, Tank4Swap has global coverage so even if a party is located far from either the origin or destination it is still possible to connect demand and supply.

Checks

Mahmoudi says his company undertakes checks on service providers' backgrounds before they can subscribe. This is perhaps more important for flexitanks where proper fitting is crucial to avoiding product leakages.

"Thanks to my long experience in the market, it is not a difficult task for us to carry out background checks," he says.

"We accept subscribers for whom the available background is clear to us and they have enough experience in what they do."

With a potentially huge market to service, Mahmoudi believes Tank4Swap is an ideal solution for bulk liquids producers, users, traders, transport and service providers to connect on a global scale to make product shipments more efficient while reducing costs.

<https://tank4swap.com>



Finding suitable flexitank operators is among the services and solutions offered

CIMC Safeway lists on Shenzhen exchange

On 11 October, CIMC Safeway successfully listed on the ChiNext Board of A-share Market of Shenzhen Stock Exchange.

The company, which is the world's largest tank container manufacturer, said the listing gave it a new capital platform, helping it to power more innovation.

"CIMC Safeway will continue to uphold the mission vision of 'innovation-oriented, intelligent manufacturing and digital transformation, (expanding the use) of tank containers worldwide,

and being green," a statement read.

The company opened by offering 90 million IPO shares, offered at 24.22 yuan per share and raising funds of 2,180 million yuan. The post-public-offering share capital of CIMC Safeway is 600 million shares in total.

In 2022, its operating income reached 5,539 million yuan with a net profit of 707.697 million yuan.

www.cimctank.com



CIMC's listing opened by offering 90 million shares



The listing will give CIMC a new capital platform

YOUR BUSINESS IN PORTUGAL

TRANSPORTES MOURA, PT



Hoyer divests fuel and bitumen businesses

Hoyer is handing over delivery of petroleum products to service stations and local bitumen logistics to AUCTUS Capital Partners.

The Hamburg-headquartered firm said it has analysed global trends in recent years in detail, and from these it has derived the impacts they will have on its customers' business.

CEO Björn Schniederkötter explained: "For Hoyer as a family business, quality, safety and reliability are a benchmark and a matter of course at the same time. However, we consider that the true added value of our services for our customers lies in the early further development of our own services in order to recognise the changing requirements of producing industries at an early stage, and in developing suitable solutions as a strong partner."

To this end, Hoyer is investing more than €100 million in its infrastructure, assets and digitalisation. So, divesting the two non-core businesses is seen as a strategic adjustment in Hoyer's business model.

The group says it is meeting these global developments with concrete investments in the infrastructure of its cleaning facilities, workshops and depots, including those in Houston (USA), Pinthong (Thailand), and Ludwigshafen (Germany).

By providing services for tank container handling, the network of sites acts as important leverage to optimise equipment turnaround. Moreover, dangerous goods storage for tank containers will also be available in Houston to Hoyer customers to make the design of customers' workflows more flexible.

The company plans further investments, including in the areas of tank containers and the IBC fleet, to fulfil even quicker European and worldwide demands for suitable equipment.

Schniederkötter added: "The creation of added value for our customers along the whole of the supply chain is important to us. That begins with our supply chain solutions employees in the filling plants and extends to expanding our digital services in our customer portal."

The decision to hand over to an investor the business of regional service station supplies and bitumen logistics, which is especially strong in Germany and the United Kingdom, follows this strategic path. The transaction is subject, among other things, to the approval of the competition authorities.

Hoyer believes the two divisions will gain a financially strong partner in AUCTUS Capital that will support the further professional development of its activities and seize opportunities in the market. The experienced staff will then operate independently under a new name, Oxalis Logistics.

Munich-based AUCTUS is an independent investment firm with a wide ranging portfolio of firms, including another German fuel delivery firm, Horst Pöppel.

According to Hoyer chairman Thomas Hoyer: "We are setting our course for the future. As a family-managed business, we always approach these topics in a strategic, forward-looking way. We think and act in terms of generations. In the new arrangement, we will be able to concentrate on the further pursuit and direction of all of our European and global activities."

Schniederkötter added: "Our investment measures yield especially added value for all the global transport logistics businesses. Furthermore, with our strong regional representations, we support customer concerns right where they are, with globally consistent standards and local know-how. With the further development of the business models and the investment measures, the Hoyer Group is following its principle of long-term sustainable orientation and setting course for the coming years."

New tanks

Hoyer followed up this announcement with plans to renew its fleet of tank containers by some 3,000 units by the end of this year.

The step is being taken as part of a fleet update to meet the demand for specialist equipment for chemical products and liquid foodstuffs in European road and intermodal transport as well as in overseas logistics in particular.

Hoyer says it is responding to the growing demands of its customers' product portfolios. Schniederkötter said the investment underlines the company's commitment to customers and obligation to put forward innovative solutions for the ever-changing marketplace.

When selecting production partners, Hoyer also attaches great

importance to quality and to complying with all international safety and environmental regulations, the firm stated. Accordingly, the new tank containers are being produced by well-known manufacturers in South Africa and China to meet the highest quality standards.

The delivery includes special tanks for chemicals as well as tanks with specifications for foodstuff products. The new units can be used in versatile ways. This will enable Hoyer to increase its flexibility in global availability and to fulfil new product and customer requirements.

www.hoyer-group.com



Hoyer plans to renew its tank fleet by 3,000 units by the end of this year

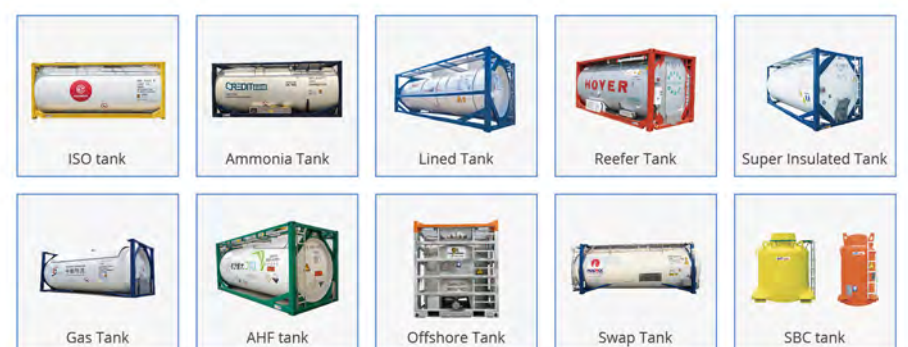


Nantong Tank Container Co., Ltd

Established in May, 2007, NANTONG TANK CONTAINER CO., LTD (NTtank) is a professional ISO tank container manufacturer located in Nantong, Jiangsu, China, close to Shanghai.

NTtank supplies both standard ISO UN Portable tanks and customized special tanks, with annual capacity of 8,000 standard ISO tanks and 4,000 multi-type special tanks, like SWAP Tanks, Reefer Tanks, Electrical Heated tanks, Different lining tanks (rubber, PE, Teflon, Chemline, Saekaphen, etc.), AHF acid tanks, Hydrogen peroxide tanks, Metallic Sodium tanks, High purity ammonia tanks, T20/T22 tanks, T50 gas tanks (ASME U and U2 stamp), offshore tanks and other small pressurized / none pressurized IBC for liquid products transportation.

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01

Product

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- ✓ Lined tank
- ✓ Gas tank,
- ✓ Food grade tank
- ✓ Electrical tank
- ✓ Reefer tank
- ✓ Baffle tank
- ✓ AHF tank
- ✓ Hydrogen peroxide tank
- ✓ Metallic Sodium tanks
- ✓ IBC/SBC tank
- ✓ T20/T22 tank

02

Service

- ✓ Global service network

03

R&D

- ✓ ASME U&U2, C3, LR, BV, CCS, RMRS, DNV certifications
- ✓ 300+ patents
- ✓ 350+ engineers

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The shipment landed in Singapore from Burnley on 24 September after the UK introduced legislation to make trading cheaper and easier

FV in ground-breaking digital shipment

Fort Vale was at the heart of what is said to be the first ever fully digitalised goods shipment.

The shipment landed in Singapore from Burnley, UK on 24 September after the UK introduced legislation to make trading cheaper and easier for businesses.

A highlift footvalve produced by Fort Vale set off from Manchester Airport, facilitated by UK and Singapore-based tech company LogChain.

For the first time ever, the shipment was processed entirely digitally, rather than via physical customs documents.

The news comes following the UK's digital trade agreement with Singapore, which facilitated electronic trade, as well as the introduction of the UK's Electronic Trade Documents Act (ETDA) which came into force on 20 September.

The Act made the UK the first G7 country to place electronic trade documents on the same legal footing as paper documents. It is estimated the move could generate £1.14 billion for the UK economy over the next decade, supporting the Prime Minister's priority of growing the economy.

"Fort Vale are extremely enthusiastic and excited by the prospect of successful digital trade transactions," said sales and marketing director Graham Blanchard. "As an organisation Fort Vale exports around 90 percent of its products worldwide. A significant number of our key accounts are based in Singapore and as such, the opportunity to be part of this historic moment was something not to miss.

"Fort Vale see the benefits of security, efficiency, cost savings and reduced risk of delays as real positives not only for our organisation, but as a contribution to frictionless trade between the UK and Singapore as a whole."

Minister for International Trade Nigel Huddleston commented: "This is a landmark moment for the future of international trade and I am delighted the UK is leading the way in using technology to make things easier for our companies."

Designed as permissive legislation, the primary objective of the ETDA is to eliminate hindrances as opposed to introducing new constraints. Such a transformative approach offers the potential to revolutionise global trade in several impactful ways, proponents say.

Transitioning to electronic documents, supported by the ETD Bill, slashes time overheads associated with the manual handling of paper documents. This augments operational efficiency for logistics stakeholders.

A further advantage is cost savings. Traditional methods of managing, archiving, and dispatching paper documents rack up expenses. Embracing electronic document practices presents substantial fiscal advantages.

It could also reduce the risk of delays. Bottlenecks in logistics, often paper document-linked, can escalate costs due to demurrage and detention. E-documents diminish these delays, thus curtailing related expenditures.

With a digital approach, there is also a marked reduction in vulnerabilities such as loss, theft, or forgery that are associated with paper documents, fortifying transactional security and curbing fraud chances.

Finally, there are environmental benefits as a move towards electronic documentation lessens the dependence on paper.

www.fortvale.com



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Bertling in Guyana JV

Rafeek & Moore Bertling Logistics (Guyana) Inc started operations on 1 October and is based at Rafeek & Moore's established office in Port of Georgetown.

Located on the northern coast of South America, Guyana has quietly emerged as an economic powerhouse in the region. With its abundant natural resources, strategic location and recent oil discoveries, the country is poised for significant economic growth and development.

Guyana's location at the crossroads of South America and the Caribbean gives it a strategic advantage. It offers a gateway to both regions, making it a strategic hub for trade and commerce.

The primary purpose of Rafeek & Moore Bertling Logistics will be to explore business opportunities available in Guyana in the oil and gas, mining and construction sectors and to add the value-added services and structure of both companies to a dedicated logistics service.

The JV will be led by Colin Moore of Rafeek & Moore and Steve Ross-Munro of Bertling. Moore knows the Guyanese market well, having worked in the country for more than 30 years.

Ross-Munro has been in the global logistics business for more than 30 years and has worked in the UK, Middle East, Asia and the USA. He joined Bertling in Houston earlier this year as director of business development

Bertling focuses on global project logistics and transport

engineering solutions, while Rafeek & Moore specialises primarily in general freight forwarding, trucking and customs brokerage services in Guyana. Bertling will bring its global network of offices and suppliers, modern IT infrastructure and extensive project experience to the Americas.

"We are proud to have Bertling as a loyal and trusted partner to add value, expand our local service offering in Guyana and diversify our portfolio," said Moore. "We are very familiar with its dedication, go-anywhere approach and high-quality transport engineering expertise from our long working relationship and look forward to combining the skills of both companies under one roof from now on."

"Guyana and the surrounding countries have been on our radar for years and our global team is excited about the new business opportunities that are emerging in the country," added Colin MacIsaac, CEO of Bertling Logistics. "Rafeek & Moore's skilled team, high quality local services and extensive local network are well known in Guyana.

"We are confident that our new JV will establish a leading position in Guyana and that we will be ideally positioned to respond to and serve the logistics needs arising from the ongoing energy transition."

www.bertling.com



Rafeek & Moore Bertling Logistics will explore opportunities in Guyana in the oil and gas, mining and construction sectors

HGK takes on Köppen's tank logistics business

HGK Shipping is expanding its business operations to include the pre- and on-carriage business for tank containers.

The inland waterway shipping company is taking over the entire tank container logistics business of Köppen GmbH in the form of an asset deal. Köppen has approximately 1,000 tank containers in service and is therefore a significant services company for the chemical industry in terms of intermodal traffic. The purchase agreement was signed in Duisburg on 25 October. Both sides have agreed not to reveal the purchase price.

By taking over the three business sites in Duisburg, Hamburg and Ludwigshafen, HGK Shipping says it is in a position to connect the production sites of the most important centres of the chemical industry with container terminals, both in the region and at the ARA (Amsterdam-Rotterdam-Antwerp) ports.

The extended portfolio of services includes intermodal traffic for liquid and temperature-controlled chemicals as well as transporting compressed gases. As a result, customers will get integrated logistics services geared towards their needs and make use of inland waterway shipping, rail and truck operations as the means of transport from one source. Road services to transport tank containers will continue to be handled in close partnership with Köppen.

"Intermodal services, which use inland waterway vessels, have proven their worth as a climate-friendly transport option for the



The acquisition of Köppen provides HGK an ideal growth platform

chemical industry," said Steffen Bauer, CEO of HGK Shipping. "This acquisition provides an ideal growth platform and extends the business portfolio of our company, but also of the HGK Group as a whole.

"The group's objective is to provide an integrated supply chain using all means of transport available. We can offer our existing customers and new clients attractive one-stop logistics services through our extended service portfolio and also increase the resilience of our customers' supply chains, particularly during phases when water levels are low."

The tank container business is also being developed to transport goods such as hydrogen, hydrogen derivatives or CO2 with tank containers and therefore make HGK Shipping fit for the future in this field.

In organisational terms, the new business area is located within HGK Chemical Logistics GmbH. Dirk Czerlinski will take on responsibility for this business, a position that he has already held at Köppen. Czerlinski was also responsible for the tank container business at VTG.

"Continuing the freight forwarding activities with a strong partner is the logical consequence of the growth that we've achieved during the past two years," said Jochen Köppen, managing partner of Köppen GmbH.

Köppen has already been handling the final transport services for imported tank containers for the chemical industry and the retail sector as a neutral seaport freight forwarder for many years. The company used the gradual withdrawal of a tank container operator as an opportunity to become active as a tank carrier itself and establish its own container fleet.

Köppen will focus on continuing to develop its core areas of expertise – storing, cleaning and repairing tank containers – at its business site in Duisburg and enhance its transport companies in Duisburg and Dessau in future.

www.hgk.de



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Schmidt boosting Middle East dry bulk storage

Schmidt ME Logistics is the latest subsidiary of European polymer handling specialist Schmidt Heilbronn (Germany).

Headquartered at Khalifa Economic Zones Abu Dhabi (KEZAD) Schmidt runs the only dry bulk storage facility in the region.

Located in one of the rapidly growing markets outside of Europe, Schmidt recently upgraded its Abu Dhabi facility by expanding the existing silo farm from three to nine storage silos. Part of this expansion is also increasing the current warehouse storage capacity by 4,500 sqm. With this expanded multi-user terminal, Schmidt ME Logistics will satisfy the growing market requirements to handle and store dry bulk in an efficient way.

Schmidt brings 75 years of experience in bulk logistics, specialised know-how and market knowledge to the Middle East. Comprehensive, cost-effective services including optimised processes from design and construction to improved supply chain management and operations are the factors of success. In addition

to these services, Schmidt is also starting the transport of bulk material in the region using company-own truck heads.

The state of the art storage and handling facility consisting of a silo hub, container and warehouse storage also offers packaging and repackaging services, customs clearance with tax benefits due to free zone status as well as professional material handling and value-added services.

Schmidt points to the strategic location with world-class infrastructure and direct, efficient, and easy high-speed access to air, road and sea with no port congestion in comparison to other GCC ports as big advantages for industry partners dealing with dry bulk.

In addition to the KEZAD terminal extension Schmidt has also started designing and building a similar terminal at Al Jubail, Saudi Arabia to serve existing and future demand for dry bulk logistics services.

www.schmidt-heilbronn.de



Headquartered at Khalifa Economic Zones Abu Dhabi (KEZAD) Schmidt runs the only dry bulk storage facility in the region



TET Global can provide service from all ports and filling facilities in Turkey

TET Global Logistics - global network, high quality, eco-friendly

Founded by a group of women executives, TET Global Logistics has become Turkey's leading logistics company for the transport of liquid chemical raw materials.

With 60 years of experience in the sector, TAT Global has been providing customers with services such as international road transport, intermodal transport, tank cleaning stations and tank container storage facilities.

The company, headquartered on the Anatolian side of Istanbul, TET Global offers 360-degree service to the chemical industry with a large fleet of more than 300 self-owned vehicles, long-term financing suppliers and storage department.

Vehicles that are used in operations, fully equipped with mobile communication systems, offer customers the opportunity to trace the entire logistics process one-on-one. Operations are managed in accordance with national and international standards, from the training of drivers to the quality of equipment.

Having initially offered domestic road transport, TET Global now has the capacity to provide services all over the world in accordance with international SQAS processes through its role as

Turkish agent for Bulkhaul. TET Global has been an agent for Bulkhaul since 2013.

The company, which can provide service from all ports and filling facilities in Turkey, supports customers with alternative transport models by optimising routes within the scope of end-to-end supply chains. In addition to land transport from Turkey to almost any European destination, intermodal transport models provide customers with a quality of service enabling intercontinental export to destinations around the world.

Also supporting green logistics and sustainability thanks to intermodal load optimisation, TET Global makes the best use of latest technology so as to reduce negative environmental impacts and to increase the efficiency of business processes. Technologies used in energy, environment and greenhouse gas management systems help reduce water and carbon footprint, supporting customers with their green transformation.

TET Global says it positions itself towards customers not as a supplier, but as a part of their team.

<https://tetglobal.com>

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ERR strides forward with IMT

It is not just tank container leasing companies that see telematics as crucial to modern operational efficiency.

ERR European Rail Rent GmbH is a railfreight wagon rental company with a fleet consisting of more than 7,000 railcars.

Based out of Duisburg, Germany, ERR offers a full-range service, providing intermodal, standard freight, bulk freight and sliding wall, construction site and tank wagons.

Lately, ERR added a milestone in its digitalisation journey by entering into a long-term partnership with Netherlands-based Intermodal Telematics (IMT).

The wagon rental company has built a solid reputation for its extensive selection of rail wagon types and flexible rental models, catering to a diverse range of customer requirements. But, the strategic alliance with IMT takes digitalisation at ERR to new heights, thanks to IMT's state-of-the-art telematics and sensor technology.

The decision to partner with IMT for full-fledged telematics solutions, including the solar-powered Communication and Location Terminal (CLT20-Ex) and the Temperature Sensor (WT22-Ex), was motivated by a variety of compelling factors.

First, safety. Safety is a top priority for ERR, and IMT's telematics solutions contribute to a higher safety by remotely monitoring the fleet.



L-r: Tiberiu Buzds, ERR's managing director sales; Michael Prahm, ERR's managing director technology; Arne Bergmann, IMT key account manager DACH

Transparency is also paramount in the rail logistics industry, and the partnership enhances ERR's ability to provide even more transparency and optimise operations.

IMT's remote monitoring capabilities also enable ERR to maintain a close watch on rail car conditions and content values, regardless of location.

Finally, immediate alert notifications empower ERR's customers to respond promptly to any potential issues, guaranteeing the security



ERR offers a full-range rental service with several wagon types

of customers' cargo.

ERR says the strategic collaboration underscores its commitment to delivering up to date service, embracing cutting-edge technology, and ensuring the highest standards of safety and transparency for its customers.

www.railrent.com

www.intermodaltelematics.com

Scott Gonzalez



Peacock opens in Houston

Peacock Container has opened an office in Houston, USA, appointing Scott Gonzalez as commercial director Americas.

This marks the establishment of Peacock's third office worldwide, as part of its international growth plans. The lessor's existing offices are in Singapore and Rotterdam, with sales representation in Shanghai.

Peacock CEO Jesse Vermeijden stated: "With the appointment of Scott Gonzalez we are adding more than two decades of invaluable experience in ISO tank leasing, rendering him a valuable addition to the Peacock Container team."

"The decision to expand our presence in Houston was prompted by our ambition to expand coverage of clients in this key area, our commitment to existing customers in the region, and the opportunities in the greater Americas market. Houston's strategic location and thriving business environment provide an ideal platform from which to connect with and support our current and prospective clients in both North and South Americas," he added.

Gonzalez previously worked at Hoyer Global, where he developed its Americas lease portfolio. Prior to that, he played a pivotal role in establishing the leasing business for specialised tank lessor TML. In his new capacity, Gonzalez will spearhead Peacock's leasing operations in the Americas.

Gonzalez commented: "I am thrilled to be part of the Peacock Container team and to contribute my expertise to the company's success, while supporting our valued customers. I look forward to developing our service to clients in the Americas."

Peacock currently offers a fleet of over 23,000 tank containers from 13,000 to 35,000 litres, and is confident that this strategic expansion will support its continued growth and success.

www.peacockcontainer.com



Peacock currently offers a fleet of over 23,000 tanks

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Modalis - driven by innovation

The years during and immediately following the Covid-19 pandemic were something of a rollercoaster ride for the tank container business. Bulk Distributor caught up with France-based tank leasing company Modalis to look ahead at what the market might expect in the near future.

How do you see the state of the tank leasing market over the coming months/year?

2023 has been an economically tense year. We have been facing challenges due to geopolitical uncertainties, strong ongoing inflation, and the rise in interest rates. However, our business model is resilient, and we are ensuring that we maintain a strong portfolio of intermodal equipment.

The current context might discourage investment. However, this phenomenon has two side-effects: a possible increase in equipment returns, but, coincidentally, a growing interest in renting rather than buying.

In a long run though, there is a growing interest in modal shift due to environmental concerns at every level, and we don't expect any roll back from this. The transport sector still contributes to 25 percent of greenhouse gas emissions in France, and Europe. Addressing this pollution is paramount. We are in alignment with Europe's ambitious goals to reduce emissions by 55 percent by 2030 compared to 1990 levels.

This vision for a decarbonised transport industry underscores the importance of modes like intermodal transport, which combine road, rail and water. Considering all that, we do not plan to slow down our investment and strategy of innovation. Our number one objective remains the development of a modern and optimised fleet of intermodal equipment in high demand once business activity rebounds.

After the rapid expansion of leasing fleets to cope with post-pandemic demand, there is a feeling that the market will trend back towards a situation of over-supply. Do we have any comments/observations on this?

We have observed that many calls for tenders from public and private actors have been released and the competition is fierce, notably for smaller players. While there might be concerns about oversupply in the market for standard equipment, we are less impacted by this trend due to our innovation-driven strategy and positioning as an

integrated solutions provider.

Indeed, we do innovate with partners to keep ahead of the market and gain greater share. Modalis actively seeks growth through strategic acquisitions and partnerships, driving modal shift and capitalising on synergies and complementary strengths. Our commitment to innovation is evident in its diverse range of products, which have been continually optimised since 2002. As soon as the market takes off again, we will be ready to meet the demands of our customers, as unique as they can be.

If there is oversupply, are you taking actions to cope with increased off-hires, repositioning, renegotiating lease terms, etc?

Modalis focuses on long-term leasing; this strategy is essential to keep our investment growing. With that said, we are listening to our clients carefully; time is our ally and can be an interesting variable to renegotiate terms on a win-win basis as deemed necessary.

Furthermore, Modalis offers innovative packages that combine energy efficiency certificates with long-term rental offers, taking advantage of incentives provided by French authorities. This integrated approach simplifies the administrative burden and offers a strong incentive to opt for modal shift and brand new equipment.

What are your plans for fleet additions over the coming year? Would these include more special tanks, over and above standard units?

Modalis boasts one of the most extensive ranges of intermodal equipment in Europe, catering to various cargo types managed by carriers and logistics companies. These include general cargo, dry bulk containers, gas and liquid tank containers, chassis, and intermodal rail cars, among others.

The company prioritises maximum payload, robustness, usability, and safety to meet the unique demands of its clients.



The company is testing an optimised LNG cryogenic tank container that offers enhanced efficiency and a larger loading capacity

For example, we are testing an optimised LNG cryogenic tank container that offers enhanced efficiency and a larger loading capacity.

We also plan on expanding our consulting and engineering services to be considered early in the supply chain decision process. Having a strong and early involvement in the supply chain and the logistics process allow us to make our clients benefit from innovative solutions and optimised equipment.

We have recently taken control of an engineering firm specialised in gas, new energies, and mobile storage solutions: this integration will broaden our capabilities, allowing us to innovate further.

Any other developments/innovations to report?

Earlier this year Modalis announced that it has finalised the acquisition of CCFC, an Italian manufacturer of road-rail semi-trailers, swap bodies and containers. We also recently won an award for our SSgmrss 92ft intermodal wagons: they currently are the fastest in Europe with a speed capacity of 140 km/h.

In addition to the high-speed intermodal



Modalis actively seeks growth through strategic acquisitions and partnerships

wagon, the company is testing an automated open-top bulk swap-body and a container with a horizontal movement drawer system for emptying bulk or waste as an alternative to moving floor systems.

The emphasis on sustainable development is in our DNA which means that we do not just address immediate market conditions but proactively look toward a future where sustainability is the driving force. More to come in 2024.

www.modalis.com



Having an involvement in the logistics process allows Modalis clients to benefit from innovative solutions and optimised equipment

Wascosa raises new capex

Wascosa Group Holding has successfully closed the raise of its existing capex facility by €90 million and the incorporation of a second capex facility of €150 million.

The rail wagon leasing firm said this establishes a solid long-term basis for further fleet investments.

"This, once again, has shown the group's ability to secure senior debt based on its strong and resilient business model," read a statement.

"Despite the uncertain environment and challenging financing markets, the group has also been able to set up a new growth capex line with KfW IPEX-Bank in (for) €150 million on its existing financing platform. These facilities also support our framework of a sustainability strategy by focusing on investments accelerating the shift from road to rail."

Benjamin Mehran, group head of investments & financing, added: "We are very proud to close the first expansion of our growth financing facilities after setting up our new corporate financing platform in 2022, showing the trust of and strong relationship with our core banks who agreed to provide us with additional funds based on the confidence in the strength and reliability of our business model and the solid performance of the group over 2022."

"In 2023, our Group has proven its continuing abilities to structure and build up a sustainable investment pipeline of new rail freight assets. This raise of our growth financing is essential to fund our long-term growth."

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Lapping up latex

Latex is an important raw material used in a wide range of processes and products.

However, it is messy, for example, coagulating if allowed to drop below the optimal temperature. When it comes to cleaning, removing hardened latex remnants from a tank container is difficult with a standard high pressure cleaning system.

To address this difficulty, the existing tank cleaning facility at Hedenskogs Tankeri in Gothenburg, Sweden was recently equipped with a latex cleaning unit. Netherlands-based Den Hartogh, which acquired the Swedish company at the beginning of 2022, performs cleaning and heating activities at the site in addition to transport.

Gröninger developed a fully automatic latex circulation unit dedicated to this purpose, which is continuously modernised. By using a heated batch with a chemical cleaning agent, the latex is dissolved in the tank, eliminating the need for manual work.

Together with the customer, Gröninger analysed how the operations could be carried out as energy-efficiently as possible, and selected an electric-powered return pump to reduce compressed air consumption.

The unit is placed in a 20ft technical container with a work platform on top, allowing tanks to be cleaned on a separate bay without disturbing regular tank cleaning activities.

<https://groninger.eu>



By using a heated batch with a chemical cleaning agent, the latex is dissolved in the tank, eliminating the need for manual work



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The Dinges training container is a 30,000-litre swap body tank

Dinges roadshow with new training container

In recent months, the workshop team at Dinges Logistics has been busy with a special project in addition to the day-to-day business.

A tank container that had been taken out of service was converted into a walk-in training container to be used to provide a comprehensive insight into tank container logistics and to make complex aspects more tangible through a strong practical orientation.

The training container is a 30,000-litre swap body tank. Among other things, it is equipped with a stack pipe, three baffles, a gas pendulum connection, and a 2 ins and a 3 ins flange in the dome cover area.

Previously, the tank container was used for shipping liquid goods. In order to convert it into a training container, various measures were implemented. First, it was cut open at the side to make it accessible on the inside. Then, a piece of the container was cut out to reveal the insulation and the container construction. The last steps for completion were the installation of a railing on top of the tank, the incorporation of the floor and the positioning of the stairs. Thus, the training container is not only accessible from the inside, but also from the top.

The container is used in combination with a wide range of fittings, couplings, seals, bottom valves, additional cross-sections of the superstructure and other accessories, covering a large spectrum of information. Dinges says it is a great opportunity not only for its own employees from all areas of the company, but also for external interested parties to gain impressions, and thus refresh, deepen and expand their knowledge in this area.

Ingo Dinges, owner and managing director, considers a basic background knowledge of all employees to be critical to success. Insightful, practical training can help to ensure that inter-relationships are better understood and operational processes are thus optimised, which is why he initiated the tank container conversion. He is also convinced that raising awareness of the complexity of tank container logistics is crucial. With regard to the conversion, he is particularly proud of the fact that the entire project was realised by his own team.

Just in time for the completion of the training container, a

roadshow was carried out in which the container was used for the first time. In combination with the tank container equipment, other aspects of tank container logistics were addressed at the event. For this purpose, a tractor unit was provided with a ground-operated standard ISO tank container connected to a heating or cooling block, as well as a tractor unit with a chemical tank semi-trailer including special equipment, such as a hydraulic pump, on-the-road heating as well as a limit value transmitter and ANA system.

A vacuum test device was also provided. Based on that, several stations with different focal points were created. A total of almost 40 people attending were guided through the individual stations in groups. To complete the event, the storage and retrieval process of a tank container in the container terminal was simulated for each group using a reachstacker.

Both the participants as well as Dinges Logistics drew a very positive conclusion with regard to the roadshow. The main topics were very interesting and, above all, fundamental for all participants - as a result, a number of 'aha' experiences were achieved. Due to the positive feedback, the concept will be carried out again in this form at Dinges Logistics in the future.

<https://dinges-logistics.com>



Almost 40 people attending were guided through the individual stations in groups

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Just-in-time – Alkion opens Marseille storage site

Tank depots provide a wide range of services, like cleaning, maintenance & repair, inspections, and so on. Increasingly though, intermediate storage of tank containers is also playing a crucial role.

This year's ITCO Tank Container Fleet Survey noted that large numbers of tanks – which over the past two years were being held on demurrage by chemical companies on a 'just-in-case' basis – are now being returned empty to operators. So, the pressure is on operators and leasing companies not only to maximise utilisation, but also to depots where excess tanks can be stored until needed. Just this year, two major Hamburg operators have created new storage space in their own depot operations.

Kube & Kubenz expanded the storage area at its branch in Bergheim, near Cologne, with upgraded safety infrastructure. The company created 120 new storage spaces for tanks filled with hazardous material in categories 3, 8 and 9. In addition, the site has 250 spaces for empty tanks and 40 tractor units.

The company also has storage space in the city of Worms, further south along the River Rhine.

This was followed by Hoyer's subsidiary cotac group investing in its depot in Houston, Texas.

Starting in June 2023, cotac increased capacity to store empty ISO tanks, and it now has the ability to store loaded tanks for hazardous and non-hazardous goods.

Most recently, Alkion Terminal Marseille opened its brand new ISO tank storage platform, the first of its kind in the South of France.

Aurélien Jakalski, sales engineer and project developer, explained that the facility is more than just storage space, but a game-changer. "I'm very proud of this project because we are really bringing something new to the market," he said.

Situated at Alkion's bulk liquid storage terminal - with a capacity of 113,000 cbm spread over 77 tanks - the facility offers 204 ISO tank spaces for multiple product types: flammable (84 spots), toxic products (60 spots) and corrosive (60 spots).

Construction of the platform began in September 2022. It is

located between the Marseille and Fos-sur-Mer container terminals and is accessible via road and rail. "Isotank containers are multimodal, meaning they can be transported via road, rail or sea, and then stored without having to transfer the product to other vessels, or without even opening the container," Jakalski explained.

This offers a lot of benefits to customers in terms of flexibility and safety, Jakalski went on. "Not having to open the tank in order to store or transport the product greatly reduces the risk of leakage," he said.

This is especially important when working with hazardous substances such as toxic, flammable or corrosive products. Alkion's expertise regarding these specific products is one of the reasons why it was able to obtain the necessary government authorisation for the platform.

This puts Alkion Terminal Marseille in a unique position, not only in the South of France, but the entire Southern European region, as the only Seveso-site in the area with the capability and authorisation to handle and store tank containers.

"Many other operators have had similar projects fail because of a lack of government authorisation," Jakalski explained. "At Alkion Terminals, we had an advantage because our existing site is already



Alkion Terminal Marseille is a Seveso-site is thus unique in the region



The facility offers 204 ISO tank spaces for multiple product types

classified as an ICPE and Seveso upper tier facility, which is ideal for storing ISO tanks."

He also cited the help of regional economic agency Provence Promotion, which Alkion had previously met at the transport logistic trade show in Munich. The agency offered support and helped Alkion with the necessary procedures to follow with the DREAL environmental, planning, and housing bureau, the services of the Aix-Marseille-Provence Metropolis, and the regional government.

Jakalski also noted the benefits in terms of flexibility. "ISO tanks can store between 20 and 35 cbm of product; a much smaller quantity than our regular tanks. They can also be accessed on demand within 24 or 48 hours. (So), it's an ideal solution for customers who require smaller quantities or short-term storage and flexible access to their product."

The platform will store a large range of liquid bulk products. Chemical products, such as methanol, caustic soda and bitumen, can be kept there, but in addition there is space for foodstuffs, like edible oils and wine.

"We want to become a one-stop-shop," Jakalski said. "In the next few years, we're looking to open an ISO tank cleaning station, heating facility and repair and maintenance workshop. We want to provide our customers with everything they need in our convenient location in the heart of the Lavera petrochemical cluster and offer it all in the same location which reduces transport."

www.alkion.com

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Keeping cool in the desert

Visitors to Saudi Arabia know well how hot the desert kingdom can get. This can pose problems with temperature-sensitive goods kept in tank containers.

To address the issue, Aldrees Bertschi Logistics Services, which is known for its commitment to safety and quality, has unveiled its latest addition: a cutting-edge temperature-controlled container warehouse at the Aldrees-Bertschi container terminal in Saudi Arabia.

The terminal is a joint venture between Aldrees Petroleum & Transport Services and Bertschi that started in 2013.

With the ability to withstand the extreme desert heat, this facility presents a game-changing solution for customers seeking to protect and cool their products. Equipped with state-of-the-art features and a dedicated team of logistics professionals, the warehouse sets new standards in the industry.

The Aldrees-Bertschi container terminal operates as a vital logistical hub, catering to global and Middle Eastern customers. Alongside its tank container repair workshop and advanced cleaning facility, the new temperature-controlled container warehouse raises the bar in terms of safety and efficiency. Built to adhere to Bertschi's high standards, the facility ensures that products are stored and transported under optimal conditions.

Spanning an impressive 14m in height and 22m in

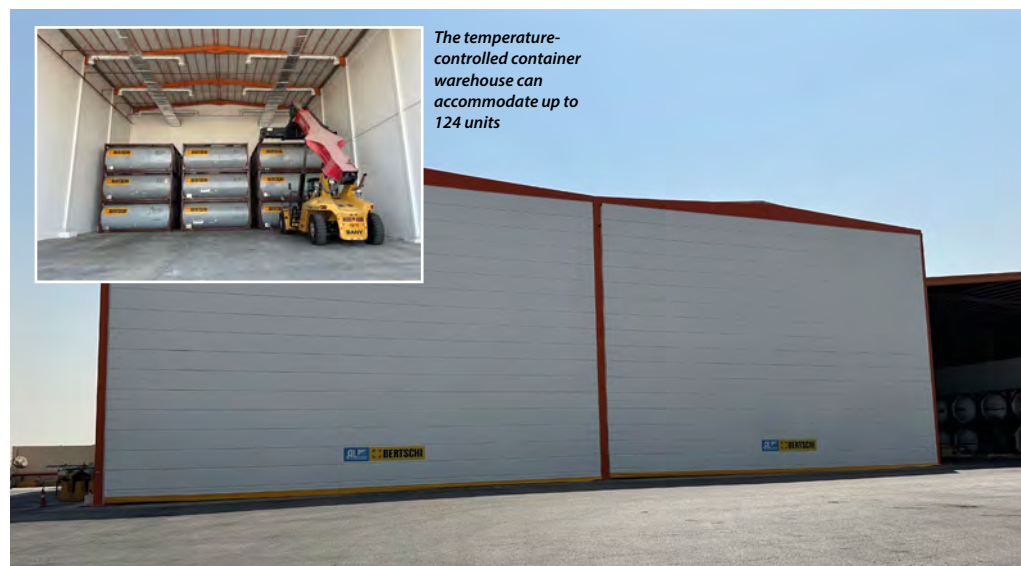
width, the temperature-controlled container warehouse can accommodate up to 124 units. The hangar design, which includes a closeable curtain, provides an extra layer of protection for loaded tank containers that contain chemicals and other sensitive goods. This innovative feature not only safeguards the products from external elements but also helps maintain the desired temperature inside the warehouse.

With the ability to cool down to 25degC, even in scorching outside temperatures reaching 49degC until October, customers can now rely on the facility to protect their valuable and potentially dangerous products.

By being the first to introduce such a vast temperature-controlled container warehouse in the region, Aldrees-Bertschi says it is reaffirming its commitment to meeting customer needs and exceeding expectations. Whether preserving the integrity of perishable items, preventing spoilage, or ensuring the safety of hazardous materials, the facility is said to offer unparalleled support to businesses operating in challenging environments.

Safety is a top priority, and the warehouse is no exception. The facility is equipped with a robust foam and water system designed to combat fire incidents swiftly and effectively.

www.aldreesbertschi.com



The temperature-controlled container warehouse can accommodate up to 124 units

The terminal in Saudi Arabia is a joint venture between Aldrees Petroleum & Transport Services and Bertschi that started in 2013

Getting ready for winter

Shorter days and cooler temperatures in the Northern Hemisphere are a reminder that winter is on its way.

That means snow and icy roads will be the norm all too soon, with snowploughs and salt trucks out in force to keep roads passable. Unfortunately, winter road maintenance includes the generous use of de-icing salts that attack metal on cars, trucks, and buses, leading to vehicle rust if not arrested.

That is why washing vehicles with Cortec's VpCI-406 is an excellent addition to any winter vehicle maintenance programme.

The simple act of washing vehicles exposed to de-icing salts can have a huge return on investment. Leaving a truck covered with chloride-laden road spray and sitting unwashed in a heated garage is a recipe for rust and early deterioration. Rinsing away these corrosive chlorides as soon as possible so that they cannot continue to eat away at the metal surfaces is the best plan to extend vehicle service life. Since moisture can serve as a corrosion promoting electrolyte for any de-icing salts that are not rinsed away, including corrosion inhibitors in the wash water is even better.

VpCI-406 is a phosphate-free cleaner that contains corrosion inhibitors. As it works to remove salt, grime, oils, greases, and carbon deposits, VpCI-406 also leaves behind flash

corrosion protection during the washing process and as the vehicle dries.

This highly concentrated liquid detergent can be diluted up to 1:50 for better economy according to user needs. It can be applied manually or metered into automatic bus and car washes, steam cleaners, dip tanks, or power wash equipment. VpCI-406 is equipped with water-softening ingredients for good foaming and performance, even in hot water, and dries spotless and film-free.

Companies with large truck fleets can help their vehicles last longer by requiring regular washing with VpCI-406 in the winter, the makers claim.

One regional council in a notoriously harsh winter region of the Midwestern United States began using a custom diluted version of VpCI-406 after experiencing serious problems with de-icing salt rust. Trucks would come back from the route caked with de-icing salts in joints and crevices. In addition to leaving a pockmarked appearance on the trucks, rust led to problems with loose bolts in the frames and bodies. Regular washing with VpCI-406 made a significant difference in the health of the vehicles, and the washing fluid was implemented for winter use on the department's entire metro area fleet.

www.cortecvci.com



L-r: DCI CRO Tony Morsovillo, CEO Scott Harrison and Antony Leighton, president, European operations

Single brand for Quala, Boasso

Quala and Boasso Global have rebranded as Depot Connect International (DCI) following the merger earlier this year between the two companies.

The new brand underscores DCI's commitment to fostering connectivity, sustainability, and customer excellence within the global transportation and logistics industry, the company said. The new name also extends to Polar Service Centers (PSC), which was acquired by Quala in 2022.

At the heart of DCI is the word 'connect', encapsulating the company's pursuit of expanding its global network and providing premium solutions for the liquid bulk logistics industry. By connecting resources, people, and destinations, DCI strives to facilitate the fluid and secure transfer of vital products worldwide.

DCI says its commitment is rooted in four pillars: safety, people, operations innovation, and growth.

"We are thrilled to unveil our new brand identity, which unites Quala and Boasso Global as one company with a shared mission and integrated culture. The DCI brand encapsulates our unwavering commitment to our clients by delivering top-tier services that cater to the ever-evolving requirements of our industry," said Scott Harrison, CEO of DCI.

As part of the new branding, DCI unveiled its new logo, which symbolises innovation, sustainability, and global connectivity.

The complete transformation of DCI's brand image will unfold gradually across all its locations, channels, and communications, including the launch of a new interactive website designed to serve as a hub of information, connectivity, and engagement for partners, clients, and industry stakeholders.

www.depotconnect.com



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Flexible and robust

Hoyer's wholly-owned subsidiary Powertex, based in Malaysia, has been producing flexitanks for many years.

In 2010, the company invested in a joint venture in Malaysia, with the site near Kuala Lumpur being fully-owned by the Hoyer Group since 2014. It now fabricates 700 to 800 flexitanks of various sizes each month.

The logistics company uses these polyethylene packages to transport liquids such as foodstuffs, like wine, juice concentrates, edible oils, liquid sugar, and beverages, and non-hazardous chemicals, such as industrial oils, lubricants, glycerin, drilling muds, latex, and polyols. For foodstuffs, the units are kosher & halal certified.

The flexis are available in sizes from 16,000 to 24,000 litres, and Powertex says they are fully recyclable and have a very low tare weight.

This allows large quantities of liquids to be transported sustainably and with fewer CO2 emissions, Hoyer maintains.

"With our flexitank range we offer a cost-efficient alternative for transporting mainly small and medium quantities of non-hazardous bulk chemicals and foodstuffs in a 20ft container," explains Eswaran Arunaselam, general manager of Powertex.

The Malaysia site comprises 25 personnel, six in the office and 19 in the production room, while also offering full-service solutions from a single source, from delivery, planning and implementation of logistics to the professional disposal of the flexitank.

Brian Woudsma, global food director overseas, adds: "We develop the best individual solution for all requirements to drive our customers'



L-r: Eswaran Arunaselam and Brian Woudsma

business forward."

By having its own production facilities Powertex says it can manufacture flexis to the highest global standards, guaranteeing the best quality and reliability in materials and workmanship.

Each handmade tank is comprehensively leak-tested before delivery. Powertex says its flexitanks meet the highest requirements for leak-tightness thanks to an inner material made of single-layer linear low-density polyethylene (1,000 microns), which is given a special additional outer coating. The robust bulkhead system provides the necessary protection during transport, and prevents damage caused by the container doors.

Powertex operates according to Container Owners Association (COA) guidelines and can provide all the necessary certifications.

The flexitanks can be recycled and disposed of according to customers' requirements and local regulations, Powertex adds, and reutilisation of the material is part of the overall logistics solution.

"Our customers can depend on the reliability



Each handmade tank is comprehensively leak-tested before delivery

and performance strength of the Hoyer Group as a leading international logistics service provider, combined with the highest requirements for sustainable logistics solutions," Woudsma says.

Going multilayer

Based on the continued strong market demand for multilayer flexitanks, Hoyer has decided to start producing multilayers as well from the Powertex facility.

From December 2023, the focus will be on setting up the multilayer mechanical and electrical configuration and enhancing the fabrication of the production floor. This includes configuring the enclosed control room and work tables, as well as ensuring all necessary electrical, pneumatic fittings, and lighting features are in place.

During the months of January and February next year, Powertex will primarily focus on blue colour and process training. This will involve ensuring that the final set-up of the process and quality control is established.



Powertex flexitanks can be recycled and disposed of according to customers' requirements and local regulations

During this period, Powertex will also focus on full-scale production. It will allocate trained manpower to each department to ensure seamless operations.

"With this amendment in production capabilities, Powertex shows that it is keen to service the global flexitank market in all product categories," the company adds.

"Having both production lines under our own control will ensure that we bring all our produced flexitanks to the market as per our high set production standards and quality checks. Powertex is very enthusiastic about this change and is ready to continue to serve the market in the years to come."

www.hoyer-group.com

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Where the bulk wine world meets

The World Bulk Wine Exhibition (WBWE) kicks off on 20 November.

WBWE we has specialised in delivering maximum potential in the shortest possible time. A two-day event where visitors can discover the world harvest, take the pulse of the market (and competitors), analyse prices and trends, and meet key international decision-makers in person.

The event gathers everything crucial for the business in a two-day fair.

The accompanying conference covers a wide range of topics of interest to bulk stakeholders. Among the leading speakers will Horst Mueller, global head of Kuehne+Nagel VinLog business, who will discuss how the logistics market impacts on the decisions of bulk wine buyers.

A panel discussion on Maintaining quality yet breaking away from conventional packaging, features Amelia Dales, commercial director of Packamama, Barclay Webster, VP of business development & trade, Free Flow Wines, Rob Malin, CEO at When in Rome, and Andrew Ingham, founder of INTERPUNKT.

Later, there will be individual focus on specific markets, including China, Canada and Spain.

www.worldbulkwine.com

Britannia revisits flexitank guidance

Insurance mutual Britannia P&I published renewed guidance on carrying flexitank cargoes in containers during September.

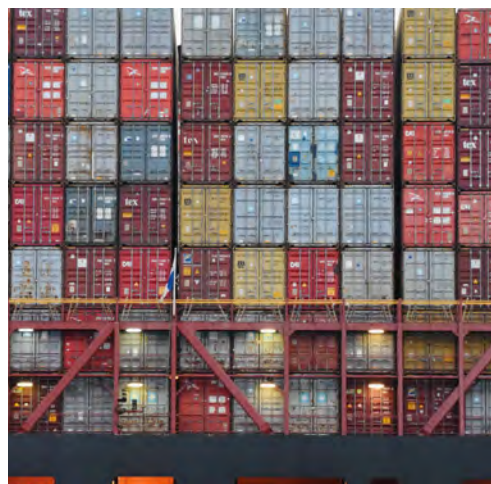
The transport of liquids in flexitanks has become a common practice on board container carriers, Britannia noted. However, the Club has seen several claims resulting from leaking of flexitanks which are mostly related to the loading, stuffing and filling of the flexitank within the container.

"Ensuring the secure transportation of flexitanks within containers on vessels requires strict adherence to safety protocols and industry standards," the guidance stated. It outlines key considerations for members to ensure safe carriage.

No hazardous liquids: The carriage of hazardous liquids in flexitanks is not permitted under the International Maritime Dangerous Goods (IMDG) Code.

Suppliers' guidelines: It is important to follow the guidelines provided by the suppliers of flexitanks at all times. This includes using specific container sizes, ensuring that only new containers are used and installing door bulkheads as required.

Inspection: Before fitting the flexitank, the container must be thoroughly inspected for any sharp edges, nails or similar defects that could damage the flexitank. The container should also be clean and odour-free. Any contaminants or debris inside the container could compromise the integrity of the flexitank and lead to leaks or



Each handmade tank is comprehensively leak-tested before delivery

other issues. Additionally, the floor and sidewalls of the container may be lined with cardboard or plastic covers to protect the flexitank.

Fitting: Only trained personnel should carry out the fitting of flexitanks. Incorrect assembly can cause chafing damage during the voyage, which can lead to costly repairs and delays. Therefore, it is essential to ensure that the flexitank is securely fastened to the container and that all connections are tightened properly.

Selection of flexitank: It is also important to choose the right flexitank for the product being carried. Different products have different properties and requirements, and using the wrong flexitank can lead to compatibility issues,

leaks, or other problems. For example, if the product being carried is highly corrosive, a flexitank made of the wrong material could be damaged or compromised, potentially leading to leaks.

Filling: The flexitank should be filled within the manufacturer's guidelines, typically close to 100 percent, to avoid dynamic sloshing liquid stresses and the free surface effect on the vessel. Overfilling can lead to increased risks of leaks and spills, as well as reduced stability and manoeuvrability of the vessel.

Stowage: To prevent any issues during the voyage, the filling pipe must be stowed correctly, and the container doors should be closed properly to prevent pinching damage.

Declaration: When carrying flexitanks in containers, it is crucial to declare the contents accurately. This includes providing accurate documentation and labelling to ensure compliance with international regulations. Failure to do so can result in serious consequences, such as fines or even detention of the vessel.

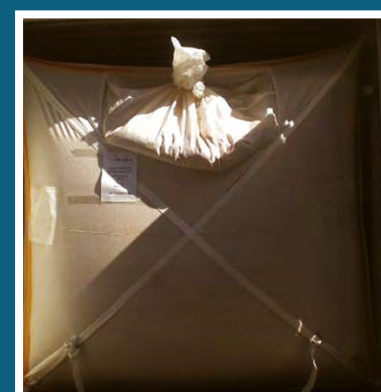
Britannia concluded by stating that investigating the cause of flexitank damage can be complex due to the various potential sources of defects that can arise at different stages of the transport process. A thorough investigation is necessary to identify root causes and prevent future occurrences.

<https://britanniapandi.com>

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LC partners for major FIBC recycling project

With the purpose of developing a circular solution for FIBCs, LC Packaging, PET Recycling Team, Starlinger and Velebit Recycling have recently joined forces.

The industry initiative has resulted in the recycling of big bags used by PET Recycling Team (PRT) and in using the recycled content for producing new FIBCs for the same company.

The first steps were taken when machine manufacturer Starlinger learned about the interest of PRT in recycling its own used big bags. PRT is one of Europe's leading companies for recycling PET material.

Soon after, FIBC producer LC Packaging and Velebit Recycling joined the conversation. According to Andreas Anderl, project manager rPP at Starlinger: "A common goal was easily identified: developing a circular solution for the bags used by PRT."

PRT uses food-contact big bags to transport and store recycled PET granulate until the converting plant processes the material into preforms as a prior step before new bottles are blown. After the bags have been emptied, they are sent to Velebit Recycling's facility, where Starlinger's recycling technology is applied to turn them into post-consumer recycled polypropylene (PCR-rPP) granulate.

Dutch-Bangla Pack, LC's production site in Bangladesh, uses this granulate to produce new high-quality big bags for PRT, deploying Starlinger's specially developed rPP extrusion technology during the process. The loop is closed when these FIBCs with 30 percent recycled content arrive at PRT for use in a non-food-contact application.

The difference between post-consumer recycle (PCR) that is used in this project and post-industrial recycle (PIR) is an important one. While PIR refers to recycling of material waste created during the manufacturing process, PCR is material that has been made from packaging that has actually been used, sorted, collected, cleaned and recycled into new rPP granules. In terms of environmental impact, PCR makes the difference.

The established closed-loop solution offers benefits for all parties involved.

"With this solution, we can achieve a significant reduction in waste, since used big bags are now turned into new ones that we can use again for our purposes," explained Christian Hude-Burian, plant manager PET Recycling Team Wöllersdorf, Austria. "This helps us to save natural resources and reduce our CO2 emissions."

For LC Packaging, the project marks one of the first closed loops that has been set up for rPP big bags. Thorsten Classen, LC's managing director said: "A big advantage of this project is having access to a continuous stream of premium quality recycled material."

"With our recycling and extrusion technology, Starlinger acts as the connecting link in this project, providing the high-quality recycled polypropylene and heavy-duty tapes needed for big bag production," added Starlinger's Anderl.

Meanwhile, Velebit Recycling benefits from a constant material input flow of good quality. "This means that we can run our machines at high efficiency," commented Manfred Pribyl, CEO of Velebit.

The next challenge is producing a food-safe closed loop.

While the recycled material from the PRT big bags is currently used for producing non-food grade packaging, the initial bags are safe for food-contact. The next step would therefore be to use the produced recycled material in food-contact bags.



A common goal was easily identified - developing a circular solution for the bags used by PRT

This requires materials to be traceable, and each step in the process should be controlled and documented in the right way. Another idea is to extend the loop to include end customers of PET Recycling Team's group ALPLA.

As Thorsten Classen explained: "This project shows that if the right parties work together and are willing to invest and pioneer, we can make a significant environmental impact by means of a closed loop solution that delivers benefits for everyone. And we are ready to take on the next challenge together when it comes to realising a food-safe closed loop in the future!"

Bluepack stake

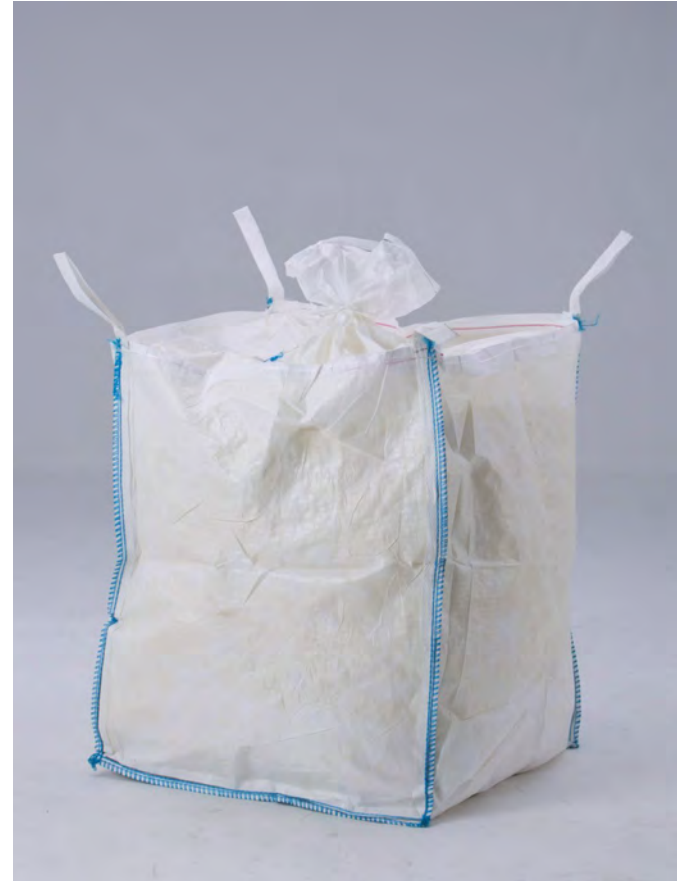
LC Packaging is also buying a minority share in Danish FIBC specialist Bluepack.

Bluepack brings with it a strong presence in Denmark and Sweden, complementing LC Packaging's global market coverage. In the year of LC Packaging's 100th anniversary, while having offices in 16 countries worldwide, more than 1,700 employees and with a revenue of €253 million in 2022, the agreement is seen as an important step towards long-term partnerships and shorter lead times for customers in and around Scandinavia.

According to the agreement, LC holds the first option to acquire the remainder of the Bluepack shares at a later date.

With origins going back to 1953 and a head office in Odense, Denmark, Bluepack is particularly strong in Denmark and Sweden. The company also shares LC Packaging's focus on sustainability.

"This partnership makes great sense for LC Packaging, since it allows us to expand our activities in Scandinavia with regard to FIBCs and agri-packaging," said LC Packaging CEO Lucas Lammers.



Bluepack brings with it a strong presence in Denmark and Sweden

"Bluepack shares our focus on sustainability and innovation. We are confident that together, we are able to bring our customers even better solutions and services as they seek to reduce the carbon footprint of their packaging. Our 2023 Ecovadis Platinum CSR rating proves we are on the right track."

LC's 2030 ambition is focused on sustainable growth, developing its business model across the globe. The Dutch firm has identified three global issues that need to be addressed and where the company can make a major impact: working poverty (and therefore paying a living wage); waste and pollution; and climate change.

The firm's purpose is to contribute to a world without waste. According to Poul Strandmark, owner at Bluepack, this new partnership has significant potential for both companies.

"Similar to Bluepack, LC Packaging is a company with a rich history and strong values, and we are delighted to welcome LC Packaging as a partner," he said. "Together, our additional scale and expertise will bring significant benefits for both parties and for our customers."

Bluepack began life in 1953 as Dansk Sække Import. At that time agricultural customers made up a great deal of the market with a high demand for jute bags for grain. In the 1980s, the company - renamed Bluepack - was one of the first that moved into big bags. In 1999 Bluepack acquired its branch in Sweden.

www.lcpackaging.com

www.bluepack.dk

www.petrecyclingteam.com

www.starlinger.com

www.velebitrecycling.com

Greif opens IBC site in Turkey

Greif has opened an IBC manufacturing facility in Dilovasi, Turkey.

The Dilovasi facility spans a total area of 13,000 sqm, including the latest industrial infrastructure, manufacturing, and assembly lines.

It offers a complete range of packaging solutions. With the capability to meet the IBC market in Turkey, Greif is also seeking to foster partnerships with local reconditioning companies for future sustainable solutions.

"Our customers are at the heart of everything we do, and we are dedicated to delivering legendary customer service across the globe," stated Paddy Mullaney, president of Greif Industrial Packaging. "With the investment of this new IBC facility, we aim to exceed our customers' expectations, and provide exceptional quality, innovative solutions, and unmatched service".



Van Moer fills up

Van Moer Logistics recently celebrated the opening of its new filling lines for toxic and non-toxic liquids.

The service provider invested €14.5 million in the expansion of its 27ha logistics hub in Antwerp, providing what the company says is 'the perfect flow', "a unique set-up within Europe where the transport, stocking, heating, filling, cleaning and repair of tank containers is managed by one service provider at one location".

Thanks to this, Van Moer says it is taking trucks off the road and saving shippers up to 60 percent in transport costs

On the company's site in Antwerp, construction work started in August 2022 on a new filling complex with ongoing BREEAM certification. With this, Van Moer is taking a step forward in anchoring chemistry and life sciences within the port of Antwerp.

The new fully automatic lines are designed for filling a wide range of both toxic and non-toxic liquids. From tank containers, the substances are packed into drums or IBCs. Thanks to integrated gas filters, the logistics provider can now also fill highly odorous or foaming products in the new complex.

Together, the three filling lines can handle up to 200 drums an hour with the possibility of expanding to five filling lines. Adjacent to the filling complex, an additional ADR warehouse of 6,000 sqm was built, bringing the total storage capacity at the site to 76,000 sqm.

A large part of that capacity is allocated, among others, to neighbouring chemical giant Ineos. In this way, it opts for efficient filling of chemical tank transports. Packed products are also centralised in the ADR warehouses, where previously they were scattered over several warehouses. Thanks to this, the company takes many trucks off the road each year.

Jo Van Moer, founder & CEO at Van Moer Logistics, commented: "In Antwerp, we offer a complete one-stop shop for our customers at one 27ha site in the middle of the Antwerp chemical cluster."

As all activities are managed at one location with one service provider, the shipper saves on average 60 percent in transport costs and the administrative burden also decreases, Van Moer says.

<https://vanmoer.com>



Van Moer's fully automatic lines are designed for filling a wide range of both toxic and non-toxic liquids



Van Moer invested €14.5 million in expanding its Antwerp logistics hub



Using a Starlinger PP tape production line, Prof Sentetik produces PP tapes for FIBC fabric with recycled polypropylene (rPP)

Starlinger helps Prof Sentetik recycled big bags

Turkish FIBC producer Prof Sentetik manufactures big bags with recycled polypropylene.

To meet the high standards for heavy-duty tape fabric, Starlinger's eqoCLEAN melt filter at the tape extrusion line ensures the purity of the melt.

FIBCs are omnipresent in logistics as a lightweight and economical type of packaging for free-flowing bulk goods.

Made predominantly from polypropylene (PP), they show a CO2 balance per 1,000 litres of transported goods that is far below that of rigid containers, such as drums or octabins. Gaziantep-based Prof Sentetik is making them even more sustainable by adding post-industrial and post-consumer PP waste in the production of various types of big bags.

The company recently installed Starlinger equipment for woven PP bag and big bag production, including a Starlinger PP tape production line equipped with the new eqoCLEAN filter system for processing recycled granulate. With this new tape extrusion line, Prof Sentetik produces PP tapes for FIBC fabric with recycled polypropylene (rPP) that meet all the specifications required for heavy-duty packaging applications.

"Plastic waste is a valuable resource, and instead of depositing it in landfills or incinerating it, it should be used in the best possible way," said Fahri Şengül, general manager of Prof Sentetik.

"For us, Starlinger's holistic approach to packaging production is very helpful. Being a supplier of both production machinery for woven plastic packaging and plastics recycling equipment, they understand the product cycle of plastic packaging from the beginning right to the end. They know how to produce high-quality recycled plastics, and their woven packaging production equipment is designed for processing virgin as well as recycled input materials, even if they stem from post-consumer plastic waste."

"Companies like Prof Sentetik are real pioneers on the packaging market," said Harald Neumüller, sales director at Starlinger. "With its technical competence and future-oriented mindset the company is driving the market toward a sustainable circular economy."

"A closed packaging loop for big bags works well if the big bags are made for recycling – meaning that they are designed and produced with recycling in mind and thus can be recycled easily at the end of their use phase. The better the recyclate quality, the higher can be the recycled content in the newly produced big bag," explained Neumüller.

To be able to use a high share of recycled content in big bags, it is important to follow the rules for Design for Recycling (DfR) which are summarised in a guideline established by EFIBCA, the European Flexible Intermediate Bulk Container Association. The guideline focuses mainly on the mono-material principle by reducing foreign materials in sewing yarns, belts, additives, inks, etc, used for big bag production.

Prof Sentetik currently processes in-house production waste and additionally buys recycled PP granulate, produced also from post-consumer plastic packaging waste.

"As big bags have to meet special safety standards, the quality of the recycled material plays an important role in tape production,"

confirmed Fahri Şengül. "The Starlinger tape extrusion line with the eqoCLEAN filter module ensures that the tapes we produce meet the specifications regarding tensile strength and elongation required for big bags in heavy-duty applications."

The extrusion of heavy-duty PP tapes with recycled content, especially from recycled post-consumer plastic waste (PCR waste), requires adequate melt filtration. The share of rPP materials which can be processed depends on various factors, for example, from which waste stream the post-consumer waste comes, or how the waste was handled during collection and storage.

Fine filtration already before tape extrusion, ie, during the recycling process, is crucial. Solid contaminants which can occur in PCR materials, as well as foreign polymer particles in the melt – eg, from polyester sewing yarn – compromise tape quality and cause problems in the tape production process.

The eqoCLEAN filter module developed by Starlinger takes into account all the requirements for producing high-quality PP tapes with post-consumer recycled PP. It consists of a SPB single-piston power-backflush filter, a melt pump, and a second filter unit, called HS 2.0 filter. The SPB filter has one piston and four cavities for filter screens and can be used for processing polyolefins such as PP or PE. During the hydraulic power-backflush procedure the line operates at full production speed without interruption of the production process. The regular automatic high-pressure backflushing procedure cleans the filter screens thoroughly, increasing their lifetime and reducing machine downtime significantly.

The melt pump in combination with the additional HS 2.0 filter, which is positioned directly before the extrusion die, ensure stable production and high operational reliability of the line. It also enables the processing of high shares of CaCO3 and post-consumer recycled PP of 50 percent and more.

Following the tape production process, the tapes are wound onto bobbins and turned into big bag fabric on Starlinger's heavy-duty circular looms. In the final step, the woven fabric is converted to big bags. Properties such as tensile strength, weight and safety factor of Prof Sentetik's big bags with rPP content meet all required safety standards and are continuously tested using standard testing procedures and certified equipment.

"We are very satisfied with how things are going," said Şengül. "We even aim to increase the recycled content in our big bags to 50 percent and more. Also, we are considering to install our own Starlinger plastics recycling line – it can be the first step towards establishing a closed packaging loop for big bags here in Turkey with our local big bag users. We have to think about our environment and take care of nature. As consumers, manufacturers and equipment suppliers, we must work together to stop the destruction of the environment."

Prof Sentetik supplies a wide range of big bags, starting with single- and double-loop big bags, U-panel four-loop bags, up to antistatic big bags and big bags for the transport of dangerous goods, also called UN big bags. It is also one of the few companies worldwide that produces big bag fabric on flat weaving looms.

<https://profsentetik.com/en/>

Protium launches UK green H2 project

UK green hydrogen energy company Protium and its partners have been successful in applying for more than £30 million from the Department for Transport and Innovate UK to launch the Hydrogen Aggregated UK Logistics (HyHAUL) project.

The project's aim is to help kickstart the decarbonisation of the UK's heavy goods vehicle (HGV) fleet. As part of the UK Government's zero emissions HGV and infrastructure demonstrator programme, HyHAUL will roll out 30 hydrogen fuel cell HGVs to haulage operators primarily operating along the M4 corridor by 2026, with further ambition to deploy 300 vehicles by 2030.

The haulage sector currently accounts for 19 percent of domestic transport emissions across the UK and rapid demonstration of viable alternatives to diesel-fuelled vehicles is vital to accelerating decarbonisation of this hard-to-abate sector. HyHAUL targets the UK's heaviest, most polluting HGVs, delivering zero emissions trucks weighing up to 44 tonnes.

Alongside HGVs with attractive operational range and flexibility, HyHAUL will also deploy a network of refuelling stations to ensure viable truck operations across designated routes. Hydrogen will be sourced from multiple green hydrogen projects across South Wales including Protium's 'Pioneer 2' and other projects.



HyHAUL will deploy a network of refuelling stations to ensure viable truck operations across designated routes

Led by Protium, HyHAUL brings together the long-distance hydrogen HGV value chain that includes green hydrogen generation, hydrogen logistics, refuelling infrastructure providers and fuel cell HGV manufacturers.

In its first phase, the consortium partners include ReFuels' CNG Fuels, Scania, NRG Riverside, and Reynolds Logistics. Trucks will be provided by multiple OEMs. Initial hauliers include established companies and decarbonisation first movers, such as EV Cargo and

FSEW. HyHAUL will provide vehicle OEMs and fleet operators with vital operational data on the performance of first-generation fuel cell electric trucks and will help to remove barriers to wider adoption across the industry. It will also stimulate future demand for green hydrogen, supporting the wider hydrogen economy across the country.

Commenting on the HyHAUL launch, Chris Jackson, CEO of Protium, said: "HyHAUL showcases the incredible potential for green hydrogen within transport, a sector that has one of the largest emissions in the UK. Our project provides a commercially viable solution to lower the emissions of long-distance haulage, a notoriously hard-to-abate area of the sector. It also marks a significant milestone in Protium's ambitious target to reduce the UK's CO2 emissions by 1 million tonnes yearly by 2030."

Geoff Tomlinson, managing director at FSEW, added: "Hydrogen fuel cell technology is being hailed by many as the future of heavy-goods transport and projects like this are instrumental in providing a choice for road freight operators like us who want to provide a greener, sustainable alternative for our customers. This is just one of many initiatives that is helping us to change our fleet to being net zero. Our primary goal is to achieve operational net zero across our fleet by the end of 2024. We're already 50 percent there with a mix of electric and compressed natural gas trucks.

"The addition of these hydrogen trucks is a real game changer for us and the industry. Working with Protium and other partners is supporting our ambitions and together we are raising further awareness across the industry of how vital this technology is."

"The HyHAUL project is an important step towards establishing viable solutions for hydrogen, including testing of the vehicle lifecycle," said Philip Fjeld, CEO of ReFuels. "It is fully aligned with our vision of driving HGV fleet emissions to zero. We are already rolling out a green station network along the UK's major trucking routes, initially offering low-carbon bio-CNG, but also adapted to green multi-fuel future where hydrogen and electricity are integrated as these technologies become commercially available for heavy-duty trucks."

Bulk liquids haulier Reynolds Logistics is taking part in the project. "Reynolds Logistics is proud to be part of this initiative and to showcase the potential of hydrogen technology in the HGV sector," said CEO Andrew Reynolds. "(We) believe that HyHAUL will be a great platform to demonstrate the use of green hydrogen to reduce emissions in the HGV sector."

HyHAUL builds on the UK Government's Hydrogen Strategy and the Welsh Government's National Transport Delivery Plan to help decarbonise transport. The project provides solutions to the key barriers, from mobilising the full value chain to enabling expansion of green hydrogen production and infrastructure, tied to the development of a self-sufficient, commercially attractive, and scalable zero emission mobility business model for hydrogen fuel cell HGVs.

Roads minister Richard Holden said: "Freight and logistics are the beating heart of our economy and it is only right that we celebrate the sector so that it gets the recognition and support it deserves."

"From boosting zero emission tech across freight to attracting the future generation of talent to the industry, we are working hard to drive innovation, create jobs and grow the economy by building a brighter, more innovative future for one of our most crucial industries."

Decarbonisation Minister Jesse Norman added: "The UK is at the forefront of the global transition to net zero, and today marks another important milestone to decarbonise freight, one of the economy's most vital industries."

"That's why I'm pleased to reveal that we're investing £200 million to roll out 370 zero emission trucks, and a further £2.4 million to pioneer green tech through the Freight Innovation Fund, as we work closely with the sector to create new jobs, grow the economy and reach net zero by 2050."



Reynolds Logistics is taking part in the project

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VCI, Dachser extend purchasing partnership

The German Chemical Industry Association (Verband der Chemischen Industrie, or VCI) and Dachser Chem Logistics have extended their purchasing partnership in logistics ahead of time by five years.

Johann-Peter Nickel, executive director at VCI, and Michael Kriegel, department head at Dachser Chem Logistics, signed the agreement at Dachser's head office in Kempten, Southern Germany.

VCI and Dachser established the purchasing partnership for European groupage logistics in 2009. As the chemical industry became more international, the partnership was expanded in 2015 to include air and sea freight transport. With some 1,900 member companies employing almost 550,000 people in the chemical and pharmaceutical industries, and related economic sectors,

"Dachser is a competent partner for our member companies, one that can handle their European logistics safely with uniform quality standards using its own network while also supplying intercontinental markets from a single source," Nickel said.

Gisa Omlor, who is in charge of the purchasing partnership at VCI, added: "With some sensitive products and numerous special legal regulations, the chemical industry is very demanding,



In 2022, Dachser transported around four million shipments containing chemical products

especially when it comes to logistics. Having a long-standing partner that has the requisite expertise and commitment as well as the ability to communicate with German SMEs as an equal provides crucial added value and a competitive edge."

The energy crisis and the current state of the global economy present the chemical industry with enormous challenges, particularly in

Germany.

"That's why our members need a reliable logistics partner capable of ensuring a secure, resilient supply chain — now more than ever," Nickel continued.

Both the logistics provider and the association believe their partnership has a bright future.

"We greatly appreciate that VCI acknowledges our commitment to logistics for the chemical

industry," said Kriegel. "Dachser Chem Logistics is a specialised industry solution that offers all the benefits of (our) global logistics network combined with a central pool of expertise specific to chemical logistics. We speak the chemical industry's language. By investing in the expansion of our network, in digital innovations, and in climate protection, we're also ideally placed to tackle the challenges of the future."

In 2022, Dachser transported around four million shipments containing chemical products; 1.18 million of those shipments contained dangerous goods. Dachser dovetails the network's standardised core groupage services — transport, contract logistics, and IT support systems — with service modules tailored to the chemical industry.

The logistics provider underpins its dangerous goods expertise with its central DG management teams for overland transport, and air and sea freight, plus some 250 regional dangerous goods safety advisers in its operational branches.

Dachser has 23 branches in seven countries ready to handle the storage of hazardous materials. A total of 29 European branches have been evaluated for Safety and Quality Assessment for Sustainability (SQAS) certification by the European Chemical Industry Council (CEFIC).

www.dachser.com

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<https://ecta.com>

World Bulk Wine

20-21 November 2023
Amsterdam, Netherlands
www.worldbulkwine.com

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4-7 December 2023
Doha, Qatar
www.gpcaforum.com

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<https://logichem.wbresearch.com>

StocExpo 2024

12-13 March 2024
Rotterdam, Netherlands
www.stocexpo.com

ITCO Tank Container Village at transport logistic China 2024

25-27 June 2024
Shanghai, China
www.international-tank-container.org

FleetPanda digitises Pacific States

Cloud-based dispatch software provider FleetPanda is partnering with Pacific States Petroleum, California's largest on-site fuelling business.

In an industry long stuck in paperwork and manual processes, future-thinking fuel distributors are embracing digital solutions to stay competitive. The partnership is set to propel Pacific States into the digital era, streamlining workflows and maximising efficiency.

Pacific States acknowledged that heavy reliance on paperwork and manual processes led to inefficiencies and occasional errors. And these challenges were amplified by running a multi-branch operation.

Recognising the need to bring in change and go digital, Michael Louis, vice president at Pacific States, stated: "Managing operations for multiple branches throughout California and Nevada made it necessary to find a partner that could provide a cloud-based dispatch platform."

Pacific States found FleetPanda to be the ideal partner for the transformation.

FleetPanda's unified dispatch solution provided everything Pacific States sought; real-time access

into driver locations and inventory, efficient dispatching of call-in orders, simplified driver workflows even in remote locations and faster invoicing.

Moreover, FleetPanda's support team and on-site training sessions ensured a quick and smooth transition.

"With FleetPanda, we can effortlessly keep track of our drivers and deliveries, even in isolated areas," Louis added. "This level of transparency has improved the way we handle the complexities of our operations. FleetPanda has kept its promise of building and updating new features and it makes us feel like we have a customised dispatch solution."

FleetPanda's founder Pavan Maheshwari commented: "The idea of complete digital transformation might seem challenging, but you can always start small, and the difference it can bring to your business is remarkable. And Pacific State's journey to higher efficiency is a testament to the importance of technology to lead a successful business."

www.fleetpanda.com



FleetPanda's dispatch solution provided everything Pacific States was looking for

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DPW's remote pinning station is set 150 yards from the quay to protect workers

DPW opens remote pinning station

Containers need to be secured when being transported across the oceans.

A combination of corner castings and twistlocks keep a stack of containers 'tied' together, preventing them from dislodging.

Before they are loaded onboard a vessel dock workers must pin a twistlock into each corner casting. However, for the past 50 years, twistlocks were manually put in and taken out on the quayside, directly underneath container-bearing cranes, a hazardous environment where heavy machinery and people operate in close proximity.

Now, global terminal operator DP World has introduced a remote pinning station at its Southampton, UK hub, in what is says is a major step forward for employee safety.

The remote pinning station aims not only to improve safety, but also productivity during a vital part of port operations.

The new remote pinning station at DP World Southampton is the first at any straddle carrier port in the world, the port operator says. The station is the size of two football pitches and is set 150 yards from the quay to protect workers. The remote model enables the straddle carriers, which move containers handled by the quay cranes, to take each one from berth to the pinning station.

"We are delighted that our remote pinning station will make Southampton the first port of its kind to operate this way anywhere in the world," said Steve McCrindle, port operations director at DP World. "Along with providing the safest possible environment for our vital staff, we are confident it will also lead to improved productivity maintaining Southampton's status as Britain's most productive port, giving customers a faster service than any of our competitors, and driving our end-to-end logistics offering."

DP World's ambition is to move 35 containers an hour. The Southampton hub already achieved two successive records for container handling earlier this year. In April, the team recorded 9,416 container moves in just 88 hours from the Hapag-Lloyd vessel Al Nefud. This was made possible by a new operating model, which enabled workers to concentrate more cranes on the vessel while continuing to service other customers at the same time.

In addition to its UK hubs at Southampton and London Gateway, DP World's services include logistics, forwarding and European transport, all of which are being integrated into the company's global network.

www.dpworld.com

Peel's cleaner, greener ports

Peel Ports Group says it has significantly reduced its greenhouse gas emissions across its port facilities, cutting these by almost a third since 2020.

The reduction is revealed in the group's 51-page ESG report - one of the most detailed reports of its kind to be produced by any UK port operator of similar size.

As the UK's second largest port operator, Peel Ports published the document to showcase its commitment to sustainable port operations.

The independently verified figures confirm the group has reduced Scope 1 & Scope 2 emissions across its port operations by a total of 32 percent, against its 2020 baseline and using a market-based accounting approach.

The company's Scope 1 emissions across its port operations have fallen by 47 percent alone during that time, largely helped by transitioning to using biofuels instead of diesels in straddle carriers and other equipment, and through the electrification of 97 percent of the group's vehicle fleet.

"As one of the UK's largest port operators, and a major employer in the areas in which we operate, we are fully aware of the role we need to play in driving the sustainability agenda," said CEO Claudio Veritiero.

"We took the lead within our industry when we announced our commitment to become a net-zero business by 2040, and this level of ambition has been replicated across our other focus areas of sustainability, including our approach to equality, diversity and inclusion as well as social issues.

"I am particularly proud of the significant projects and initiatives we've introduced to reduce our carbon footprint over the last twelve months, and whilst we have some way to go, this sets us in good stead for the year ahead."

The report represents a stepping stone in Peel's journey to delivering sustainable growth for the business, Veritiero continued.

"We remain fully committed to building on the achievements we've made to date while working to embed sustainability as a driver for our future success," he said.

The annual report will enable Peel to monitor and deliver on its ESG ambitions as it seeks to become "the number one sustainable port organisation in the UK".

www.peelports.com



Peel Ports has reduced Scope 1 & 2 emissions across its port operations by a total of 32 percent

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