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More supply chain shocks on the way?

Rerouting via Cape of Good Hope adds around 12 days to transit times compared with the Suez Canal

Global trade could be entering another era of supply chain disruption.

Having recovered from the shock of the Covid-19 pandemic just a few years ago, geopolitical risks and climate issues could throw more spanners into the workings of international commerce.

The immediate challenge is the ongoing attacks on ships transiting the Red Sea and Suez Canal by Houthi militias in Yemen.

By mid-January, the International Federation of Freight Forwarders Associations (FIATA) reported that some 18 shipping lines had either stopped or rerouted traffic through Suez due to continued attacks, with increased transit times of around 12 days due to rerouting via the Cape of Good Hope. Amid sharp increases in freight rates, concerns are being raised about the extent of surcharges levied on both affected and unaffected routes.

FIATA is urging shipping lines at large to exercise particular care in the imposition of surcharges, and to communicate additional surcharges in a transparent and clear manner.

Professor Christa Sys, of the Department of Transport and Regional Economics at University of Antwerp, described the surcharges levied as being of an "unprecedented magnitude" given the discrepancy calculated between the proportion of surcharges, and the actual costs incurred when rerouting ships away from Suez.

FIATA also has concerns about the lack of information on the content of these surcharges, noting the alarming 'all in' invoicing

with no itemisation of the various components for shipments.

Beverage logistics specialist Hillebrand Gori issued a briefing which noted that several carriers had invoked 'force majeure' clauses, relating to their bill of lading clauses, that authorise them to re-route the cargo via any alternate route of their choice, and "whereby the carrier shall be entitled to charge such additional freight, including extra war risk charge as (he) may determine".

As a result, shipping lines have implemented a series of temporary, yet immediate, charges applicable on freight rates and contracts, which apply to any new bookings as well as to cargo already on board vessels.

"While we continue to monitor the situation and engage daily with our carrier partners, Hillebrand Gori (will aim) to recover emergency charges from ocean carriers and the increasing costs for shipping and logistic activities," the forwarder stated.

Antonella Teodoro, senior transport consultant at MDS Transmodal, believes there is sufficient capacity to reroute vessels around the Cape of Good Hope, but that the main challenge will be to understand how such capacity can be competitively and flexibly managed to minimise further disruptions. The impact on ports and global supply chain connectivity is concerning, however, noting that some ports could be severely disadvantaged.

While there are concerns about how the disruption will impact the pre-Chinese New Year 'rush', Philip Damas, head of Drewry Supply

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Chain Advisors, said there is enough capacity available in the market to absorb much of the impact, at least for now.

"Any disruption before Chinese New Year is always a concern for shippers," Damas said. "Although the current situation is already causing bottlenecks in global supply chains, we believe that there is sufficient capacity to handle the resulting congestion, equipment shortages, and schedule gaps."

However, he added that Asia to Europe capacity is currently 'very limited' and there is even less capacity to the Red Sea from Asia, Europe, or the US. "There is something of a panic in China right now about the availability of capacity," he said.

One consequence is that container equipment is likely to remain displaced for several weeks, which will affect service schedules and create inflationary pressures.

Panama drying up

In the Western Hemisphere, meanwhile, ongoing drought continues to mean restrictions on ships transiting the Panama Canal.

Consultants at McKinsey wrote in January that there is limited time to prepare for the disruption that supply chains will likely encounter.

"In the space of less than a year, the tonnage crossing the canal could be cut by roughly one-third," McKinsey stated. "This would represent an abrupt and significant change for supply chains. The planning period to make adjustments for affected stakeholders — including ship and cargo owners — could be brief."

Faced with limited canal transit slots, ships could opt to divert to different routes. A ship traveling from Asia to the Caribbean that would typically cross east through the Panama Canal, for instance, could instead go west around the Cape of Good Hope, at the southern tip of Africa.

But, again, this is likely to mean increased costs. Latin America and the East Coast of the United States are particularly reliant on the canal.

About 14 percent of seaborne trade into and out of the United States sails through the canal, while several Latin American countries are even more dependent on it for their imports and exports. Some Latin American countries rely on the canal for roughly a quarter or more of their total seaborne trade.

For the nation of Panama, the canal is an economic engine, directly contributing about US\$2.5 billion to its national treasury during fiscal year 2022. Including indirect contributions, the canal generates more than 6 percent of Panama's GDP.

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Suttons promises to 'redefine' Chinese chemical logistics

Suttons International China is embarking on a series of process changes and investments with a view to "redefining" chemical logistics in China.

The principal announcement was the launch of a domestic trucking service exclusively tailored for the China region. To mark this momentous occasion, Suttons China hosted a grand opening event, welcoming 35 guests, including current and potential customers, vendors, and partners. The event showcased Suttons China's commitment to excellence in the chemical transport industry.

Established in November 2023, Suttons Tankers China is now officially qualified for the transport of Class 2, 3, 4, 5, 6, 8, and 9 dangerous goods on Chinese roads, ensuring the highest safety standards in the industry.

The company has invested significantly in its fleet, acquiring 10 new tractors featuring the latest technology from Chinese brand SITRAK. These 460hp 6*4 vehicles comply with China VI emission standards.

Additionally, Suttons China has added 12 container trailers to its fleet, including a combination of 20ft 2-axle, 30ft 3-axle, and 40ft 3-axle trailers. All units are equipped with cutting-edge G7 monitoring systems to ensure real-time tracking and enhanced security.

To guarantee high levels of proficiency and safety, Suttons China has implemented a rigorous two-week training programme and assessment for all drivers and their escorts. On successful completion, each participant will be awarded the 'Suttons Driver Passport', a certification encompassing vital skills such as PPE usage, emergency procedures, defensive driving, liquid chemical loading and



Suttons has invested significantly in its fleet, acquiring 10 new tractors featuring the latest technology from Chinese brand SITRAK

unloading, security protocols, fatigue risk awareness, rollover avoidance, pre-use vehicle checks, product awareness, slow-speed manoeuvring, safety-related policies, and customer care.

"The launch of Suttons Tankers China, our domestic trucking service designed to elevate chemical logistics standards in the region, marks a significant milestone for our business," said CEO John Sutton.

"With a commitment to reliability, value, and service, we aim to redefine the landscape and set new benchmarks for safety and efficiency. The 'Suttons Driver Passport' initiative underscores our dedication to excellence, ensuring our team is equipped with the highest level of skills and awareness. We look forward to contributing to the industry's growth and success in China."

Asphalt solution

Back in the UK, Suttons Tankers partnered with Kier

Highways Solutions to deliver 4 million litres of bitumen emulsion during the road surface dressing season.

Suttons supported Kier with the movement of bitumen emulsion for an eight-week summer campaign running from June to July.

Bitumen emulsion is used for road construction, maintenance, and repair work and is the substance that holds aggregate and asphalt to the road.

Kier Highways Solutions, a specialist bituminous materials manufacturer, surface treatment contractor and traffic management business, required a partner to transport its bitumen emulsion across its local authority and contractor clients.

Suttons was able to support Kier thanks to its nationwide depot network, large fleet, and cross trained pool of skilled drivers. The experienced operations team provided a consultative approach when it came to understanding the operation and best supporting Kier's drivers.

Kier reported excellent levels of service during the campaign and reported all deliveries completed on time and in full.

Lee Draper, general manager of Kier Transportation, said: "Suttons has played an integral role in our supply chain this surface treatments season. By working with Suttons, we have benefited from enhanced flexibility to manage the peaks and troughs of emulsion demand."

"Transporting emulsion from Wyndham Plant,



Suttons supported Kier with the movement of bitumen emulsion during the summer road surface dressing campaign



The new pintle trailers feature better positioning of the ADR marker boards

our bituminous materials production facility in Norfolk, to locations across the UK requires extensive stakeholder engagement and planning. Suttons has proved a valuable, collaborative partner, to deliver a seamless, high-quality service for our clients."

BOC investment

Gases company BOC recently invested in its longstanding partnership with Suttons Tankers and, as part of its commitment to safety, has introduced 10 new pintle trailers to its gas cylinders fleet.

The improvements are designed to benefit the pool of drivers on the contract and contribute to the safe and efficient delivery of products for BOC.

The new pintle trailers, designed by Tiger Trailers, feature better positioning of the ADR marker boards which removes risk of them snagging on the service lines. The headboard marker lights have also been repositioned on these trailers, removing the mirror's reflection.

There is a new storage solution on the centre aisle gate which removes the need for straps to be used for securing the gate when not in use, as well as removing the need to lift and twist the gate when removing and placing in the storage position.

Suttons took feedback from its driver workforce and worked with BOC and Tiger Trailers on rolling out the new and improved safety features.

www.suttonsgroup.com

Vervaeke steps into cryogenics

Belgian group Vervaeke is taking an important step towards a key role in gas distribution through handling shipments of air gases, CO₂, helium and hydrogen for Messer in the Benelux.

Having taken its first steps in cryogenic air gas transport in recent years, Vervaeke has signed a major partnership with Messer. From 2025, it will ensure the complete distribution of deep-cooled gases (argon, oxygen, nitrogen, CO₂) as well as helium and hydrogen throughout the region. The activities will build up in stages during 2024.

Messer produces and supplies oxygen, nitrogen, argon, carbon dioxide, hydrogen, helium, welding protection gases, specialty gases, medical gases and a wide range of gas mixtures. The group is one of the largest producers of industrial gases in Asia, America and Europe, and the only major player still a 100 percent privately owned company in which the family values of the founders are still felt. These values, such as safety, professionalism, accessibility and sustainability, are shared by also family-owned Vervaeke.

Transporting cryogenic and industrial gases requires special knowledge and intensive training of the ADR drivers involved. These are strengths on which Vervaeke has been focusing for years, including through its own training centre. Whether it is the CO₂ that ends up in beer or soft drinks, or medical oxygen for hospitals, every gas transport is subject to special quality requirements.

In addition, Vervaeke not only invests in specifically equipped tractors to accommodate the

diversity of customer-specific tankers and battery vehicles, but also in its own cryo tankers for air gases. This owned fleet supports customer needs at times when extra capacity is needed. Moreover, these new tank trailers are equipped with the very latest techniques in terms of quality, safety, equipment and automation.

Annett Beier, managing director Messer Benelux, commented: "We look forward to a future collaboration with Vervaeke. The like-minded company values, the vision for the future and the proximity of Vervaeke to our resources and customers were crucial elements to enter into this co-operation with confidence."

For Vervaeke, managing director Serge De Wolf explained: "This contract is an absolute milestone for us as a group. It will allow us to play an important role in this demanding speciality. Our goal has long been to become a leading player in gas distribution alongside our chemical activities and fuel distribution."

www.vervaeke.com



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Bertschi wins prestigious Prix SVC Nordschweiz

Bertschi Group was awarded the prestigious Prix SVC Nordschweiz 2023, which it sees as a testament to the company's efforts in sustainability and safety in the logistics industry.

The Dürrenäsch, Switzerland headquartered group secured the top position in the highly competitive field of nominees from all sectors of the economy.

Bertschi says that through the environmentally friendly transport of goods by rail, the company annually saves over 200,000 tons of CO2e

emissions compared with conventional road transport. This achievement is equivalent to a car traveling 1.2 billion km or circumnavigating the Earth 30,000 times.

Robin Wasser, jury and organising committee member, praised Bertschi's accomplishments in his commendation: "The Bertschi Group has distinguished itself over the past 60 years through tremendous pioneering achievements. What impressed the jury particularly is that despite its successes, Bertschi has always remained true to itself and has never forgotten its roots," Wasser said.

Bertschi's legacy of innovation includes being the first company, in collaboration with Swiss Federal Railways (SBB), to load trucks onto trains, laying the foundation for combined freight transport in Europe. A current highlight is the inauguration last year of the Zhangjiagang Chemical Hub in the Yangtze River Delta in China, a comprehensive hub for chemical logistics.

At the award ceremony, Bertschi employees representing various departments were present, emphasising the collective effort that has contributed to the company's success.

On receiving the award, chairman Hans-Jörg Bertschi expressed gratitude: "We are honoured to receive the Prix SVC Nordschweiz 2023. We remain committed to pushing the boundaries of



Bertschi is an active promoter of sustainable rail intermodal transport

innovation, sustainability, safety and digital transformation in the chemical logistics industry."

He continued: "This achievement would not have been possible without the exceptional effort and hard work of the employees at Bertschi. They are the driving force behind our success, and we share this award with each and every one of them."

The Prix SVC North Switzerland highlights successful companies in the public eye. The organiser and initiator is the SVC (Swiss Venture Club), an independent, non-profit-oriented association of entrepreneurs with the goal of supporting and promoting SMEs as the driving force of the Swiss economy and contributing to the creation and preservation of jobs in Switzerland.

The award ceremonies, as the most public activity of the SVC, have become well-known

events nationwide, now held in eight economic regions.

www.bertschi.com



First loading of a truck onto the railroad in transalpine transport as a pioneering achievement (1964)



Hans-Jörg Bertschi receives the first congratulations after the announcement of the winner



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Wincanton, Abbey under new owners

Either side of the New Year saw two significant takeover moves for UK logistics firms.

In January, French shipping and logistics giant CMA CGM moved to buy Wincanton plc.

The Marseilles-based company reached an agreement with the board of Wincanton to buy the company's shares for £566.9 million on a fully diluted basis, valuing Wincanton at approximately £764.9 million (US\$972m), according to a statement issued by Wincanton. This price values Wincanton shares by more than 50 percent greater than the share price prior to the offer.

The vehicle for CMA CGM's purchase is a subsidiary of the company's CEVA contract logistics business called 'CEVA Logistics UK Rose Limited'.

CMA CGM gives the reasons for buying Wincanton as a desire to "expand CEVA's offering in the UK, and to acquire complementary grocery and consumer expertise", which is a reflection of the UK market focus of Wincanton.

Wincanton is also one of the UK's largest fuel distributors as well as operating significant container haulage out of the country's ports.

According to Thomas Cullen, of logistics consultancy Ti Insights, the growth of Wincanton was crippled by a series of unsuccessful acquisitions in France and Spain in the early 2000s combined with heavy pension liabilities. "Although the management of the company has been successful in rebuilding the stability of the company, it has lacked direction, with even the share price after CMA CGM generous offer being similar to that of the highpoint of its valuation in 2008," Cullen noted.

Buying Wincanton will imply a change in CEVA's market position, as CEVA has generally been less exposed to grocery retailing, something confirmed by Rudolf Saade, CEO of CMA CGM, who commented "Wincanton's renowned expertise in designing supply

chain solutions for customers in the retail, grocery, eCommerce, construction, infrastructure, energy and defence sectors would enable CEVA to diversify further its contract logistics customer base".

Presumably, said Cullen, CMA CGM envisage expanding Wincanton's expertise out across CEVA's various global markets, although as Wincanton's experience showed, this can be both difficult and hazardous.

"Even if it would be an exaggeration to describe the acquisition of Wincanton as transformational, it does indicate that CMA CGM is serious about building itself into a large global logistics service provider," Cullen added. "It will be interesting to see if it restricts itself to European businesses or seeks to make further purchases in the US or Asian markets.

Sitra buys Abbey

Late last year, Belgium-based food logistics specialist Sitra Group acquired UK firm Abbey Logistics for an undisclosed sum.

Established in 1962, Sitra Group is a family-owned business with a 2022 turnover of €165 million and employs approximately 1,150 people across 11 countries, including the UK. It operates 700 owned trucks and over 2,000 trailers/containers including liquid and powder food tankers.

Abbey is a UK based tank operator specialising mainly in the food industry with a turnover of £75 million employing close to 600 people and operating 325 trucks and 550 trailers.

Since 2016 Abbey has been majority-owned by private equity firm NorthEdge Capital following a management buy-out led by former CEO and current chairman Steve Granite.

"Since our MBO we have successfully transformed Abbey from a £45 million turnover family business to a £75 million market leader



Abbey specialises in the food industry with a turnover of £75 million employing close to 600 people

and refocused the business on its core strengths as a specialist tanker operator in the UK," said Granite.

"We are proud of how the business has grown not just in revenue but in market share and maturity to become the UK's leading food tanker operator. With the unwavering support of NorthEdge and a great working relationship between the board and the investors, the business is now in great shape, and I am delighted to see it end up in the ownership of another family-owned business in Sitra Group who will undoubtedly develop the business and its people even further."

David Patten, group managing director of Abbey added: "I have worked with Sitra as a supplier during my time as a customer in Europe and I hold the company and its people in high regard. It is an exciting time in Abbey's history to be part once again of a family-owned business and I am over the moon to be joining the Sitra team."

Finally, Jon Pickering, partner and chief investment officer at NorthEdge, commented: "We are proud to see Abbey joining forces with Sitra, another market-leading business with a strong commercial and cultural fit. Throughout our partnership management have worked tirelessly to build a high-quality leadership team, retain and grow a blue-chip customer base, continuously improve operational efficiencies and develop a market-leading approach to talent attraction and retention to support scale. Abbey is now well positioned for future growth as part of Sitra, continuing to deliver world-class service to its customers, and we wish the whole team the best of luck in their next chapter."

Sitra Group is owned by the Saelens family together with Creafund, an investment company holding the balance of shares since 2021.

"Sitra Group is delighted to announce the acquisition of Abbey Logistics Group," said David Saelens, CEO.

"It is a milestone in Sitra's history to acquire a renowned, well-established company like Abbey. Together with our partner Creafund we have been working almost a year on this deal and to welcome the whole Abbey family to the Sitra group feels like the cherry on the cake."

"We have not only acquired a great company but we also welcome some of the best individuals in our industry," Saelens continued.

"We are very much looking forward to welcoming and introducing every Abbey member in our organisation. Abbey will continue to operate under its own name and colours and Sitra is not intending to change whatsoever to the well-working organisation that Abbey is today.

"Since Creafund's entry in Sitra Group, the size of the company has more than doubled and we are getting close to €300 million in turnover with over 2,000 employees, on course to our ambition to reach the €500 million milestone by 2026."

www.abbeylogisticsgroup.com



In addition to general logistics, Wincanton is also one of the UK's biggest fuel distributors

Solvay peroxides to reduce transport emissions



Solvay is reducing the transport carbon footprint at its facility in Voikkaa

Chemicals company Solvay is partnering with transport providers Kiitosimeon and Adams Logistics to reduce the carbon footprint of its facility in Voikkaa, Finland.

Known for its high-productivity hydrogen peroxide technology, the site has a yearly capacity of 85 kilotons, making it the largest hydrogen peroxide unit in the country and one of the largest in Europe. However, transporting its products results in more than 850 tons of CO2 emissions a year, attributed to the several thousands of deliveries.

While the Voikkaa site has been operating on 100 percent wind-generated electricity since 2023, the journey towards decarbonisation takes another step forward as it transitions transport fuel from diesel to biofuel in the first quarter of 2024. This shift will result in a significant annual reduction of over 700 tons of CO2 emissions, representing a more than 80 percent reduction in the site's transport carbon footprint.

"We are dedicated to making real progress in our climate roadmap. Our partnership with transporters to transition to biofuel for H2O2 shipments in Finland marks a substantial move toward reducing our carbon footprint," said Carlos Silveira, president of Solvay Peroxides. "As we advance on our path to carbon neutrality, our commitment remains unwavering in promoting sustainability and innovation throughout our operations."

As part of its commitment to carbon neutrality by 2050, Solvay has outlined a sustainability roadmap with around 40 energy transition projects. These projects focus on eliminating coal usage, emphasising renewable energy sources, prioritising energy efficiency, and driving process innovation.

Solvay has further committed to reduce its emissions along the value chain by 20 percent by 2030.

www.solvay.com

New head for Leschaco tank division

David Williams has been appointed global head of tank container at Leschaco.

His predecessor, Maximilian Nause is taking over responsibility as global head of sales.

Williams has a strong track record in shipping and logistics working in various senior management roles since 1991 at Danish shipping giant AP Møller-Maersk Group. Prior to joining Leschaco, he was vice president, Africa Region for Maersk.

In his new position, Williams will be responsible for overseeing and driving the strategic initiatives of Leschaco's tank container operations worldwide. His role will involve collaborating with key stakeholders, managing global teams, and further driving innovative solutions to enhance operational efficiency and customer satisfaction.

Leschaco's CEO Constantin Conrad stated: "We are delighted to welcome David Williams to our leadership team. With him at the helm, we are setting the stage for the successful continuation of our tank container story. His global vision, interpersonal skills, and dedication to excellence align perfectly with our values and goals. We believe that this new and complementary addition to our group is an exciting step forward in our journey toward ambitious growth, sustainable success and operational excellence."

Williams commented: "I am honoured to join the Leschaco Group at such an exciting time. The global tank container industry is



David Williams

implementation and investments of the new sales strategy aimed at enhancing the sales structure.

"Our robust and powerful sales organisation is the driving force behind our success, consistently exceeding targets and setting new standards for customer satisfaction. We are excited to see Maximilian Nause take on this pivotal role. His in-depth knowledge of our

dynamic and full of potential. I look forward to working with the talented teams at Leschaco to capitalise on opportunities, drive innovation, and deliver exceptional value to our customers."

In his new role, Maximilian Nause will not only lead the global sales organisation of Leschaco, but will also drive the global

business and unwavering commitment to customer satisfaction makes him the ideal person to lead our global sales efforts and drive positive change," Conrad said.

India AEO

Late last year, Leschaco India joined the ranks of the company's eight subsidiaries that have received the AEO (authorised economic operator) certificate.

The AEO certification positions the company as a trusted business partner for customs clearance in international trade.

"The AEO certification is a great success for our Leschaco subsidiary in India and grants monumental facilitation measures, such as the significantly faster movement of goods in Indian ports," explained Constantin Conrad. "This, in turn, leads to considerable time and cost savings for Indian trade and our customers."

AEO certified companies undergo a strict audit process by customs authorities, ensuring full compliance with local regulations.

"Customers of Leschaco India can now benefit from simplified customs declaration procedures, allowing for quicker and more efficient customs formalities," added TK Ram, managing director of Leschaco India.

www.leschaco.com

Van den Bosch meets ISO 14083

Van den Bosch says it is the first carrier in the world to be independently verified for CO2 emission calculations and reporting that meet the applicable requirements of ISO 14083:2023.

This confirms that CO2 emissions are calculated and reported in a demonstrably reliable manner, fully in line with European legislation and environmental requirements.

Since the first quarter of 2023, there has been an international standard for allocating CO2 emissions from activities in the transport chain: ISO 14083. Based on these requirements, logistics companies and their service-providers can clearly calculate, allocate and share their carbon footprint within the chain. Van den Bosch achieved the result following an independent review by LRQA, with its CO2 calculation meeting the requirements of ISO 14083. LRQA is an organisation with expertise in certification, accredited to the ISO 17021 standard.

Van den Bosch was part of a pilot group set up by Topsector Logistiek, a tripartite partnership between the business community, science and the government. The pilot group was set up in order to translate the ISO standard into a practical guide which also included a self-assessment questionnaire (SAQ) for assessing ISO 14083 within the organisation.

This result makes Van den Bosch the only company in the world to have both an in-house CO2 calculation and a CO2 platform that meet these requirements and allow CO2 emissions to be calculated and allocated throughout the supply chain, the bulk logistics firm said. It also enables the company to allocate CO2 emissions per activity.

"The verified CO2 calculation means that we can meet customer requirements by being able to allocate CO2 emissions to specific shipments, modalities and suppliers, for example, in accordance with the standard," said Brecht den Otter, sustainability specialist at Van den Bosch. "Besides this being a milestone in terms of our CO2 calculation, it also represents a step forward on our route to 2030 where sustainability is a major focus. We are now able to set realistic CO2 reduction targets for 2030."

www.vandenbosch.com



Van den Bosch achieved the result following an independent ISO 14083 review by LRQA

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Fort Vale awarded Ecovadis Bronze

Fort Vale has recently been recognised for its commitment to sustainability.

Ecovadis, a global sustainability ratings provider, awarded Fort Vale a Bronze Medal, placing the company among the top 35 percent of more than 100,000 assessed for business sustainability.

The assessment conducted by Ecovadis covered various categories, including the environment, labour and human rights, ethics, and sustainable procurement. Fort Vale's strong performance in these



Fort Vale apprentices designed and manufactured a stand for the installation of a community defibrillator

areas highlights its dedication to responsible business practices, the UK component manufacturer stated.

"Fort Vale firmly believes that everyone has a role to play in building a sustainable future," the company said. "It is committed to setting ambitious targets and implementing projects that align with the customer base and contribute to reducing its environmental impact. By offering sustainable solutions for the industry, Fort Vale aims to be a catalyst for positive change."

Community service

A recent Fort Vale project saw a group of company apprentices design and manufacture a stand for the installation of a community defibrillator.

Oliver Healey, who is currently studying his 'Level 6 Digital and Technology Solutions Professional Degree Apprenticeship' through the University of Central Lancaster, came up with the idea for the installation, to support the community close by to Fort Vale's Simonstone, UK headquarters.

Together with Tom Hall, who is currently in year two of his Metal Fabricator Apprenticeship at Burnley College, they worked to design and manufacture a fixture for the installation.

Tom's welding and fabrication skills resulted in an outstanding



Just Tankers will represent Fort Vale in both Northern Ireland and the Republic of Ireland

standard and finish. In addition, Fort Vale's fourth year Training 2000 Mechatronics Apprentice, Daniel Lord, successfully installed the full unit and device.

"These community defibrillators are real life savers; this particular cabinet will be accessible 24/7 to the public," said Oliver Healey. "I've been volunteering for the Northwest Ambulance Service for over a year now; I know how beneficial they are when the time comes to needing one."

Elsewhere, Fort Vale appointed another authorised distributor. Just Tankers will represent the company in both Northern Ireland and the Republic of Ireland.

Just Tankers holds stock of OEM Fort Vale parts locally and across the range of industries that Fort Vale serves, including tank containers, road tanks and fuel transfer.

www.fortvale.com

TIP, JOST team up for training

Equipment rental firm TIP Group is to provide training on JOST equipment for more than 150 of its mechanics across the UK and Ireland over the next six months.

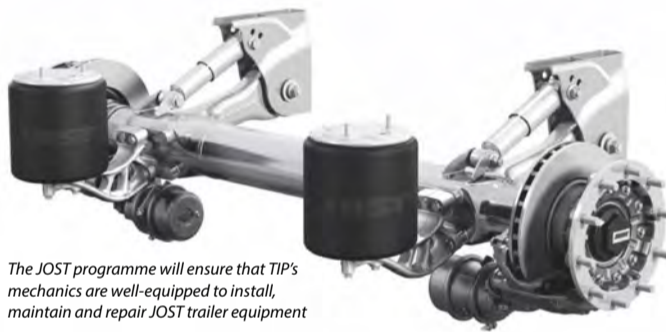
The new training programme, which has been designed by JOST, will be delivered to 22 TIP locations, thanks to a new purpose-built training vehicle.

The training will have a 'hands-on' approach and cover the latest advancements in trailer equipment technologies, maintenance best practices and safety protocols. The comprehensive programme will ensure that TIP's mechanics are well-equipped to install, maintain and repair JOST trailer equipment, such as axle systems, fifth wheel couplings, king-pins and landing gear.

Each training day will be made up of two interactive four-hour sessions, one morning and one afternoon, and is co-ordinated for minimum impact on the day-to-day work schedules within the TIP network.

Once completed, each participant will receive certification, valid for two years, from JOST. As an aside, each TIP location will become a JOST 'Approved Service Agent', providing authorisation to carry out repair, maintenance and warranty work for JOST equipment.

Mike Furnival, managing director of TIP, commented: "Clearly, technological advancements, and with it new processes, continue to



The JOST programme will ensure that TIP's mechanics are well-equipped to install, maintain and repair JOST trailer equipment

evolve at pace. At TIP, we always strive to ensure our mechanics are trained as thoroughly as possible and kept ahead of the industry's skills curve.

"TIP will have the largest team of mechanics that have been trained on JOST trailer equipment, and this programme demonstrates how we continue to drive the standard for excellence in the transport sector. This particular training investment by TIP will not only enhance the skills of our mechanics, but it will also contribute to the efficiency and safety of our workshops throughout the UK and Ireland."

Danny Broomfield, JOST GB managing director, commented: "It's



Mike Furnival and Danny Broomfield

obviously important for us that our equipment is fitted, maintained, repaired and generally managed by those with appropriate skills and knowledge, and the commitment by both TIP and JOST in that regard is clearly evident with this training investment. The specially developed mobile training vehicle is enabling us to upskill TIP's mechanics across their network effectively, and we are delighted to be able to do so."

www.tip-group.com



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Anderson buys Tighe-Zeman

Anderson Process, a US Midwest process equipment supplier, has acquired long-standing manufacturer's representative Tighe-Zeman Equipment.

Since 1952, Tighe-Zeman Equipment has been providing solutions throughout Wisconsin and the Upper Peninsula of Michigan. Located in Menomonee Falls, Wisconsin, it has specialised in the representation of mixers, pumps, tanks and engineered systems for more than 70 years. The firm's target markets are general process, food and beverage, biopharma, pulp and paper, power, chemical and municipal.

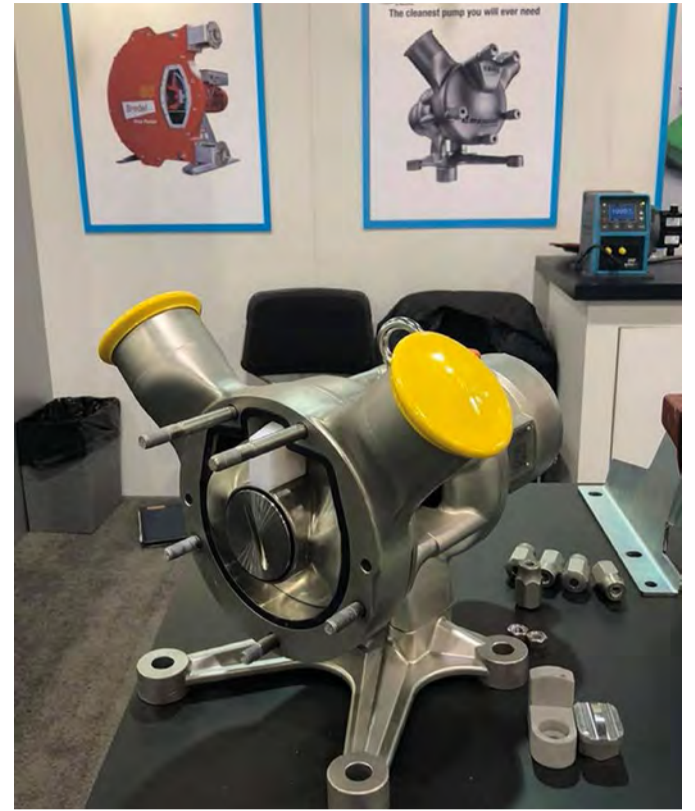
The acquisition capitalises on complementary product offerings between the two companies. It also strengthens relationships with customers and offers them brands, including SPX mixers, Watson-Marlow pumps and Belding Tank Technologies.

"Tighe-Zeman Equipment is very pleased to have become a part of

Anderson Process," said Tighe-Zeman Equipment owner Dan Tighe. "This provides us with the opportunity to use our well-known knowledge and experience of mixers, tanks and peristaltic pumps and provide expanded coverage and penetration into the market. This will provide better support for our customers and coverage for our principals."

Anderson Process has warehouse and service locations in Wisconsin, Illinois, Indiana, Michigan, Ohio and Minnesota. With physical locations in those states and a sales team spread across eight states in the Midwest, Anderson Process can provide the physical presence necessary to specify and supply a comprehensive line card of process equipment. With the acquisition of Tighe-Zeman Equipment, Anderson Process now has 175 fluid-handling professionals.

www.andersonprocess.com



Since 1952, Tighe-Zeman Equipment has been providing solutions throughout Wisconsin and the Upper Peninsula of Michigan

New Emerson Fisher valve

Emerson has introduced the Fisher 63EGLP-16 Pilot Operated Relief Valve, designed for installation on pressurised bullet tanks used to store liquid propane and anhydrous ammonia.

This type of pressure relief valve (PRV) is typically installed on tanks fabricated by original equipment manufacturers (OEMs), which provide them to end users, engineering firms or contractor customers. The new valve is certified under UL132 and American Society of Mechanical Engineers (ASME) Section VIII.

With a pre-installed national pipe tapered (NPT) thread standard 2ins male hex nipple, the new product serves the need for a solution with a 2ins connection that provides the same benefit as traditional multi-ported valves, but with simplified installation and maintenance. For this application, the PRV must be connected directly to the tank, with no isolation valve between the tank and the PRV. This National Fire Protection Association (NFPA) 58 code requirement presents challenges when testing the PRV while the tank is pressurised and in operation.

The Fisher 63EGLP-16 Pilot Operated Relief Valve addresses this and other issues because it is the only pilot-operated relief valve on the market designed specifically for this type of service. Operation is implemented with a dual pilot array, providing redundancy, and allowing for removal of one pilot for testing while the other is operational.

Because this is a critical safety-related application, reliable operation over a long lifecycle is needed. This requirement is met by the 2ins PRV because it is similar in design to the Fisher 63EGLP 4ins CL300 model, which has been proven in use over the past 10 years.

www.emerson.com



Emerson's Fisher 63EGLP-16 Pilot Operated Relief Valve



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Globalstar's Integrity 150 – maximising life on the edge

The world has seen an explosion of innovative ways in which the Internet of Things (IoT) can be harnessed to solve real-world problems.

These range from keeping tabs on high-value engineering equipment to monitoring seafaring support vessels in the energy sector. But the transport and logistics industries have long been, and continue to be, at the vanguard of embracing technological innovation when it comes to smart asset tracking.

It is essential that users in the transport, logistics and intermodal sectors always know the location of their assets and shipments, especially if the items travel long distances on their way to distribution partners and customers. The need for uninterrupted connectivity is particularly acute when the shipments in question are dangerous and or highly explosive such as petrochemicals.

For effective tracking of assets and cargo in motion, including while travelling across remote locations, on land or sea, coverage ubiquity and dependability are only possible through satellite communications.

Fortunately, today's advanced tracking technology solutions that harness the Internet of Things, with the latest IoT hardware and software, as well as space-based technology, ensure that assets and cargo can be monitored reliably even when the asset or cargo travels beyond the reach of conventional telecom networks.

Integrity 150

The Integrity 150 satellite solar-powered asset tracking device from Globalstar monitors assets of any kind, whether fixed or mobile, including shipping containers, rail tank car, cryo tanks, transport trailers, engineering machinery and vehicle fleets.

Featuring Globalstar's industry-leading low-power design, it offers the longest battery and shelf life available. Integrity 150 is packed with functionality. Integrated into the product is a GPS receiver, accelerometer, Arm CPU on Nordic Semiconductor's nRF5xxx SoC.

With its low-power design built for the most challenging environments, the Integrity 150 reliably delivers secure data and location reporting with unprecedented payload options.

Customisable messaging capability, tamper detection and BLE5 Bluetooth connectivity for a wide variety of sensors all feature in the Integrity 150. Its flash memory offers a generous 8MB of storage for application data and firmware updates.

Because it is based on open-source common architecture, developers can readily create custom AI-driven applications that transmit smart data from the edge. The standards-based architecture means that new features and platform upgrades can reliably access the same hardware interfaces, APIs, and applications as previous versions with no specialised coding.

Like all of Globalstar's products and solutions, Integrity 150 delivers ubiquitous, reliable satellite communications that can transform



The solar-powered Integrity 150 asset tracker

businesses thanks to the power of satellite IoT.

Edge computing

As it processes smart data at the edge, Integrity 150 enables huge savings and operational efficiencies. Users send only the data they need over the highly reliable Globalstar LEO satellite network to the customer endpoint – significantly reducing transmission costs. Generating smart data at the edge also transforms transmission efficiency and performance, all yielding lower costs and enhanced operations.

Integrity 150's onboard power and movement sensors can, for example, gather and report engine runtime accumulation and validate equipment operation to enable more cost-effective maintenance and greater uptime. Gains in productivity, additional revenue potential, maintenance costs, and more uptime all result.

The onboard processing capacity make it possible to automate remote processes fully to save money, increase productivity, improve margins and enhance safety.

Solar power

Integrity 150 offers ultra-low maintenance and cost-efficient tracking thanks to solar power. The device will operate continuously for many months while reporting twice a day without the need for any exposure to sunlight.

In addition, it has the longest-lasting battery (10+ years) and shelf life available. The solution therefore overcomes the challenge of delivering accurate ubiquitous tracking in unpowered environments such as tanks and railcars.

Supply chain benefits

Integrity 150 leverages IoT tracking to do much more than simply provide positioning data. Thanks to the Internet of Things, the whole supply chain can benefit from rich data emanating from the device, leading to informed business decisions.

Integrity 150 satellite asset tracking enables companies to monitor the location and status of equipment or cargo in near real-time. By knowing how each asset is being used at any given time, users have the opportunity to enhance return on investment and optimisation of assets. They can export data into their applications and accurately



Globalstar's next generation satellite. Only satellite can deliver always-on connectivity with assets. Pic courtesy of Thales Alenia Space

track data for billing purposes.

Accurate delivery times, more efficient use of assets, and granular location information can all lead to a more streamlined and customer-centric supply chain. Satellite connectivity, and solar power, ensure these vital data streams from Integrity 150 are always true, robust far-reaching and continuous.

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

However, only by employing the latest satellite communications can users be sure that the connectivity with their shipments and the assets which convey them will be uninterrupted, whatever the weather or environment.

Any data stream is only as good as its weakest link. For any operator transporting shipments across borders and long distances, only satellite technology can ensure they always now their assets' location.

Globalstar says the Integrity 150 satellite IoT tracking device takes asset tracking even further, delivering value for users, as well as for partners and customers, all thanks to solar powered smart computing at the edge.

www.globalstar.com

ZIM to roll-out Hoopo tracking devices

Israel's ZIM Integrated Shipping Services Ltd is the world's 10th biggest container shipping line.

In January, the carrier announced today an agreement with location tracking firm Hoopo Systems for the wide-scale deployment of tracking devices in its dry-van container fleet.

The deployment of Hoopo's trackers will enable ZIM to offer comprehensive tracking information including geofence alerts, open/close door notifications and more, while ensuring high reliability and durability combined with significant cost and energy efficiencies.

In 2022, ZIM announced an investment in Hoopo Systems, also based in Israel, that specialises in the development of innovative tracking solutions for unpowered assets. Lately, Hoopo completed the development of hoopoSense Solar, its new product for the maritime industry, enabling ZIM to outline an extensive project to integrate the tracking devices into ZIM's box fleet.

The decision followed an exhaustive and meticulous evaluation process that entailed extensive pilot testing comparing the hoopoSense Solar with several of the market's foremost tracking solutions. After this analysis, it emerged that Hoopo's solution excelled and was the most fitting choice to fulfil ZIM's requirements, the two companies said.

"We are delighted to witness the fruition of our investment in Hoopo's unique technological solution," said Eli Glickman, president and CEO of ZIM. "We are now ready to deploy its cutting-edge, durable, and cost-efficient tracking devices on a large scale. This deployment will significantly elevate our service levels, providing invaluable information to our customers while ensuring transparency



The ZIM global rollout is poised to install Hoopo's top-tier tracking devices on its hundreds of thousands of dry-van containers.

and reliability."

The hoopoSense Solar features a long-lasting battery, claimed to provide more than 12 years of operation, in any condition, ensuring uninterrupted operations and no data loss. It can also function for up to 6 months in complete darkness.

"At Hoopo, we understand that dry container visibility is not only a fundamental operational and logistics need but also a critical market requirement," explained Ittay Hayut, CEO and co-founder of Hoopo.

"Our mission has been to engineer a tracking solution for the maritime industry that delivers the most reliable data and boasts an extended lifespan to equal a container lifetime."

The device is ATEX certified, and offers wide global coverage (LTE-M/NB-IoT/2G protocols). The BLE Gateway enables add-on



Hoopo's trackers will enable ZIM to offer comprehensive tracking information including geofence alerts and open/close door notifications

wireless sensing and cargo-level visibility, and it carries tamper, door open and impact detection.

The hoopoSense Solar require zero maintenance, the company says. "In our design, we have prioritised our commitment to innovation by embedding highly advanced technologies while ensuring seamless updates as new technologies emerge in the future," Hayut went on.

"Having ZIM as a strategic investor and a design partner reassured that our solution provides a market-fit response to the industry's evolving challenges and needs.

www.zim.com
www.hoopo.tech

Nexxiot in Pairpoint, Deloitte tie-up

A three-way pairing has been established to offer digital services that speed up the flow of goods.

The partnership comprises Pairpoint (Vodafone and Sumitomo Corporation's 'economy of things' business), consultancy outfit Deloitte, and asset-intelligence firm Nexxiot.

The new service will automatically verify the provenance of data on the movement and content of cargo, allowing companies to improve freight handling while complying with trade laws. This, it is claimed, will lead to faster customs and port authority clearance, and expedite the digital transformation of the logistics sector.

The partnership combines Pairpoint Digital Asset Broker (DAB) platform, which among other things can improve the provenance of data relating to the routes and contents of shipping containers, with KYX, a new service comprising Deloitte's Know Your Client and Know Your Cargo services, and Nexxiot's freight solutions, including smart connected sensors. KYX is the result of a recent partnership between Deloitte and Nexxiot that specialises in enabling the autonomous collection of asset data to optimise the costs of moving freight, including containers and railcars.

The partnership is said to be particularly timely because port authorities around the world increasingly will only process shipping containers if a full audit trail is presented. By protecting a container from being opened and improving the reporting about the contents to port authorities, cargo can be moved much faster through customs.

DAB's audit trail will assist organisations in meeting forthcoming regulatory requirements, including the accurate reporting of the origins of sources within their supply chains and ensuring the integrity of shipments and associated records.

DAB also enables customers to create programmable smart contracts, further advancing the digitalisation and automation of supply chain processes. This enables containers to become intelligent agents capable of seamless interaction within the economy of things (in which goods and devices transact securely with each other), including features like customs self-clearing containers and end-to-end shipping document digitalisation.

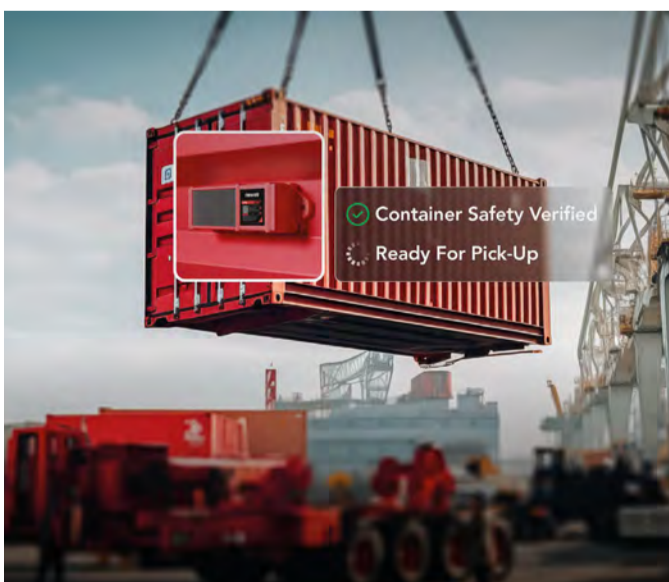
"We are dedicated to establishing 'green lanes' to minimise disruptions for cargo in global transit," commented Helena Lisachuk, global IoT lead at Deloitte. "Achieving this requires close collaboration with port authorities and engagement with global and regional justice organisations. Applying Nexxiot's and PairPoint's technology and knowledge to enable real-time monitoring and door-related event tracking, along with Deloitte's expertise – offers new mechanisms to monitor data integrity during cargo movements."

Freight and shipping companies, as well as brokers and other logistics organisations, will also be able to comply with multiple country-specific regulations no matter how complex the supply chain, even if it involves cross-border shipments and offshore entities.

Together, the companies say they are providing a secure service to allow other parties to join the ecosystem, taking advantage of their respective geographical scale to cover shipping routes throughout the world.

Stefan Kalmund, CEO of Nexxiot, added: "Our collaboration with Deloitte, Vodafone, and Sumitomo Corporation aligns with our vision to enable smart assets out of existing containers and railcars. We aim to identify operational inefficiencies or safety concerns while providing data provenance to various stakeholders, including shippers, carriers, port authorities, and trade financing partners. This is a significant step in supporting the digital economy of connected cargo and global goods movement."

www.deloitte.com
www.nexxiot.com
www.pairpoint.io



The new service will automatically verify the provenance of data on the movement and content of cargo



By protecting a container from being opened and improving reporting about contents, cargo can be moved much faster through customs

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www.savvy-telematics.com

Smart braking

In addition to its partnership with Deloitte and Pairpoint, Nexxiot entered into another collaboration agreement late last year.

The company is teaming up with brake manufacturer Knorr-Bremse to bring a new suite of smart products for passenger and freight trains to market. In spring 2022, Knorr-Bremse bought a stake in Nexxiot.

To develop the products, the two combined Knorr-Bremse's systems expertise with Nexxiot's competence in IoT. The workflow, which involves collecting operating data, transferring it to the cloud and turning it into useful knowledge, is based on three assets.

First, is Knorr-Bremse Node. An adapter is connected to the control units of systems such as braking, entrance, climate control and coupling systems, where it gathers data on parameters such as noise, geolocation, temperature, energy consumption, and shocks or vibrations. Each Knorr-Bremse Node then sends the data by Bluetooth to the second new piece of hardware, the Knorr-Bremse Hub.

The Hub aggregates the data streams from the Nodes attached to the various system controllers and sends them to the Nexxiot Cloud via the cellular network (in the future, via the rail vehicle's own bus). Thus, the Knorr-Bremse Hub acts as the gateway between data nodes and the cloud.



With smart hardware and a new cloud solution, Knorr-Bremse is creating the basis for digital business models



With smart hardware and a new cloud solution, Knorr-Bremse is creating the basis for digital business models

In Cloud Services, artificial intelligence and algorithms are used to analyse the data streams and turn them into specific insights. Customers can call up information on the location, condition, performance, maintenance requirements and potentially imminent malfunctions of vehicle systems and components via user-friendly dashboards – so they can more efficiently plan the operation and management of their train fleets.

The large number of Knorr-Bremse systems installed worldwide is a source of huge business potential for the company.

More than 130,000 units of the CubeControl brake control system alone are currently in operation around the world, as are more than 100,000 climate control systems produced by Knorr-Bremse brand Merak.

A significant proportion of these systems is capable of being upgraded with the new solutions. When equipping new vehicles, this can be done directly via the systems' control unit software.

Knorr-Bremse will start rolling out the products in 2024, creating the basis for a range of digital business models. Alongside the Node and Hub hardware, customers will benefit from scalable data services enabled by the Nexxiot Cloud system. These will be provided via subscription models (software as a service) charging a monthly fee, or via pay-per-use models.

www.nexxiot.com
www.knorr-bremse.com

IMT helps Wabtec enter rail telematics market

Wabtec is entering the railcar telematics market via an agreement with Intermodal Telematics, under which Wabtec will create a railcar telematics platform using IMT technology.

The railcar telematics platform will deliver real-time information to railcar and tank container owners and operators, allowing them to turn rail cargo into smart, connected assets.

Wabtec railcar telematics will include sensors, gateways, wireless communications, and analytics. The technology will be offered for retrofit on existing fleets and also will make Wabtec's current railcar components smarter by integrating solutions right from production.

The new offering will include a comprehensive suite of solutions that track real-time location and monitor key attributes, such as handbrakes, hatches, doors, and loaded/unloaded status for a railcar, as well as cargo temperature and pressure for a tank container.

"The rail industry is on the verge of a new era where the use of real-time data about the status and condition of cargo will be transformative to the customer experience and supply chain efficiency," said Nalin Jain, group president of digital intelligence at Wabtec.

"Telematics builds on Wabtec's history serving the freight car markets with next-generation solutions. Our solutions will improve shipment visibility, increase on-time performance, and expand asset utilisation to make shipping freight by rail more competitive."

Wabtec is starting to offer the railcar telematics system in the first quarter of 2024; it will be offered exclusively by Wabtec in North America and certain additional countries as laid out in the agreement between the two firms.

www.wabteccorp.com
www.intermodaltelematics.com



Wabtec and IMT's offering will include a suite of solutions that track real-time location and monitor key attributes

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Synergie award recognises impressive journey

Last year, Synergie Canada was recognised as one of Deloitte Canada's Best Managed Companies for its exceptional performance as a leading international logistics service provider.

Synergie said the prestigious recognition is a testament to the company's commitment to excellence and continuous improvement, and reflects the hard work and dedication of its team members.

Canada's Best Managed Companies is a prominent business awards initiative in the country that acknowledges exceptional performance among private Canadian-owned companies.

Since its inception in 2008, Synergie Canada has come a long way, growing from a start-up to an established company with a global presence.

"Throughout our journey, we have remained true to our core values of trust, innovation, agility, result oriented and foremost fun at work. We believe that these values are the foundation of our success, and we will continue to uphold them in all our operations," the company said.

"We owe our success to our dedicated team, who have worked tirelessly to support the Synergie cause. Their hard work, expertise, and commitment have been instrumental in our growth and expansion over the years. We would also like to extend a special thanks to our board of directors, whose leadership and guidance have been invaluable in shaping our vision and driving our success."

At the PBLA Conference 2023, Katerina Hulis, trade lane manager bulk & projects at Synergie, spoke about the company's development over the past 16 years.

"Our goal was to open ways for more suppliers to be eligible and approved on the Canadian rail network which had been a challenge for many years," she said. "We now have more than five suppliers and will continue to co-operate with a wide range of reliable flexitank manufacturers, supporting their growth in North America and ultimately delivering tailored solutions to our clientele."

Last year, Synergie's bulk service was up by 30 percent compared with the previous year, a result of adding new clients and bigger projects. "Our key markets are food grade, chemicals, and wine &



Synergie's Katerina Hulis

spirits, which has grown significantly as well as renewable energy biproducts and animal fat/oils," she explained.

In 2021, Synergie acquired Phoenix Bathurst, a locally-based freight forwarder, while in 2023 this was followed by the acquisition of another local forwarder OTS. As a result, Synergie now has more than 120 staff members.

Working from its new location at Boisbriand, Quebec, the company has expanded into renewable energy resources, which Hulis said is "a great market in Canada that has increased rapidly".

"Just a few years ago, Canada accounted for 2 percent of world biofuels production (the fifth highest in the world). There are two main types produced in Canada: ethanol and biodiesel," she continued.

"The volume of exports has increased positively, however, as in many countries we see challenges with equipment availability such as ISO tanks or certain depots' capacity for product handling like certifiable residue disposal.

"Certain products are more challenging to handle due to strict disposal regulations, but we opt for finding solutions. We offer an extensive ERAP (emergency response) programme across Canada and selected areas in the USA for both chemical and food grade products.

"Synergie assisted in the Canadian rail approval of a few flexitank manufacturers like SIA, BLS, Liquatrans, LAF and Hengxin, breaking the dominance of Braid and Hillebrand in the Canadian market and presenting more cost-efficient solutions to clients," Hulis said. "Over dimensional cargo is another area of expertise we are quite fond of and can accommodate on a global scale."

www.synergiecanada.com

ASF ramps up flexi operations

South Carolina-based ASF Logistics is expanding its flexitanks service.

The company has recruited former DHL head of flexitanks Jeff Plumley to lead the project.

ASF says it is providing a complete end-to-end logistics solution, including the conventional single tank and three-tank system. US shippers are being claimed to benefit from access to high quality tanks made in North America.

Compared with drums, ISO tanks and IBCs, flexitanks have many advantages, says ASF. "Shippers achieve a 90 percent reduction in loading and unloading times with flexitanks, while loading and discharge of liquids are more precise thanks to a reliable liquid flow control valve.

The flexitanks can be used in 20ft and 40ft dry containers, plus 40ft reefers.

The three-tank system allows shippers to transport up to three different product varieties in one shipment, and container space is optimised for greater product yield.

One hundred percent virgin film reduced the risk of cross contamination.

"At a time of heightened environmental awareness and stringent government sustainability regulations, supply chain carbon footprints are under scrutiny," said ASF.

"Flexitanks provide a greener alternative by enabling higher product transport capacity per container compared to other bulk liquid methods. Moreover, flexitanks are entirely recyclable and reusable, eliminating the need for repositioning."

"We operate with high standards, integrity and put people first," said COO Jeff Plumley. "This is the personalised, caring relationship our bulk liquids customers experience. I'm thrilled to head up this expansion of the ASF Flexitank product, bringing ASF's consistent, reliable high standards to the bulk liquids industry."

"The leadership of ASF are skilled professionals who know their business and how to execute. They have knowledge of the flexitank industry that is second to none in the global bulk liquid freight forwarding industry," commented Bud LaCombe, COO at Liquitank Solutions.

www.asflogistics.com



ASF provides end-to-end logistics solutions, including conventional single tank and three-tank systems



Synergie is continuing to co-operate with a wide range of reliable flexitank manufacturers, supporting their growth in North America

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biofuels-news.com/conference



PBLA participated at the 15th World Bulk Wine Exhibition

PBLA keeps growing

The Premier Bulk Liquids Alliance (PBLA) says it has gone from strength to strength in the past months increasing its presence in the wine industry as well as in the realm of ISO tank operators.

Its participation at the 15th World Bulk Wine Exhibition in Amsterdam, along with select members dedicated to bulk wine logistics from 10 different wine producing countries, ensured that customers in the form of shippers, buyers, brokers, and traders could have their bulk wine shipment needs covered at one single booth.

The event consolidated the partnership between PBLA and WBWE management and will see an even larger booth and membership turnout at the 16th event later this year.

PBLA's fourth global network meeting is taking place in Dubai on 5-7 March, with members from 40 countries expected to be present at the city's emblematic JW Marriott Marquis Hotel.

The dates have been chosen to fit in between Chinese New Year and Ramadan. PBLA president Jason Wright said: "Once again, by popular demand we decided not to wait a full year between events, so that the increasing new membership, plus those that were unable to come to the last event in Montreal, can meet personally sooner. We also feel it is important to host successive events on different continents to facilitate travel for our global membership."

Apart from the pre-arranged 1-to-1 meetings between members, there will be subject specific workshops and discussion revolving around various topics, including the Alliance's newly launched ISO tank platform, powered by HubX360, an innovative tool for ISO tank operators, agents and users giving preferred access to PBLA members.

Other discussion panels will include global bulk wine and spirits

logistics, and related liquid logistics common matters of interest for the industry.

The interest and demand from tank owner operators and their agents to join PBLA continues to grow as small and mid-sized tank container companies last year saw the need for resilience through collaboration.

"They realise that by partnering with similar sized and like-minded tank operators and pooling assets and expertise, while growing global presence without the need to invest in overseas premises, will help them withstand market fluctuation in the coming months and years," PBLA stated.

<https://pblaglobalnetwork.com/>



For Torwesten, the Mega-Inliner adds a valuable dimension to its existing portfolio of beer transport solutions

Mega beer shipments

Mega-Inliner International Group is partnering with beer logistics specialist Torwesten Spedition.

The basis of the partnership is to offer tank containers fitted with in-liners to ship bulk beer, instead of conventional kegs or bottles.

The two firms have formalised an exclusive agreement dedicated to sustainable beer and all other non-hazardous liquid transport. The aim is to realise lower carbon emissions and energy usage, fostering greater environmental responsibility across the supply chain.

The joint initiative focuses on three factors. First, reducing mileage: by adopting the Mega-Inliner solution, the two firms say the industry can significantly cut down on truck mileage for going to and from a depot for cleaning, rinsing, and pressurising with CO₂, resulting in a substantial reduction in greenhouse gas emissions.

Next is water and resource conservation. The partnership promotes the efficient use of resources by avoiding the consumption of drinking water and detergents for cleaning, as well as reducing CO₂ emissions associated with pressurising and unloading processes of carbonated liquids such as beer and other foodstuffs.

Finally, sustainable container reuse. The Mega-Inliner introduces the possibility of unlimited reuse of empty tank containers for counterflows, offering a significantly higher payload, and so a sustainable alternative that was previously unavailable because of prior cargo restrictions.

Sidon van Laarhoven, CEO of Mega-Inliner, and Marc de Kort, CEO of Torwesten, believe there is a vast potential for greater sustainability in the food liquids transport market.

For Torwesten, the Mega-Inliner adds a valuable dimension to its existing portfolio of beer transport solutions. The multimodal nature of tank containers make them suitable for long distance and last-mile hub beer distribution. Units are available from 10 cbm up to 31 cbm, with or without a reefer/heating system.

As for Mega-Inliner, the strategic alliance opens up the possibility to offer shippers a pan-European door-to-door supply chain solution.

Early adopters, such as breweries like Mahou, BrewDog, AB InBev and Asahi, as well as AECl and Coca-Cola, have successfully used and integrated the Mega-Inliner system into their operations for more than three years, showcasing its practicality and effectiveness.

Moreover, other prominent industry players like agri-business giant Cargill and chocolate maker Barry Callebaut joined the initiative last year by participating in various R&D tests and initial trial shipments.

The possibility for aseptic loading, ie, free from microorganism contamination, opens up new markets which are currently served by drums and IBCs.

Both Mega-Inliner and Torwesten plan to expand their fleet of tank containers rapidly to harness the full potential of the patented Mega-Inliner system in the coming years. Van Laarhoven and De Kort anticipate a significant rollout in 2024.

www.mega-inliner.com

www.torwesten-spedition.de



Breweries like Mahou, BrewDog, AB InBev and Asahi have successfully used and integrated the Mega-Inliner system into their logistics operations



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LC emission reduction targets validated by SBTi

LC Packaging's near-term science-based greenhouse gas emission reduction targets have been approved by the Science Based Targets initiative (SBTi).

These targets reflect LC Packaging's ambition to reduce the emissions from its value chain in line with the 1.5degC pathway.

The targets cover the company's full operations and value chain. This includes the direct (Scope 1) and indirect emissions (Scope 2 and 3) of all of its sales offices and warehouses, and its FIBC production facilities Dutch-Bangla Pack Ltd (Bangladesh) and LC Shankar (South Africa).

The Netherlands-headquartered packaging group aims for a 50 percent greenhouse gas (GHG) emission reduction in its value chain by 2030, in line with the goals of the Paris Agreement of 2015. With its science-based targets, LC Packaging is committing to reduce absolute scope 1 and 2 GHG emissions by 50 percent by 2030 from a 2021 base year.

The company also commits to reduce absolute scope 3 GHG emissions by 50 percent within the same timeframe. By 2030, not more than 138,837 tonnes of CO₂ equivalent must be emitted in LC Packaging's value chain. This target is part of the firm's 2030 Ambition that includes goals in the field of living wage, circularity and climate action.

Validation

The Intergovernmental Panel on Climate Change (IPCC) has warned that global warming must definitely not exceed 1.5degC to avoid the catastrophic impacts of climate change. To achieve this, the IPCC states that greenhouse gas emissions must halve by 2030 and drop to net zero by 2050.

For businesses to have a true impact on this, relevant and substantiated targets are necessary. Emission reduction targets are considered science-based if they are in line with what the latest climate science deems necessary to limit global warming to that 1.5degC.

According to Lucas Lammers, CEO of LC Packaging: "By setting a science-based target, we can be sure our efforts are credible and ambitious enough to make the necessary contribution to mitigate climate change."

LC Packaging says its purpose is to contribute to a world without waste. In 2023, the company was awarded an EcoVadis Platinum

Medal for the third consecutive year, belonging to the top 1 percent of all 100,000 companies assessed by EcoVadis. The company is particularly recognised for its efforts in labour practices and human rights, and sustainable procurement practices.

The Science Based Targets initiative (SBTi) is a global body enabling businesses to set ambitious emission reduction targets in line with the latest climate science.

It is focused on accelerating companies across the world to halve emissions before 2030 and achieve net-zero emissions before 2050. The initiative is a collaboration between CDP, the United Nations Global Compact, World Resource Institute (WRI) and the World Wide Fund for Nature (WWF) and one of the We Mean Business Coalition commitments.

The SBTi defines and promotes best practice in science-based target setting, offers resources and guidance to reduce barriers to adoption, and independently assesses and approves companies' targets. Its target dashboard shows companies and financial institutions that have set science-based targets, or have committed to developing targets.

www.lcpackaging.com
www.sciencebasedtargets.org



By 2030, not more than 138,837 tonnes of CO₂ equivalent must be emitted in LC Packaging's value chain



Last year, Mauser expanded capacity for IBC manufacturing at its Toluca, Mexico facility

Mauser buys Taenza

Mauser subsidiary BWAY Corporation is buying Mexican packaging manufacturer Taenza.

Taenza makes tin-steel general line, sanitary, and aerosol cans, and steel pails, with operations across five plants in Mexico. The company is headquartered in Mexico City and employs more than 850 workers.

BWAY expects the transaction to close by April this year, subject to regulatory clearances. Total consideration for the transaction will be a minimum of US\$99 million, with a potential exit payment to the existing shareholders based on future Taenza performance.

The transaction is expected to provide Mauser with numerous benefits, including growth opportunities in the Mexican paint and specialty market, and additional manufacturing locations and capacity.

Earlier in 2023, Mauser expanded capacity for IBC manufacturing at its Toluca, Mexico facility.

A new line focused on IBC cage production was installed in the facility to support the manufacturing of UN-certified 275-gallon composite IBCs in the region.

The Toluca factory has been in operation since 2013. The site holds ISO 9001 certification, a quality management certification, and FSSC 22000 Certification (Food Safety System Certification). FSSC 22000 certification is recognised by the Global Food Safety Initiative (GFSI) and demonstrates that a company has an effective food safety management system in place that meets the requirements of regulators, food manufacturers, and customers.

www.mauserpackaging.com

Stewardship award for Schütz Australia

The prestigious annual Product Stewardship Excellence Awards are presented in Australia to recognise companies that demonstrate outstanding product stewardship and actively contribute to environmental protection and waste reduction.

With a focus on the agricultural and chemical industries, Schütz Australia supplies high-quality IBCs and 110-litre plastic drums as part of a closed system where used packaging is collected free of charge and returned to the packaging cycle through reconditioning and recycling. Schütz Australia says it is continually finding new and creative ways to approach packaging users in order to ensure the highest possible return rate across the country.

The Australian Environment Minister Tanya Plibersek commended this comprehensive green lifecycle management at the award ceremony and emphasised the outstanding importance of an efficient circular economy.

This includes, in particular, the responsible handling of products and materials at the end of their life cycle. With this in mind, the jury selected Schütz Australia as this year's 'Large Business' winner in the 'Best Stewardship Outcomes' category.

www.schuetz.net



l-r: Schütz Australia's Leanne Taylor (head of safety, health, environment and quality), Jodie Kerr (business sales manager), and Sandy Kalinowsky (national ticket collections manager)

New Flexicon high capacity discharger

Flexicon's new mobile frame-mounted bulk bag discharger with flexible screw conveyor allows rapid, dust-free discharging and conveying of bulk solid materials at multiple plant locations.

The Bulk-Out BFF Series discharger allows forklift-loading of bulk bags from 914-2,134mm tall. A removable bag-lifting cradle with Z-Clip strap holders permits bulk bags to be attached securely at floor level from an ergonomic standing height, and then forklifted into cradle cups atop the discharger's upright posts.

The bag spout is pulled through a 305mm diameter iris valve which is then closed around the spout, preventing material flow. The spout can then be untied, the snap-action access door closed, and the valve released slowly, allowing controlled flow into the enclosed hopper through the bulk bag interface chute.

Complete discharge is aided by Flow-Flexer bag activators that press against opposite bottom sides of the bag at timed intervals to form a steep 'V' shape, and top-mounted Pop-Top extension devices that raise the uprights as the bulk bag empties, promoting the flow of material from the corners of the bag through the bag spout.

The hopper is vented to a Bag-Vac dust collector that creates negative pressure within the sealed system to contain displaced air and dust, and vacuum any particles trapped in bag creases during disconnect. Reverse pulse air jets on a timed cycle dislodge material accumulated on the filters, returning it to the material stream.

The enclosed 156 L hopper measures 762mm square by 1,067mm high and is equipped with proximity level sensors, and a pneumatic vibrator assembly to promote flow of material to the conveyor.

The outlet of the hopper charges the inlet of a Bev-Con flexible screw conveyor that propels free- and non-free-flowing bulk materials at a 45deg incline in user-specified distances for discharging directly into processing equipment or storage vessels through 254mm diameter down-spouting.



Flexicon's mobile bulk bag discharger with flexible screw conveyor allows rapid, dust-free transfer of abrasive and high-density bulk solid materials

Specialised geometry of the internal screw allows handling of materials that pack, cake, smear, seize or fluidise, with no separation of blends. The screw is the only moving part contacting material, and is driven beyond the point of discharge, preventing material contact with seals or bearings, and allowing rapid cleaning.

Mounted on a mobile base with support mast, the self-contained unit can be rolled to feed various locations or to a cleaning station.

A lower clean-out cap on the conveyor tube can be removed to flush the smooth interior surfaces with steam, water or cleaning solutions, or to fully remove the flexible screw for cleaning and inspection.

The system is available in carbon steel with durable industrial coating, with stainless steel material contact surfaces, or in all-stainless steel finished to industrial, food, dairy or pharmaceutical standards. Its NEMA 4 control panel with PLC allows manual and automatic start/stop and speed adjustment.

www.flexicon.co.uk

Brenntag buys Solventis

Brenntag is continuing along its acquisition journey.

At the back end of 2023, the chemicals and ingredients distributor announced the agreement to acquire Solventis Group, a glycols and solvents distribution company operating from Antwerp, Belgium, and from the UK.

Ewout van Jarwaarde, CEO of Brenntag Essentials, commented: "Brenntag Essentials combines a cost-efficient network of last mile service operations with regional sourcing and supply chain services, and global sourcing. Solventis Group is a highly compatible fit to our strategy, adding tollgate capabilities and volume optionality via its Antwerp site to our regional capacities. The acquisition will support our integration with increasingly global supply markets while strengthening our regional market position and customer proximity in EMEA."

Established in 2002 and based in the UK, the family-owned company encompasses multiple entities, including Solventis, Kilfrost Europe, Antwerp Distillation Company, Solventis Solutions, and Solvenox. In 2022, the group reported annual sales of more than €300 million.

Specialising in the distribution of glycols and solvents, Solventis provides tailored solutions to a diverse global customer base. Alongside a site in Scunthorpe, UK, the company operates a purpose-built facility in Port of Antwerp, engaging in advanced blending, storage, packing, distribution, and chemical recycling.

The acquisition, especially with its strategically positioned Antwerp site, also improves Brenntag Essentials' sustainability profile with increased sourcing via ships and barges, as well as expanded supply and delivery options through rail transport. In addition, Solventis' proficiency in glycol recovery and recycling further enhances Brenntag's sustainability profile.

David Lubbock, owner and CEO of Solventis, stated: "Our global network of suppliers and customers stands to gain significant advantages from Brenntag's extensive global reach and diverse product and service portfolio. We eagerly look forward to becoming part of the expanding Brenntag Essentials platform, offering our extensive product range encompassing glycols, solvents, and automotive products, including coolants, antifreeze, brake fluids and de-icing fluids, to a broader customer base."

Financial details of the deal are not being disclosed. Closing of the transaction is expected in Q2 this year.

At its Capital Markets Day in December 2023, Brenntag announced that all pharma activities are to be transferred from Brenntag Essentials to Brenntag Specialties, while the water treatment and finished lubricants business as well as specific semi-specialty products from the specialties division will move to Brenntag Essentials.

These shifts will sharpen the divisional profiles aligned with specific customer and supplier needs and increase the coherence within the



Solventis Group is an established glycols and solvents distribution company operating from Belgium and the UK

division regarding the business model and the product portfolio, the company said. As a result of the shifts, Brenntag Essentials will account for 70 percent of the group's current gross profits with a conversion ratio of 31-33 percent. Brenntag Specialties will account for 30 percent of the gross profits but with an increased conversion ratio of 38-40 percent.

The changes in the portfolios will be reflected in Brenntag's reporting structure from the Q1 2024. Brenntag Specialties will switch from a regional division reporting to reporting in two global industry divisions, Life Science and Material Science. Brenntag Essentials will continue to be reported in regional divisions.

www.brenntag.com



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Norfolk haulier extends relationship with Fruehauf

UK farming and haulage company Pearn Wyatt & Son has taken delivery of two bulk tippers, continuing a close relationship with Fruehauf that spans more than five decades.

The Norwich firm has added the new sloper Smoothsider tippers from Fruehauf's Ready to Go stock. The 53.5 cbm capacity trailers join the fleet just a few months after the company purchased a second-hand tipper from the manufacturer.

Of the 14 bulk tippers operated by the business, all paired with Volvo tractor units, 12 are sourced from Fruehauf – including one put into service in 2004 which continues to meet its agricultural haulage needs.

Owner Jonny Wyatt, who runs the company with his mother Anne, says the business has relied heavily on the tipping trailer manufacturer for so many years because its products are "exceptionally well-built, reliable and offer a high payload".

"My father had Fruehauf tippers 50 years ago and we've always been happy with its trailers. They really stand the test of time," he said. "In our business, we work them hard, so the fact we have several trailers on the fleet that are more than 15 years old is testament to their quality."

In the summer months, the Fruehauf tippers will mainly transport corn, wheat and barley, as well as some aggregates, across the UK, while in the winter the focus shifts to moving sugar beet.

The sloper Smoothsiders are specified with remote-controlled electric easy sheets and tailboards, both of which can be operated by the driver from inside the cab.

Commenting on Fruehauf's service, Wyatt added: "The turnaround time was much better than expected, given the industry-wide supply shortage and long lead times. From order to delivery was just three months. We look forward to growing our relationship with Fruehauf for decades to come."

Fruehauf's sloper Smoothsider trailers are produced at its 30ha site in Grantham, Lincolnshire, where the company offers specialist design, engineering, fabrication and livery application for a range of vehicles and components.

www.fruehauf.com



Buyer for HES Hartel

Impala Terminals is buying HES Hartel Tank Terminal, in Port of Rotterdam, which was declared insolvent in January 2023.

The operator, a joint venture between Trafigura and IFM Investors, agreed to buy the terminal asset following an auction process.

It will be renamed Impala Energy Infrastructure Netherlands, and the new owner says it is set to become a major facility for the region, providing 1.3 million cbm of storage capacity for bulk liquid products.

As part of the purchase, Impala will provide additional investment of between €90-100 million over the next two years to complete the construction. Once operating, the terminal should create up to 70 full time local jobs. It is expected to include more than 50 tanks, berths capable of loading up to VLCC-size vessels and nine barge jetties. The high specification and connectivity of the terminal will provide maximum flexibility for the users of the facility. Importantly, the terminal will be capable of storing a variety of biofuel products, helping to facilitate the energy transition for the region.

Construction of the terminal was put on hold in December 2022 following a number of setbacks

including the COVID-19 pandemic, other delays and additional costs. In January this year the project owner, HES Hartel Tank Terminal BV was declared insolvent and an auction process commenced.

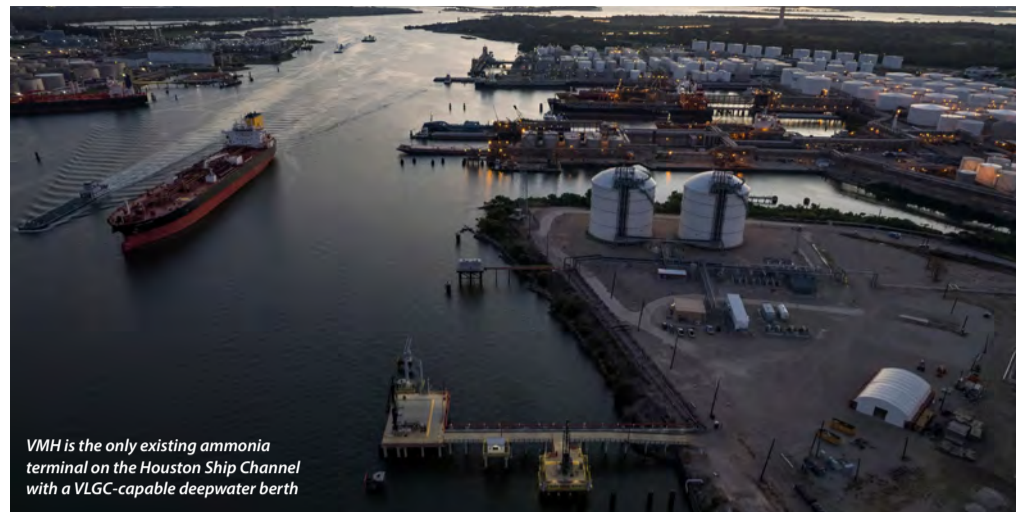
"This is a good outcome for all parties involved and most importantly, Impala will make the necessary investment to complete and commission this important asset in Port of Rotterdam," said Carl Hamm, curator for the auction process.

"This is an excellent development for Impala, particularly as it will provide our strategic customers with a strong and sustainable asset located within the major ARA trading hub," said Sjoerd Bazen, CEO of Impala Energy Infrastructure.

Boudewijn Siemons, interim CEO and COO of Port of Rotterdam Authority, added: "With this transaction, the company is making a lasting commitment to the port and is adding a brand-new facility for storing a wide range of bulk liquid energy products. This provides a new future for the terminal after a bankruptcy that has been difficult for all parties concerned, particularly the employees."

www.impalaterminals.com

Impala will invest €90-100 million to complete the construction of HES Hartel



VMH is the only existing ammonia terminal on the Houston Ship Channel with a VLGC-capable deepwater berth

Exolum enters US with VMH stake

Spanish bulk liquids storage group Exolum is buying a 50 percent stake in Vopak Moda Houston (VMH), an ammonia storage, import and export terminal located on the Houston Ship Channel.

Originally, a 50/50 joint venture between Moda Midstream and Vopak Terminals North America, Exolum is buying Moda's 50 percent share.

Located in Houston's refining and petrochemical cluster, the site can connect with multiple third-party ammonia, hydrogen and nitrogen pipelines. VMH is the first greenfield terminal in Port of Houston in more than a decade.

The investment will serve as a platform for Exolum's development in the US and the acquisition of key competences in the development of the logistics infrastructure required by the energy transition.

"Exolum strives to become a key player in the development of supply chains for new sustainable energy products, such as ammonia and green methanol," said Exolum CEO Jorge Lanza. "This operation, our first in the US, will enable us to

continue strengthening our position in strategic ports and to promote the energy transition and the decarbonisation of mobility at an international level."

Maria Ciliberti, Vopak president US and Canada, added: "I am very pleased with Exolum entering as co-shareholder. By pooling our knowledge, network and experience we can further develop this strategically located terminal and marine infrastructure. The worldwide movement to decarbonise industry and transport will drive strong global demand for low-carbon ammonia. Our joint venture entity situated on the Houston Ship Channel is very well positioned and can serve a critical role in the energy transition, not only for the USA but also for export markets."

VMH is the only existing waterborne ammonia terminal on the Houston Ship Channel with a very large gas carrier (VLGC)-capable deepwater berth. The facility currently provides ammonia and NGL storage services.

www.exolum.com

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New Botlek SAF storage

A new sustainable aviation fuel (SAF) storage unit is being built at Koole Tankstorage Botlek (KTB).

After a preparatory period in which engineering, research and discussions with customers came together, Koole Terminals has decided to invest in a second distillation unit in the PID where SAF will be produced.

Michiel Flier, business unit director at KTB, said: "We have successfully been distilling SAF with our current unit for three years. We are increasing our production from just under 200,000 tons to about 650,000 tons of feedstock per year. A new milestone for Koole and a great step forwards towards sustainable aviation."

Construction of the new unit has already begun. He added: "The main driver for us, of course, is the mandate from the EU for blending bio jet fuel into regular jet fuel. By 2030, 6 percent bio jet fuel must be blended into jet fuel. Right now, installations are being built all over the world to meet that demand.

"We already have the facilities, knowledge and

experience. Our new unit will be operational in early 2025, so we can also scale up quickly."

KTB offers customers the opportunity to enter the renewable fuels market through toll-distillation, without having to make large investments in building new facilities. That means customers can also enter on a smaller scale.

"In our lab, we have a miniature mock-up of our towers, which we use to investigate yield potential for a customer's specific feedstocks," Flier added. "In our 50 years of experience, we've gained a lot of knowledge about the parameters of products, what you can ultimately get out of them and what you can do with them."

There is great interest among customers, he said: "There are already customers who have committed to volumes. There is still room, but the demand we see is high. So now is the time to start a conversation with us about this, if customers also want to enter this market from 2025."

www.koole.com



KTB is increasing production to 650,000 tons of feedstock a year

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ChemMed looking to the future

Building on its success over the past decade, the ChemMed Industrial Cluster, in southern Spain, recently presented its 2024-2027 Strategic Plan.

The hub between Chemical Business Association of Tarragona (AEQT), Port of Tarragona and water utility Aguas Industriales de Tarragona (AITASA) is focusing on enhancing competitiveness, the circular economy and decarbonisation.

At the port's administrative headquarters conference room, the 2024-2027 plan highlighted an ambitious vision of sectoral collaboration and sustainable innovation.

Port of Tarragona president and vice-president of ChemMed Saül Garreta underlined the importance of collaboration between companies in the industrial sector, academic institutions and the municipal government. Garreta highlighted the synergies between the members of the cluster to "boost global competitiveness, promoting joint research and knowledge exchange".

For his part, the president of ChemMed and president of AEQT, Ignasi Cañagueral, expressed the priority in the strategic plan "to continue moving towards climate neutrality, focusing on the development of electricity infrastructure and circularity".

Cañagueral added that the objective "is to continue promoting the Tarragona chemical complex as a benchmark model in Europe in terms of sustainability and competitiveness".

For the development of the plan, eight meetings have been organised with the participation of the



ChemMed is focusing on enhancing competitiveness, the circular economy and decarbonisation

organisations that make up the cluster and its environment. The stakeholders analysed the current situation and prepared a diagnosis in which the major challenges facing the cluster were first identified, and then different actions were defined that will allow the objectives set to be achieved.

All the representatives agreed that the success of the project represents an opportunity for progress and growth for the entire region, insofar as the industry is an active agent. Co-Enable, the

company providing support for the realisation of the project, also participated in the presentation.

Established in 2014, the cluster brings together around 30 producing companies and some 100 support and service businesses. It also includes approximately 30 public and private organisations, including representation from national and regional government, academic institutions and chambers of commerce.

www.chemmedcluster.com

TSA comms director

The UK's Tank Storage Association (TSA) has appointed Nunzia Florio as communications director.

Florio has led the association's communications functions since 2019 as communications specialist. She has worked as an independent consultant advising a variety of clients. Previously, she also served as external affairs manager at the British In Vitro Diagnostic Association and as communications director at the UK Petroleum Industry Association.

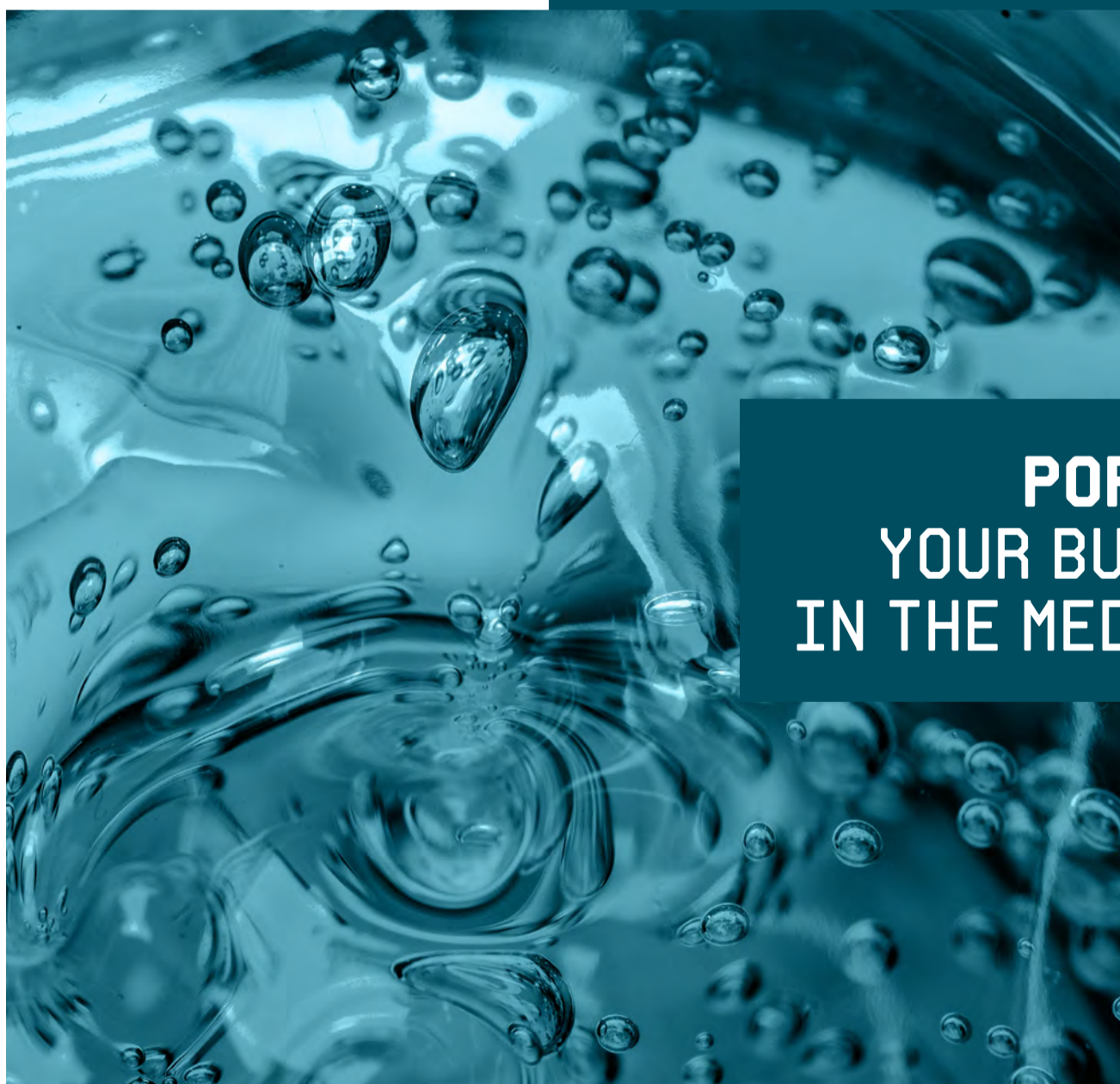
<https://tankstorage.org.uk>

NNOA completes new tank pit

Noord Natie Odfjell Antwerp Terminal U - and filled the first two tanks ahead of schedule.

With the addition of six new tanks, each having a capacity of 6,000 cbm, the total capacity added makes 36,000 cbm which has boosted the site's total capacity to 461,000 cbm.

www.noordnatie.be



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