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## ‘Cargoes of concern’ identified

The Cargo Integrity Group, a group of freight industry bodies, has identified a number of cargoes, commonly carried in containers, that can cause dangerous incidents.

Fifteen ‘cargoes of concern’ that are commonly transported by sea and intermodally have been identified. While these are usually transported safely when regulations and guidelines are followed, the group said it created the list to highlight cargoes that can become hazardous if handled incorrectly. It emphasises that cargoes which are mis-declared, or have incomplete or incorrect information about their identity, are more likely to be involved in incidents.

The group urges everyone handling these goods to follow all applicable regulations, the international container packing code (CTU) and industry best practices.

In addition to promoting sound packing and shipping practices, the Cargo Integrity Group aims to increase awareness about the types of goods, often less obvious, that can compromise safety in the container supply chain under certain conditions.

Examples of the ‘cargoes of concern’ include: charcoal/carbon, calcium hypochlorite, lithium-ion batteries, cotton and wool, fishmeal and krill, seed cake.

While the list is not exhaustive, each item illustrates a common type of hazard, divided into three categories.

**Reactive hazards** - these cargoes can catch fire and cause significant damage and casualties under certain conditions. They are generally subject to dangerous goods regulations.

**Spill or leak risks** - These commodities can present a risk if not packed properly or if they are damaged. Spills or leaks from can harm the health of people cleaning up the spill as well as the environment.

Examples are hides and skins, wine, bitumen, cocoa butter, waste, such as recycled engines and engine parts, and vegetable and other oils, particularly when packed in flexitanks, the group says.

**Improper packing consequences** – Cargoes like timber, steel coils and marble that are poorly or incorrectly packed or secured in the container can lead to injuries to personnel or damage to nearby containers, property, or other cargo. Such incidents can cause severe accidents at sea or on land, such as truck rollovers and train derailments.

In the coming months the Cargo Integrity Group will publish additional guidance on the identification and safe handling of these cargoes.

The list is based on data from, among other sources, the claims history of freight insurance provider TT Club, a report prepared by the International Cargo Handling Coordination Association (ICHCA) and submitted to the IMO on incidents involving dangerous goods on



Handling goods such as calcium hypochlorite should follow applicable regulations, the CTU code and best practice

ships or in ports, and from the Cargo Incident Notification System (CINS) which collates information provided by its members on incidents involving dangerous cargo.

“The combined experience of our organisations has been harnessed to identify these categories and result in pin-pointing some commodities where the risks are perhaps less obvious,” said Peregrine Storrs-Fox, risk management director, TT Club.

“While the potential dangers of transporting, for example, calcium hypochlorite or lithium-ion batteries might be more widely appreciated, the combustible qualities of seed cake or the hazards associated with cocoa butter or vegetable oils, will be less well-known.”

“Every actor in the global container supply chain is responsible for the health and safety of not only their own people, but also of those at any onward stage of the container’s journey,” added Lars Kjaer, senior vice president of the World Shipping Council. “Complying with regulations and following the advice in the CTU Code saves lives, and we appeal to everyone shipping, packing and handling commodities that fall within the categories of these cargoes of concern to be particularly diligent.”

The Cargo Integrity Group comprises the Bureau International des Containers, the Container Owners Association, FIATA, the Global Shippers Forum, ICHCA, TT Club and the World Shipping Council.

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The share of shipments executed by combined transport has constantly been falling, says ECTA

## ECTA’s combined transport concerns

The European Chemical Transport Association (ECTA) and its members are worried about the future of combined transport in Europe.

Transport service providers working for the chemical industry have made substantial investments in combined transport solutions over the past few decades, ECTA pointed out in a policy statement in April. This mode of transport is also seen as an important enabler for the European ‘Green Deal’ and to reach the ultimate goal set by the European Commission - Fit for 55.

However, what is being seen in some European countries is the opposite. Rail networks lack capacity, and the punctuality of train operations is “very weak” due to rail infrastructure works further reducing capacity, causing delays or even cancelled trains.

Consequently, the share of shipments executed by combined transport has constantly been falling, from more than 52.2 percent in 2019 to 45.4 percent in 2023.

Observing this negative trend, ECTA wants to contest some developments in EU member countries. Specifically, Germany has decided to reduce considerably its subsidies for rail operations by reducing the ‘TRAFÖG – Trassenförderungsgesetz’.

“Such national decisions are in contradiction with EU policy and should be revised,” ECTA says.

Despite the actual situation, ECTA and its members will continue to invest in combined transport solutions as they continue to believe that this mode of transport not only contributes to a reduction in emissions, but also positively contributes to the competitiveness of the European economy and overall mobility across Europe.

“We trust that the chemical industry players will follow us along this path,” ECTA says.



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# China's road to petchem dominance

**The global petrochemical industry is currently going through a momentous period of transition.**

Driving this is a wave of new petrochemical plants, most notably in China. This is shifting oil demand to the country as it increases production of plastics and synthetic fibres, while generating increasingly cut-throat competition among those that previously dominated the market.

According to Ciarán Healy, oil market analyst at the International Energy Agency (IEA), the speed and scale of the expansion of China's petrochemical sector dwarfs any historical precedent, roughly doubling the pace of earlier capacity additions in the Middle East and United States.

Between 2019 and 2024, China is set to add as much production capacity for ethylene and propylene – the two most important petrochemical building blocks – as currently exists in Europe, Japan and Korea combined.

The structural transformation of the petrochemical industry has been reshaping global patterns of oil consumption. Global oil use in 2023 decisively surpassed pre-Covid levels, rising to 1 million barrels per day (mb/d) above where it stood in 2019.

However, this is largely being driven by petrochemical demand and is especially concentrated in China. In 2023, demand for petrochemical feedstocks such as naphtha, liquefied petroleum gas (LPG) and ethane in the country will average 1.7 mb/d more than in 2019. Were it not for the sector's rapid growth, total oil consumption would remain comfortably short of the pre-pandemic mark.

## Shifting oil

As China's petrochemical sector expands, demand for feedstocks derived from oil is shifting to the country from other longstanding petrochemical centres, the IEA notes. It is also significantly affecting global markets for the products made from petrochemicals, such as plastics, synthetic fibres and their intermediates.

China has long been the world's largest polymer and synthetic fibre importer, accounting for the equivalent of almost 3 mb/d in feedstock terms, or 3 percent of global oil consumption, in 2019 and 2020. Now, its previous suppliers are under pressure after recent increases in Chinese production, in particular during 2023.

Petrochemical activity and related oil demand fell in other regions, including the Middle East and the rest of Asia. Shipments of intermediate and final petrochemical products declined by almost 30 percent from these parts of the world during the first nine months of 2023 compared with the same period in 2019.

European petrochemical producers are not themselves major exporters to East Asia, but the reorganisation of trade has severely impacted the region. Operating rates appear to be unsustainably low, with many plants struggling to break even. Deliveries of naphtha, transformed into ethylene and propylene by European steam crackers, have fallen by almost 30 percent since 2021 to levels not seen since the mid-1970s.

Shipments of intermediate and finished petrochemical products to Europe from the Middle East and East Asia, excluding China, have risen slightly – but, in part due to weak local demand for plastics, Europe does not appear able to absorb the additional supply. Production across all these regions has slowed, although declines in



China is set to add as much production capacity for ethylene and propylene as currently exists in Europe, Japan and Korea combined

Europe have been the largest.

## LSP impact

Not surprisingly, this dramatic shift has had, and will continue to have, a big impact on logistics service providers.

UK-headquartered Suttons International has established a strong presence in China. Karl Hudson, regional director North Asia, pointed out in a company blog that while China's chemical manufacturing capability is already the largest in the world now at around 43 percent of global capacity, it is expected to reach 50 percent by 2030.

But the road ahead could be bumpy. Many companies from Europe, such as BASF, continue to invest significantly in China, betting on growth in the country's 200 million-strong middle class to drive demand as well as bolster the local economy. There is also a strong element of regionalisation going on as various factors have disrupted easy and accessible global free trade.

"Capacity in China is the main challenge now," said Hudson. "Traditionally the construction industry has accounted for 30 percent of GDP; this is scheduled to drop to less than 20 percent which has a big impact on the steel and cement industries and the associated construction companies which are big users of chemicals."

Consumer sentiment is also weak in China as people tend to save money rather than spend it; the policy of 'zero Covid' is also in the back of people's minds, which means many are still cautious about spending.

The headline growth for China's economy is hovering around 5 percent a year; well below the 8 percent or so that the world has been used to, an indication of the transition from a fast-growing

developing economy to a more developed economy. However, at US\$18.5 trillion a year, even 5 percent growth is huge.

"What I do see in the current market is many of the characteristics of the European chemical tanker market 20 to 25 years ago," Hudson added. "That is, the market needs more professionalism and more innovative approaches that add value to customers' supply chains, rather than a purely price-driven approach."

A key area for Suttons in China is the growth in the domestic tanker market; hence, the company invested in Shanghai Xunguang Logistics Co giving it a dangerous goods (DG) license, such that it can now move all hazard classes in China (except classes 1 & 7).

"At the strategic level, we recognised at the end of 2022 that we needed more focus on the domestic China market as growth in this sector is not dependent on the number of imported tanks we have coming to China," Hudson said. "Having our own DG company (Shanghai Xunguang) offers us the ability to offer a broader service to our customers, plus our high QSHE standards can be applied to our own fleet reassuring many of our existing clients and potential customers that we are the trucking company of choice."

## Booming Bertschi

Another tank container operator that has made significant investments in China is Bertschi Group.

Last year, the Switzerland-based operator opened its Zhangjiagang Liquids Chemical Hub in the heart of the Yangtze River Delta.

The project lasted six years and had to overcome numerous challenges, including the outbreak of the Covid-19 pandemic. The

*Continued on page 3*



Last year, Bertschi opened its Zhangjiagang Liquids Chemical Hub



Suttons International has established a strong presence in China



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# Den Hartogh, UPM host safety day

**R**oyal Den Hartogh Logistics and UPM Biochemicals hosted the 'Holz Trifft Chemie' Safety Day at UPM's Leuna biorefinery in May.

The event marked a step forward towards ensuring seamless and secure wood supply operations within a chemical environment.

The day was filled with activities that demonstrated the importance of safety and efficiency in wood logistics as this is the initial step in the Leuna biorefinery process. Among the highlights was the debut of a mutual branded tank container with both company logos and a green UPM frame. The initiative is part of a broader effort to ensure a safe and sustainable supply chain for the biorefinery, which on completion, will convert wood into innovative biochemicals.

Approximately 200 logistics specialists from various sectors, including technology providers and truck drivers, attended the event. They engaged in training sessions, site tours, and a test drive with an electric truck, showcasing UPM's commitment to sustainability and innovation. The collaborative atmosphere was further enhanced by the participation of numerous industry professionals who shared their insights and experiences.

"Safety is a choice, and we are celebrating our commitment to that choice, alongside our strategic partner, Den Hartogh," was mentioned by UPM during the event. "Our Leuna Biorefinery is set to revolutionise the biochemical industry by transforming wood into renewable products, and ensuring the safety and sustainability of this process is paramount."

Den Hartogh's involvement in the event has been instrumental in developing solutions that are effective and environmentally responsible. "Our collaboration with UPM at events like these strengthens our shared vision for a safer and more sustainable future," commented Markus Neusser from Den Hartogh. Den Hartogh put action in words by facilitating their demo tank container, where safety experts, including our field supervisor, were present to explain safety in detail, leveraging their extensive experience.

## Fuchs partnership

In another move lubricants manufacturer Fuchs and Den Hartogh are taking the next step with their sustainability efforts following the development of new bulk intermodal solutions.

The shared sustainability journey began back when Fuchs was planning to relocate its operation from an old production facility in Nynäshamn, Sweden to a newly designed, modern plant with a sustainability-centric focus.

The new facility was not far away, but it would no longer be right near the port where Fuchs could previously receive large volumes by vessel. Sustainability was the aim, but the question remained whether the local transport flow could be made sustainable?

There was no possible rail-bound solution for the complex transport flow of around 30,000 tonnes a year, so other logistics solutions had to be found. Because of the large volumes being handled, along with the fact that they vary by season, it was important to find a logistics partner with significant resources, and one that also had its own sustainability ambitions.

So, Fuchs and Den Hartogh acquired three new electric trucks for bulk freight, thus the two companies are continuing to show new ways ahead for greater sustainability in the lubricant industry.

Fredrik Kimfors, general manager Scandinavia at Den Hartogh, was keeping an eye on the market and knew what was going on at Fuchs. Attracted by the sustainability aspect and the scale of the contract, he started thinking about potential solutions. As a logistics service provider focusing on bulk shipments, Den Hartogh has developed intermodal solutions that allow different modes of transport, enabling more efficient transit between locations.

"We liked the fact that Fuchs is serious about their approach to sustainability," he said. "It's not the easiest thing to win contracts by taking a holistic view of sustainability, but we saw an opportunity and that really spurred us on."



The 'Holz Trifft Chemie' Safety Day was held at UPM's Leuna biorefinery



Mikael Andersson from Fuchs and Fredrik Kimfors from Den Hartogh

"And they've certainly shown which way they want to go. We've already gone from natural gas (LNG), which was the best option when we started, to biogas (LBG), and now to electricity. Together, we're paving the way for sustainability in the lubrication industry."

[www.denhartogh.com](http://www.denhartogh.com)

## China's road to petchem dominance

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

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

Situated in the Yangtze River International Chemical Industry Park next to the Free Trade Zone in Zhangjiagang, the hub benefits from a strategic location in one of the most dynamic economic regions of China. Its location at the Yangtze River also ensures connectivity to global transport networks.

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

Zhangjiagang Port has daily direct container feeder vessels to Shanghai Port at 150 km distance, as well as direct vessel connections to Korea and Japan. This location allows the hub to support the goal of shifting road transit of DGs between Shanghai Port and the hinterland to waterways, bypassing roads criss-crossing the Shanghai urban area.

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02

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- Global service network

03

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# INTERVIEW: ITCO PRESIDENT PAUL GOOCH



Paul Gooch - One area of strategic focus for ITCO will be increasing its visibility and profile in regions where it has limited presence

*Bulk Distributor speaks to ITCO president Paul Gooch who took the helm of the organisation at the start of this year*

**BULK DISTRIBUTOR.** Do you now feel you 'have your feet under the table' as you alluded to at the start of this year? What is your impression of ITCO's structure, and its position and status within the bulk logistics industry?

PAUL GOOCH. I had to move very quickly to get my feet under the table, and I want to express my gratitude to Patrick Hicks and Kate Marszalek for all their support in helping me get up to speed. ITCO is an active industry association with a full programme of events, work groups, technical and regulatory activities, regular reports, such as the Global Fleet Report, and a social media presence, so it was all about hitting the ground running!

The biennial elections to the ITCO Board were also being prepared and I asked for those to be postponed while I reviewed the ITCO Board structure, and all the written and verbal recommendations received from members for ITCO's future direction.

The ITCO organisation is especially interesting in that it represents a complete ecosystem of tank

manufacturers, lessors, operators, depots, and companies supplying services to the industry. On one hand, this means ITCO has broad recognition in the industry, but it also represents a challenge in delivering value to a wide variety of members and stakeholders.

**BD.** What is the reasoning behind the establishment of the ITCO Management Committee? Are all the positions now filled? How will the committee facilitate better the work of ITCO?

PG. One of the concerns frequently shared to me, after my appointment was announced, was the lack of diversity and inclusivity in the ITCO Board, and that the elections to the Board were little more than a revolving door. However, we were encouraged to see far more nominations than usual for the vice chairman elections to the 2024 Board, and we didn't want to lose this energy, expertise, and commitment through the election process. So, in conjunction with the existing Board members the decision was taken to cancel the

elections for the role of vice chairman and invite all the nominees to join a wider Management Committee.

The Management Committee is meeting regularly and bringing a renewed level of energy and the diversity of opinion which we hoped to achieve by the change.

We are in the process of reviewing the ITCO Rules of Administration to reflect this change, and also to formalise the future election process, qualification, and tenure for the Management Committee.

**BD.** A particularly interesting comment in your first president's note was the request from members to develop stronger links with other industry associations and NGOs, in particular ECTA and EPCA.

We are particularly interested in how you might see further co-operation with EPCA given that you personally have for many years played an integral role in EPCA's logistics initiatives. Could you expand on how you see this co-operation could develop?

PG. We have already established contact with the new leadership at EPCA and agreed that we will explore areas of potential co-operation. ITCO is listed as a partner on the EPCA website, and in the past the ITCO president was always invited to the EPCA Annual Meeting. Unfortunately, this tradition appears to have lapsed in recent years.

There is already good co-operation with ECTA; many of our tank operator members are also members of ECTA, and the managing director of ECTA, Peter Devos, joined our Depot Meeting in Rotterdam last April.

In addition, one area of strategic focus for ITCO will be increasing our visibility and profile in regions of the world where we have had limited presence, eg, the Americas, and the Indian sub-continent. Reaching out to NGOs and industry associations in those geographies will be key to the successful implementation of this strategy.

## Industry prospects

**BD.** How do you see the state of the industry over the next few years? During the pandemic the business experienced something of a



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roller-coaster ride, which then became even more unpredictable due to geo-political upheavals. How does it look to you today?

PG. The tank container has proven itself over the years to be a safe, sustainable, and efficient mode of transport for liquids, gases and powders, having established its position between high volume shipments on chemical parcel tankers and gas tankers, and the traditional 200 litre steel drum. Over the past 10 years the tank fleet has enjoyed an 8.2 percent CAGR.

The dramatic growth in the use of tank containers caused by the supply disruption during the Covid pandemic proved to be an aberration and the expected correction occurred in 2023 as customers returned tanks which had been used for storage, and operators returned surplus tanks to lessors. So, all the signals suggest a return to trend.

However, we cannot overlook the reality of the market. Global GDP growth has slowed, China is becoming more self-sufficient or has surplus capacity in many chemicals and polymers, capacity continues to be built in the Middle East and US Gulf, countries such as South Korea, Vietnam, Malaysia and Singapore which are dependent on liquid feedstocks will no longer be competitive, and the consequences for Europe have already become evident with the recent cracker closures announced by ExxonMobil and SABIC.

There are also signs of a readjustment in globalisation and a move to more regional, local-for-local trades. The tank container is well placed to participate in the anticipated growth in feeder services, serving regional markets from major hubs. This will be in addition to the well-established intercontinental trades eg, in food grade tanks.

## Membership

BD. ITCO has increased its membership roster significantly over the past decade or so. How much further do you think this could go?



The Depot Meeting in Rotterdam attracted more than 140 participants from around the world last April

PG. While ITCO continues to attract new members to the organisation, growth is also affected through industry consolidation (M&A). That's why we are working to build our presence in regions where we are under-represented.

The Committee will also be considering the option of offering membership to shippers - our ultimate customers - who in some cases have their own tank container fleet. This will certainly be on our radar screen as we review our Rules of Administration.

## Depots

BD. As the recent depot meeting will be fresh in everyone's minds, what are your reflections on how the meeting went?

PG. I have only received positive feedback. It's been 10 years since we had a similar meeting focused on the theme of depots. We expected registrations to be in the range of 100 to 120, but eventually we had more than 140 registered participants, representing companies from around the world.

We had a cast of excellent speakers, addressing a variety of depot-related issues including traditional themes of safety and the environment, but also exploring the development of industry standards,

digitalisation, depot audits and assessments, the use of new technologies for training, depot coding and geo-fencing, and new developments on recycling.

Despite a packed agenda we still left time for networking which is such a key part of the ITCO value proposition.

BD. I know ITCO has argued strongly for more investment in depot infrastructure. Why do you think the sector has failed to keep pace with the growth in the tank container fleet? Is it because the strength of that growth has surprised everyone? Or are there other structural issues - availability of suitable land, expertise, etc - that are hindering growth?

PG. One of the main projects being undertaken by ITCO this year is the development of a Depot Audit and Assessment Scheme, to give benchmarking criteria for Safety and Environmental matters. A Working Group has been established to develop this project. Our aim is to raise the standard of depot safety and environmental performance around the world, which should in turn attract investment.

[www.itco.org](http://www.itco.org)

# ITCO Village in Shanghai

The transport logistic China 2024 exhibition takes place from Thursday 25 to Thursday 27 June 2024, at the Shanghai New International Expo Centre (SNIEC).

Once again, ITCO is organising the Tank Container Village within the event - and this year the organisation's presence will be stronger than ever.

All 24 booths in the ITCO Village have been sold and ITCO is expecting a busy three days, where visitors and exhibitors can meet to discuss business opportunities.

Members, prospective members, customers and industry colleagues are warmly invited to visit the exhibition stands and meet their business partners.

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# A drop to drink

*Maersk employees are innovating a system to deliver fresh water from vessels to ports*

**U**sing bulk transport equipment to provide potable water is nothing new.

Road tanker trailers are often used to ship supplies to natural disaster zones where safe drinking water can sometimes become non-existent overnight.

German tank container manufacturer WEW made its name building specialist potable water tanks for armed forces across Europe, and even the United States Army.

A decade ago, there was even talk of using giant flexitanks to take fresh water from the North American Great Lakes and towing them across the Atlantic Ocean to parched Spain. That idea did not go very far!

However, the demand for such bright ideas is not going away. Fresh water scarcity is an increasing problem faced by regions all over the world. Four billion people — almost two-thirds of the world's population — experience severe water scarcity for at least one month each year, and half of the world's population could be living in areas facing water scarcity by as early as 2025, as reported by UNICEF.

Against this background, a team of three employees of container shipping giant Maersk, all former seafarers, decided to undertake an innovative project that could store and deliver fresh water from vessels to ports.

## Already on board

Cargo ships undertaking global trade are equipped with fresh-water generator systems that produce clean drinking water by distilling sea water using heat energy harnessed from their engines.

Traditionally, this system has been used to generate water for consumption only onboard the vessels. However, the excess water produced has been overlooked. Through this innovative project, this untapped resource has been capitalised on by optimising the process and storing the excess water in tank containers before delivering it to ports.



Port of Salalah was among the first pilot runs

Each vessel can fill two tank containers on an average sea voyage between two ports. With the process optimised and tank containers stored at the right location onboard, two tank containers with a combined capacity of 50,000 litres can be filled with fresh water. Among the first pilot runs were deliveries to Port of Colombo, Sri Lanka, and Port of Salalah, Oman, of two tank containers, each filled with 25,000 litres of fresh water.

Port of Salalah is also owned AP Moller–Maersk, the shipping line's parent group. Sustainability is one of the group's top priorities and it is committed to decarbonising its operations by 2040.

"(However), sustainability is not just about decarbonising supply chains, but also protecting our environment and its finite resources," explains Keld M Christensen, CEO of Port of Salalah.

"The first tank container of fresh water delivered by Maersk from its vessel is an important milestone that has the potential to pave the path for a larger scheme of things. This project opens doors for many more ships moving around the world, which can replicate this system and create an incredibly large supply of fresh water that is being delivered all around the world to address the ever-increasing



Each vessel can fill two tank containers on an average sea voyage between two ports

challenge of water scarcity."

A pivotal aspect of the project's success is its rigorous adherence to quality and environmental standards. The water quality, tested by the Ceylon Institute of Scientific & Industrial Research, an official Sri Lankan Government laboratory, met all World Health Organisation (WHO) standards, underscoring the project's commitment to safety and sustainability.

Furthermore, a Life Cycle Assessment (LCA) study conducted by the Danish Technical University has provided valuable insights into the project's environmental impact, comparing it favourably against traditional tanker truck water delivery methods.

## Uses

The fresh water generated and delivered through this project can be used in various ways: consumption at port facilities for basic sanitation, cleaning, and maintenance of offices, warehouses, and restrooms; ship repair at yards for tasks like cleaning vessels, tools, and work areas; container washing before storage or reusing; firefighting at port facilities for emergencies; or, power generation at

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# Leschaco opens Moerdijk warehouse

**Leschaco has opened a single warehouse facility in Moerdijk, The Netherlands.**

The new chemical logistics centre is located between the ports of Rotterdam and Antwerp and offers good connections to the European hinterland.

The facility has multimodal transport connections, including proximity to major seaports and important waterways, such as the Rhine and Meuse.

Covering an area of 29,000 sqm, the warehouse offers space for around 45,000 pallets in five sections. Four sections are specially equipped with CO2 extinguishing systems for the safe storage of hazardous goods, while the fifth section is equipped with ESFR sprinklers for general cargo.

Constantin Conrad, CEO of Leschaco Group, stated: "We are happy to expand Leschaco's presence in contract logistics with the opening of our newest dangerous goods warehouse. This facility in Europe enables us to meet the growing demand of our global customers in the region and reinforces our commitment to providing our customers with innovative and tailored supply chain solutions."

Sebastian Haebler, head of global contract logistics at Leschaco, emphasised the importance of the Moerdijk warehouse: "The opening of our newest facility in Moerdijk is another milestone in Leschaco's commitment to providing its customers with world-class solutions to their logistics challenges. This strategically located



The proximity of Leschaco's new warehouse to Moerdijk enables transport options, such as barge and rail, complemented by e-charging stations for

warehouse enables us to provide customized support to our global customers across multiple sectors, including chemicals, healthcare, automotive, industrial materials and consumer goods."

In addition to its operational capabilities, the ADR warehouse is also equipped with solar panels on the roof, which cover part of its electricity needs, and incorporates various environmentally friendly measures, including electric underfloor heating, LED lighting and the highest building standards for insulation. In addition, the proximity to the port of Moerdijk enables transport options, such as barge and rail, complemented by e-charging stations for electric vehicles.

[www.leschaco.com](http://www.leschaco.com)



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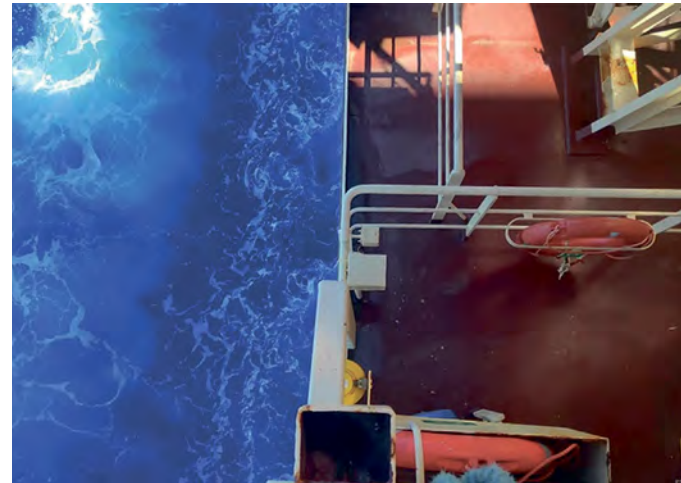
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Cargo ships are equipped with fresh-water generator systems that produce clean drinking water by distilling sea water

power plants located in ports for cooling systems or other processes. Additionally, this fresh water can also be distributed for humanitarian activities by transporting it to the hinterland for use by societies facing water scarcity.

"The possibility to generate, store and deliver fresh water from our ships presents a unique opportunity to address water scarcity," says Leonardo Sonzio, head of fleet management and technology at Maersk.

"The successful conclusion of the pilot deliveries is a testament to the innovative capabilities and perseverance of our team. The next step for us would be to explore the possibilities of expanding our efforts to more ports and collaborate with beneficiary stakeholders worldwide. Together, we could make a significant impact by improving the access to clean drinking water for communities in need, too," he adds.

[www.maersk.com](http://www.maersk.com)

## AEO for PalTank

**UK-based PalTank has been granted authorised economic operator status.**

As a newly certified AEO organisation, PalTank now enjoys access to a wide range of benefits. The status will significantly bolster the company's in-house customs brokerage by streamlining customs clearance procedures, reducing inspection rates, and providing priority treatment during customs controls.

Beyond operational enhancements, achieving AEO status underscores PalTank's commitment to compliance.

The company specialises in freight services for the global alcohol industry.

[www.paltank.co.uk](http://www.paltank.co.uk)





# Obscured risks are prevalent in tank container operations

*Mike Yarwood, managing director, loss prevention at freight insurance specialist TT Club warns of tragedies that may result from obscured risks that occur in confined and enclosed spaces across the container supply chain. The carriage of dangerous chemicals with associated toxic gases naturally heightens these risks*

**T**here are innumerable spaces found through the global supply chain that should be considered enclosed or confined, some more obvious than others. Such spaces can be characterised by: limited openings for entry and exit to/from a confined area; a space with inadequate ventilation and one

which is not specifically designed for continuous worker occupancy. Unfortunately, these spaces claim many lives each year when ill-prepared workers enter them, often for reasons never to be fully understood.

## Tank container risk

The key risk is that workers may not readily recognise spaces that could present danger. In the context of hazardous chemical transport, unitised cargo equipment, and in particular tank containers, form the main focus of these risks. Although there might well be a heightened awareness of danger by those involved in transporting these units as opposed to regular dry containers, incidents do unfortunately occur.

There are a variety of tanks used to transport cargoes globally, including road tank trailers, tank railcars and (ISO) tank containers. Such cargo transport units (CTUs) comprise a prime example of a confined space risk. While the main lid of such tanks provides access

and egress to the interior of the CTU, access is restricted and there exists an inherent danger to workers who do enter this space from high or low oxygen concentration or the presence of toxic substances.

The air we usually breathe contains 79 percent nitrogen and 21 percent oxygen. Once the oxygen content of the air decreases or increases the associated risks change. Oxygen enriched atmospheres give rise to an increased risk of fire and explosion and potential poisoning. An atmosphere with an increase of as little as 1-2 percent oxygen can be extremely hazardous. When compared to a fire in normal air, an oxygen enriched fire will be more intense, will burn at higher temperatures and has a greater heat output rate. Where reduced oxygen content is concerned, judgement becomes impaired and ultimately life can no longer be supported, even if the remaining content of the atmosphere is harmless. Lack of oxygen is a silent killer.

Put simply, without sufficient oxygen the human body starts to shut down very quickly, with two primary implications being heart failure and brain damage. In the event of heart failure, the brain can survive for approximately six minutes, but after five minutes irreversible damage can be sustained. Any rescue operations are therefore time critical and even with an immediate deployment the risk of serious injury or fatality is elevated. (see Table of Oxygen Deficient Atmospheres below)

The quick onset and catastrophic nature of these symptoms often leads to others rushing to the aid of the casualty, unaware of the reason for their collapse. Statistically, over 60 percent of fatalities connected to confined and enclosed spaces are suffered by those who observe the casualty without appreciating the cause and enter the space to attempt a rescue – people innately seeking to help.

## Risk assessment

Assessing the need to work in any given confined space is a basic start point – by asking the question: is entry essential? There are examples where work could be performed from the exterior. However, where a tank container is concerned, many tasks associated with cleaning and maintenance will make the requirement for workers to enter the confined space inside a tank unavoidable.

In these cases, adequate precautions must be taken, and the next step should be a risk assessment of the work to be undertaken by a competent person. Thereafter, a safe system of work that includes a rescue plan should be developed and implemented, along with a permit to work. This competent person should be appointed and tasked with ensuring that the risk assessment is adequately completed and that the safe working practice is followed throughout. In addition, a competent ‘watcher’ should be physically present throughout the work, providing an immediate response in case of emergency. The ‘watcher’ should monitor each stage of the work undertaken to ensure compliance with the defined safe system of work.

Annex 8 of the ILO, IMO and UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) focuses on the risk assessment process covering items such as competence, working at height and emergency preparedness. Sub-contractors may be employed to undertake any number of operations in the tank container supply chain. In a supplement to the CTU Code, MSC Circ. 1531 provides valuable due diligence based guidance when selecting third party service providers.

The risk assessment process should have as a minimum the following elements: the task to be carried out; the working environment, materials and tools to be used; the training and competence of those undertaking the work, a method to constantly monitor the atmosphere during the operation and finally, arrangements for emergency response and rescue should it be required.

## Permit to work in the space

In addition, access should only be allowed under a safe system or permit to work procedure and the supervision of a responsible person. A permit to work assists in ensuring that a formal check is undertaken, confirming that all elements of the safe system of work are in place ahead of a worker being allowed to enter the confined space.

**The key features of a permit to work are:**

- Clear identification of the person(s) who may authorise entry into the confined space and those who hold responsibility for specifying the necessary precautions
- Ensuring that employees and third party contractors engaged to undertake associated tasks are included
- Training and instruction in the issue of permits

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- Training and instruction for confined space working
- Monitoring and auditing to make sure that the system works on an on-going basis as intended

Is the atmosphere suitable to sustain life?

The initial testing of the atmosphere inside the tank should be undertaken by a competent person using appropriate calibrated instruments to ascertain acceptable levels of oxygen and acceptable levels of toxic and flammable vapours.

| Oxygen deficient atmospheres |                                                                                                                           |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| 19.5%                        | Minimum acceptable oxygen level                                                                                           |
| 15-19%                       | Decreased ability to work strenuously. Impaired co-ordination                                                             |
| 12-14%                       | Respiration increases. Poor judgement                                                                                     |
| 10-12%                       | Respiration increases. Blue lips                                                                                          |
| 8-10%                        | Mental failure. Fainting. Nausea. Vomiting. Unconsciousness                                                               |
| 6-8%                         | Fatal in eight minutes exposure. 50% fatal after six minutes exposure. Possible recovery after four-five minutes exposure |
| 4-6%                         | Coma after around 40 seconds exposure. Fatal                                                                              |

Where the risk assessment identifies that the atmosphere cannot sustain life, or that there is a likelihood that the atmosphere is subject to change, respiratory apparatus is vital, and the monitoring of noxious gases and oxygen will need to be continuous through the period of entry. The provision of breathing apparatus is essential if the air inside the space cannot be made fit to breathe.

Training and instruction

Additional training, instruction and signage should be considered. Are the workers aware of what is considered to be a confined space and are they sufficiently trained to recognise such spaces? Do they have experience of undertaking this type of work? Are the workers physically capable of entering and egressing from the tank container? Does the work require entry through the man lid or alternative and smaller diameter access hatches? Consideration may also need to be given where the person may suffer from claustrophobia or their fitness to wear and operate breathing gear.



Access should only be allowed under a safe system or permit to work procedure and the supervision of a responsible person

A confined spaces register could be considered as a means of recording details of individuals that have been trained and certified to competently enter confined spaces and supervise the associated risks. Such a register could be a vital tool in providing assurance to the employer.

Communications and emergency rescue plans

It is vital to develop an established method of communication between those workers inside the confined space and those outside it. This serves as the first step in emergency response. Develop and communicate an emergency rescue plan. Regular drills should be undertaken to ensure effectiveness of the plan and familiarity of the workforce with procedures. The arrangements of the emergency rescue plan should be sufficiently communicated to all the workforce who may ultimately need to rely on it. Recognise the tragic reality

from experience of confined spaces incidents. Following the collapse of a co-worker in a confined space, the immediate reaction will be for colleagues to enter the space with the intention of assisting, without due consideration for their own safety. It is instinctive to assist a colleague in distress. There are many unfortunate incidents whereby a second and third worker have become unconscious because appropriate emergency response, escalation and reporting procedures have not been in place, understood or followed.

Further information and advice can be accessed via the TT Club's website where these advisory documents can be downloaded free of charge:

StopLoss: confined spaces (ttclub.com) and StopLoss: tank containers (ttclub.com)

www.ttclub.com



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## Exsif announces leadership transition

**Exsif has announced that Neil Finn will be succeeded as president by William (Bill) Merrill.**

Finn, who has served as president of Exsif since 2021, will immediately begin transitioning the president role to Merrill.

"Bill is an accomplished senior executive with a successful record of building winning teams and leading businesses to improved financial results," Finn stated. "He has spent the past eight years in various leadership roles within the Marmon organisation (which owns Exsif). In his most recent role, Bill led a team of more than 3,500 employees and developed strategies to help Marmon Rail maintain its position as North America's leading tank car manufacturer and railcar repair provider."

On completion of the transition, Finn will remain with Marmon in an expanded rail group leadership role.

Merrill most recently served as group president of Marmon's Rail Manufacturing and Shop Repair businesses from April 2022 through May 2024 and president of Marmon Rail's North American Repair Services business from November 2018 through April 2022.

[www.exsif.com](http://www.exsif.com)

## Dinges invests in the future

**Safety is a top priority at Dinges Logistics. To ensure safe processes in all areas, it is not just qualified and conscientious personnel that are needed; proper equipment that meets state-of-the-art standards are also of crucial importance.**

For this reason, Dinges Logistics not only actively promotes the further training of its employees, but also continuously invests in the modernisation of various areas - including the company's vehicle fleet. With this in mind, 20 new Scania 560 S Super tractor units will be added to the company's fleet this year. These will be delivered gradually in the coming weeks and months, and will eventually replace older tractors.

The new tractor units have excellent, state-of-the-art equipment that plays a key role in ensuring safe operation. Numerous driver assistance systems, such as emergency braking assist, lane departure warning, blind spot assist, and attention assist, are integral safety components. The tractor units are also equipped with a retarder for smooth speeding and braking.

In addition, they feature comprehensive systems to monitor the fleet in real time and a dashcam to record critical situations. Furthermore, they will have a special alcohol immobiliser, as is already the case with a large part of the fleet at Dinges.

Moreover, the new tractor units offer a number of comfort features, including a TV with satellite system, coffee machine, voltage converter, stationary air conditioning and heating, and the largest possible bed. These features are intended to provide the best possible working conditions for drivers, despite the sometimes challenging conditions they face in their daily work.

Additionally, the new tractor units are equipped with the advanced Scania Super powertrain, which is characterised above all by its outstanding fuel efficiency and robustness.

"With the new tractor units, we now have a fuel consumption of less than 25 litres per 100 km - that's quite remarkable," says Daniel Hirschinger, Dinges fleet manager.

The integration of new tractor units into the fleet has therefore optimised processes in terms of safety, sustainability and efficiency. Overall, the modernisation of the fleet emphasises the company's commitment to improving its operational processes, minimising its environmental impact and thus being prepared for the future as well as meeting the dynamic and complex demands of the market.

<https://dinges-logistics.com>



Twenty Scania 560 S Super tractor units will be added to the Dinges fleet this year

## Stability despite challenging conditions

**The Lamilux Heinrich Strunz Group can look back on a challenging yet economically successful year: the political, macroeconomic and social challenges of 2023 did not leave the company unscathed.**

The family-owned firm's turnover amounted to €354 million, which corresponds to a decline of 9.7 percent compared with the record year of 2022. Despite these economic challenges, the number of employees remained stable at around 1,300, including 92 trainees. Milestones for Lamilux in the past year once again included numerous awards, successful product launches, and the opening of new branches in foreign markets.

After the coronavirus crisis and the economic slump in 2020, the German economy hoped for a recovery in the following years. However, due to the war in Ukraine, rising energy prices, and record inflation, the economic recovery was weaker in 2022, leading to a recession in 2023. This had a significant impact on important markets for Lamilux, such as the construction industry.

The former Lamilux Composites division was split into two independent business units: Mobile Applications and Industry and, from July 2023, the new Building and Construction unit.

The Mobile Applications and Industry will continue to serve the existing sectors as a supplier of fibre-reinforced plastics for the caravan, commercial vehicle, and tank container industries.

Building and Construction will focus on the use of glass fibre reinforced plastics as wall cladding, particularly for hygienically sensitive areas such as hospitals, commercial kitchens, or food processing plants, instead of conventional materials such as tiles.

"We are very confident that the introduction of the new Building and Construction business unit and our increased entry into the construction industry will enable us to consolidate and expand our position as a global leader in the GRP sector," said Dr Alexander Strunz.

The generational change was initiated in the middle of the year, when Dr Dorothee and Dr Heinrich Strunz, formative personalities at Lamilux, retired from the operational business. The official handover of management to their children Dr Alexander and Johanna Strunz took place at a ceremony at the end of June.

[www.lamilux.com](http://www.lamilux.com)

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Rowl United's new depot is within 10 miles of Port of Houston's Bayport and Barbour's Cut terminals



Rowl offers comprehensive solutions tailored to meet the diverse needs of its clientele

# Rowl United opens Houston depot

**Rowl United has opened an ISO tank container depot with direct railcar access in Houston, Texas.**

The newly inaugurated depot is located within 10 miles of Port of Houston's Bayport and Barbour's Cut terminals. Rowl says the investment promises to redefine the company's presence in the industry, offering numerous opportunities to expand its logistics services and set the stage for exponential growth.

The move also marks a milestone in the company's journey. The prime location of the new depot, at the nexus of chemical manufacturers and ports, enhances accessibility and efficiency, ensuring timely service and bolstering its reputation for reliability, reflecting Rowl United's commitment

to innovation and meeting evolving customer needs.

At the forefront of this logistical endeavour stands Rowl United Group, which says it has been reshaping the containerised bulk freight logistics landscape since its establishment in 2011. This privately-owned group of companies has successfully completed over 150,000 shipments, delivering a remarkable 3.5 million tons of products globally.

At the heart of Rowl United's success lies its portfolio of logistics services: from road and ocean transport to ISO tank depot services, such as storage, iso tank maintenance, testing and major repairs.

Recognised among America's fastest-growing

private companies and holding memberships in prestigious industry associations such as the Premier Cargo Alliance and Premier Bulk Liquid Alliance, Rowl United stands today as a trusted partner among major chemical companies in North America.

The company offers comprehensive solutions tailored to meet the diverse needs of its clientele. A multicultural team is positioned across key locations in Houston, plus four sites in Colombia (Santa Marta, Barranquilla, Valledupar and Bogotá).

Aligned with its mission to guide customers through the world of international logistics, Rowl United harnesses technology and innovation to streamline operational and administrative processes.

For example, with the introduction of Trackalo, a cloud-based transport management system, Rowl offers control over shipments, facilitated by features enabling real-time tracking, document uploads, status updates, and comprehensive trip data review.

Trackalo allows visual assignment of activities through a 'swim lane' type planner, including color-coded task preview, status, and selective display.

"Rowl United's strategic location and investment in technology exemplify its unwavering commitment to redefining boundaries and exceeding customer expectations," the company stated.

[www.rowlunited.com](http://www.rowlunited.com)

## cotac Ludwigshafen site opens

**Cotac's new site in Ludwigshafen, Kaiserwörthhafen, is the first facility of the Multimodal Tank Care GmbH joint venture – a partnership between the cotac group and Contargo – to go into operation.**

cotac offers certified quality standards for cleaning, repairing and maintaining tank containers at 12 locations worldwide. In Ludwigshafen, the full service also includes cleaning and workshop services for tank containers measuring up to 52 ft. It is the first location of its kind with a trimodal transport connection.

At the chemicals hub in Ludwigshafen, the cotac operation primarily cleans tank containers that were loaded with dangerous goods or harmless chemical products. The cleaning operation complies with the EFTCO standard (European Federation of Tank Cleaning Organisations) and is audited and certified. Up to 20,000 cleanings and 7,000 repairs can be carried out annually. Periodic maintenance and modifications also take place in the workshops.

According to site manager Dirk Müller: "Our customers benefit from the fact that we are located in the immediate vicinity of a trimodal container terminal. This enables us to offer them all

the services in accordance with established quality standards and brought together at a single site. For us, the fast and flexible turnaround time of tank containers is our absolute focus."

In addition, the trimodal transport connections give customers the opportunity to reduce truck journeys and thus decrease their CO2 footprint. Tank containers can also be heated with steam at six locations, and empty tanks can be temporarily stored in the company's own depot before and after cleaning and workshop services.

Jürgen Albersmann, CEO of Contargo, commented: "We can now offer customers in the Rhine-Neckar metropolitan region an even more comprehensive service for tank containers, available immediately. To enable as many shippers as possible to benefit from these services, we are currently increasing the storage capacity for tank containers at our Ludwigshafen terminal from 430 to 730 spaces."

Contargo is among the largest container logistics networks in Europe, transporting two million TEU a year.

[www.cotac-group.com](http://www.cotac-group.com)  
[www.contargo.net](http://www.contargo.net)



At the chemicals hub in Ludwigshafen, the cotac operation primarily cleans tank containers



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# Fort Vale achieves King's Award



Fort Vale is one of only a small number of UK organisations to be recognised with the King's Award

## Fort Vale has been honoured with a King's Award for Enterprise for International Trade.

Announced in May, Fort Vale is one of only a small number of UK organisations to be recognised with the prestigious award. This is the fifth time that the company has been recognised in this manner, having been given four Queen's Awards since the company's founding in 1967.

Graham Blanchard, Fort Vales' global sales & marketing director, said of the award: "Fort Vale is extremely proud to be recognised with our first King's Award. As a family company based in the UK, with roots firmly in Lancashire, it is fantastic for us to see our products being sold and used all over the world. Hard work, dedication and innovation – coupling those core values with our industry-leading safety, precision and quality has helped us to succeed for over 50 years. The King's Award is great recognition for all our hard working and dedicated employees".

The King's Awards, previously known as The Queen's Awards for Enterprise, were renamed last year in order to reflect His Majesty The King's desire to continue the legacy of HM Queen Elizabeth II by recognising outstanding UK businesses. The Award programme, now in its 58th year, is the most prestigious business award in the country, with successful businesses able to use the esteemed King's Awards Emblem for the following five years.

Fort Vale employs more than 360 people.

[www.fortvale.com](http://www.fortvale.com)

## RegO launches new device and app

**RegO's new Presto-Link device and app integration is designed for the LPG container and regulator testing market.**

With a focus on speed, accuracy and efficiency, the RegO Presto-Link Mobile App boasts updated features that have been designed to streamline leak-testing processes for propane systems. The app can also enhance safety for on-site service personnel through its ability to perform accurate digital testing and document results.

The RegO App is integrated with the Presto-Link Bluetooth device, which communicates with RegO Presto-Tap products placed on propane-system components requiring testing. This connection enables swift and precise leak detection and pressure readings, eliminating the need for manual recording of results and helping to mitigate the risks associated with human error.

"Our aim with the improved RegO App is to provide a solution that not only enhances safety and accuracy, but also simplifies the testing process for our customers," said Cody Reeves, propane energy solutions product manager at RegO. By leveraging cutting-edge technology, we're empowering service personnel to perform their duties with greater confidence and efficiency."

The app's intuitive interface makes it easy for users to navigate and use key features. Moreover, the addition of paperless propane safety documentation checks further enhances convenience and can help reduce environmental impact.

The App also offers integration with Cargas back-office software through the customer portal, facilitating accurate data transfer and providing customers with peace of mind regarding their information integrity. For customers with existing management software, the RegO portal offers flexibility and compatibility, ensuring a smooth transition and optimal functionality.

"The RegO App and Presto-Link device marks a new era of efficiency and reliability in LPG tank and regulator testing," added Paul Courson, propane energy solutions technical sales director at RegO.

[www.regoproducts.com](http://www.regoproducts.com)



The RegO App is integrated with the Presto-Link Bluetooth device

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## TWTG's advanced sensor

**T**WTG recently announced the launch of new sensor fusion technology for compatible sensors within its NEON product range.

Sensor fusion technology represents a significant stride in I-IoT and the industries it serves by combining data from multiple sources to deliver a more comprehensive and accurate overview of industrial systems. This technology, particularly the innovative NEON EventSync and TimeSync functionality, promises substantial advances in intelligent predictive maintenance and operational management.

The introduction of TimeSync ensures precise time alignment across sensor networks, which is crucial for data accuracy and real-time analysis. Complementing this, EventSync delivers intelligent, event-driven data collection from multiple sources.

When viewed via TWTG's SolidRed I-IoT platform, this data enables engineers to enjoy a more profound understanding of the relationship between sensors, equipment, and data, creating more nuanced operational insights and decision-making. Synchronised measurements stand as a cornerstone for the realisation of achieving a digital twin – a virtual model meticulously mirroring its physical counterpart.

Nadine Herrwerth, CEO of TWTG, highlighted the benefits of these innovations, stating: "Our new sensor fusion technology is designed to improve precision and efficiency, especially in the energy and chemicals Industries. This development is part of TWTG's ongoing efforts to innovate and stay ahead in the I-IoT space. We're committed to adding real value for our customers through these advancements.

With this focus, TWTG is supporting the industry-wide push towards operations that are safer, more sustainable, and more efficient. Our work in sensor fusion is a clear example of how we're constantly improving and maintaining our edge in I-IoT development, always with the goal of delivering practical benefits to our customers."

Starting early 2024, all compatible NEON devices will have sensor fusion functionality. For devices already in the market, TWTG will offer these new features through software updates, ensuring that every compatible sensor benefits from this latest technology.

[www.twtg.io](http://www.twtg.io)

## Civacon offers product training

**C**ivacon is now offering a complete array of product-training opportunities for its distributor and end-user customers.

These training sessions are available to any new customers or those considering using Civacon for their future trailer specifications. The training events can also be especially beneficial for an existing customer's new employees who would like to learn more about Civacon products, though they can also be a refresher exercise for a customer's more 'veteran' employees.

Topics covered in the training sessions include a review of Civacon product offerings, how they work, how they can benefit the customer's tank-truck and cargo-trailer operations and how to troubleshoot any operational issues that may arise.

The training session's content can also be customised to meet the customer's individual needs. General training sessions – which can be performed via on-site demonstrations or virtually – can take as little as two hours with entire days sometimes required for more in-depth training opportunities.

The goal of every training session, no matter the length or topic, is to give attendees a better understanding of Civacon products, which will make them more knowledgeable and confident when selling or using the equipment or systems.

At the conclusion of the training event, attendees will receive PowerPoints or PDFs of the presentations that they can use for future reference. The training sessions also create valuable one-on-one collaboration and networking opportunities for the attendees and Civacon sales staff.

"We've participated in many types of training events and Civacon training is the best in the industry," said Taylor Craigen, vice president of sales at The Jack Olsta Company, in Huntsville, Texas. "Our people come away well informed and able to turn what they learned into a better way to sell and use Civacon products, which provides long-term benefits for our business."

[www.civacon.com](http://www.civacon.com)

# New sizes for CV valves

**F**luid-handling equipment maker ACME Cryogenics has completed the development of new 6ins and 8ins valve sizes for its Model CV Valve product line.

The investment in and growth of hydrogen infrastructure has compelled many companies to develop larger-scale production and storage equipment, which requires larger components. Therefore, the creation of these new valve sizes in the CV Valve product line are in response to growing customer requests for hydrogen valves with larger bore sizes.

The 6ins and 8ins valves are available in actuated and manual versions with both featuring a Class 150 pressure rating. Additionally, ACME is currently working on creating a bellows-sealed option that will be able to handle pressures up to 550 psi, which will make them an optimal choice for hydrogen-handling applications. ACME is also currently developing models that will have 10ins and larger bore sizes.

The ACME Model CV valves possess design and operational benefits that make them ideal for the handling of hydrogen, while they are also compatible for use in applications that require the use of a vacuum-jacketed valve and piping system, the firm claims.

All Model CV valves are compliant with ASME B31.3 and CSA B51 regulations that govern the use of valves in industrial applications with various pressure and temperature ratings. Model CV valves are



All Model CV valves are compliant with ASME B31.3 and CSA B51 regulations

rated for hydrogen-handling use in a wide range of markets and industries, including aerospace, food and beverage, electronics, vehicle refuelling, industrial manufacturing and medical.

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# Redefining safety in bulk solid transport

## WWTec's solutions for dust-free loading and unloading

In industries where the import of raw materials plays a pivotal role to enable manufacturing processes, ensuring the safety of both the products and the workforce is of greatest importance.

Companies involved in the processing of many different bulk solids sourced from different locations are challenged with finding the most economic, ecological and safest solution to handle their imports. Handling these materials, particularly during loading and unloading processes, can pose health risks due to the release of harmful dust.

From July 2024 on, Australia will ban the use, supply and manufacture of engineered stone to protect workers from being exposed to silica dust. This new regulation will make exporters, importers and manufacturers of any materials contained in engineered stone re-evaluate their handling methods of these materials in their 'raw form'.

Handling and transporting bulk solids using FIBCs can result in the generation of airborne dust particles, with silica dust being a particularly hazardous component. Traditional FIBC loading and unloading methods may inadvertently disperse dust into the air, creating potential hazards for workers and the surrounding environment.

This scenario can be observed at any business processing bulk solids.

WWTec is also a specialist in explosion protection, offering container loading and unloading equipment with ATEX certification



The loading nozzle into the FIBC or the loading nozzle of the FIBC itself are rarely attached with a dust-tight sealing for filling or unloading. Even if the attached equipment has, ie, an inflatable seal, once the FIBC is detached again from the filling spout or lifted from the unloading hopper, dust will be emitted until the FIBC is closed and put into the trash.

The problem becomes more apparent when the material is packaged in units with lower volume like 30kg bags. One shipping container on intermodal transport in Europe can load up to 28 tons of material which would typically be distributed in 28 FIBCs.

### Linerbags

Previously, WWTec has highlighted how transporting bulk solids in linerbags can reduce time per container loading/unloading and generate savings by reducing handling steps. For the above-mentioned challenge of ensuring the safety of workers handling dusty bulk solids



the linerbag can also become a part of the solution.

Filling and emptying one container with bulk solids require only one point of connection per container, whereas with FIBCs each of them needs to be attached and removed from the filling or emptying connection. That means 28 handling steps and possibilities for dust to escape per container.

The advantages of linerbags are obvious. Their fabric can be made of single PE or PP films, because the sea container in which they are installed supports their outer walls. These fabrics are dust-tight and protect the working environment from the material. FIBCs can also be made with these dust-tight layers, but they still need additional layers of fabric around them to give them their self-supporting strength.

### On the rise

Using linerbags can help reduce plastic waste. More and more companies are changing their supply chain methods to accommodate the use of linerbags. There are variants for every bulk solid being shipped around the globe. The more challenging part is finding equipment to fill and unload linerbags that adhere to industrial standards and increase workers' safety.

WWTec has been developing these solutions for over 20 years. Its machines do not only enable customers to use the advantages of linerbags, but they go one step further. Having safety in mind, WWTec offers equipment with various premium options like inflatable seal connections, liner pressure monitoring, dust filter and redirection systems, oxygen level monitoring and many more.

Concerning safety, WWTec is also a specialist in explosion protection, offering container loading and unloading equipment with ATEX certification.

[www.wwtec-solutions.de](http://www.wwtec-solutions.de)

## Carbis becomes sales agent for Van Beek Dino

Van Beek, a specialist manufacturer of screw conveyors, bulk truck loaders and screw heat exchangers, has entered into an agency partnership with Carbis Loadtec Group for the Dino Bulk Truck Loader.

Supplying screw conveying systems for the chemical, pharmaceutical, recycling and food industries, Van Beek says that the partnership with Carbis Loadtec will provide fast and reliable solid bulk handling companies in the UK and beyond.

Carbis Loadtec supplies bespoke systems for filling and emptying liquid tanks. With the Dino bulk truck loader as a solution for solid bulk handling, logistics companies and warehouses can now turn to Carbis Loadtec as a one-stop supplier for efficient and safe bulk loading systems.

With a capacity of either 45 cbm or 90 cbm per hour, the filling of a silo tanker or truck can be completed within just one hour with a Van Beek Dino, Van Beek says.

Alec Keeler, managing director of Carbis Loadtec Group, recognised the Dino bulk truck loader as one of the best bulk loading systems on the market. The machine is mobile, easily moveable and adaptable to meet specific requirements such as dust-control.

David Williams, regional sales manager at Carbis Loadtec, stated: "Van Beek is a very reliable manufacturer and is widely known for its quality solutions for their clients. This meets our demands when it comes to complying with high industry standards."

The relationship with Carbis Loadtec forms part of Van Beek's strategy to work with sales agents in Europe and beyond. The Dutch company aims to provide the best possible bulk loading solutions and service to customers worldwide.

Dino expert at Van Beek Roel Kneepkens commented: "We are very happy to work with Carbis Loadtec as our UK based agent."

[www.van-beek.nl](http://www.van-beek.nl)

Filling a silo tanker or truck can be completed within just one hour with a Van Beek Dino



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Suttons transports various products for CF, including nitric acid, ammonia solution, anhydrous ammonia, and weak ammonium nitrate



2M Group and Suttons Tankers have embarked on a six-month trial using HVO fuel

# Suttons celebrates fuels growth

**Suttons Tankers has grown exponentially in the fuels and bitumen sectors in recent years.**

Expanding into new markets is never easy, but with the right team and the right infrastructure, success can be achieved, the company says.

With its 100th fuels truck, a Volvo FM, coming into service at the beginning of this year, Suttons reflected on its journey in the fuels industry and how it has become a leading provider to fuels distributors and retailers in the UK.

## Fleet investment

Investing in the most appropriate specification and highest quality equipment has been monumental in contributing to the success Suttons has seen in recent years, the bulk logistics specialist points out. With increasing demand and customers being situated across the breadth of the UK, having state-of-the-art fleet is imperative in ensuring high quality service.

The fuels operation at Suttons runs 24 hours a day, 7 days a week, with vehicles often being double shifted. Suttons Tankers has never shied away from investing in the latest equipment in its more mature markets and that commitment has extended to its fuels operation.

In early 2024, Suttons took delivery of its 100th fuels truck which was a monumental moment for the business. The truck was one of a batch of four low cab Volvo FM's with Gardner Denver discharge equipment and pet reg fit out.

The new Volvo FM's are 10 percent more fuel efficient than other units, which contributes to a reduction in CO2 emissions. Sustainability is high on Suttons' agenda, so investing in these units supports its ESG policy.

The logistics provider, most commonly known for its presence in the bulk chemicals industry, expanded into the fuels market in 2017 and has proven to be a real disruptor in the market.

The Volvo FM units that Suttons typically runs on its fuels operation benefit from a lighter weight, enabling increased payload in the tank. Steve Hassall, fleet director, said: "All fuels trucks are fully fitted with Microlise telematics which monitor driving style, as well as having full outward facing camera systems."

With investment running at £5 million over the past two years, ensuring its drivers have the optimum equipment not only provides them with the best possible working environment, but also delivers efficiency and other benefits to its customers.

Driver comfort is key. "With drivers at the heart of our business, we specify our fleet on the requirements of the customer and product, but also seek feedback from our drivers on how to make their working environment as comfortable as possible," says Hassall.

Reduction in maintenance cost is a crucial benefit of investing in a modern fleet. Suttons Tankers' experience reduced downtime on its vehicles due to its fleet replacement programme. This ultimately drives customer satisfaction due to improved performance levels, explaining why Suttons have a track record in delivering high service levels to its customers.

David Heath, head of fuels, comments: "Our trucks are run day and night so ensuring we can deliver our promise to customers is paramount. Having the latest specification of trucks, coupled with high performing in-house workshops, ensures we minimise the potential for service delays."

## Cultivating a strong team

While investment in fleet is crucial in delivering success, cultivating a

strong team is fundamental. Suttons has brought in experienced individuals with industry knowledge, experience, and contacts, which has been a key success factor in enabling growth.

With significant recent appointments, the fuels team is growing in numbers and in strength. It's senior leadership teams span over 70 years' experience within the fuels industry. This provides the knowledge and capabilities to guide the team of skilled drivers and planners, while supporting loyal customers within this sector.

The fuels leadership team at Suttons also works hard to ensure maximum engagement with its driver cohort. Holding town hall meetings and ensuring regular face-to-face interaction is high on the agenda.

Heath believes that "having an engaged driver workforce is fundamental to enabling growth and successful partnerships within the bulk fuels industry."

While Suttons Tankers has seen significant growth in the fuels sector in recent years, they are determined not to stop there.

"Complacent is something we will never be. At Suttons we are passionate about supporting our customers, helping them grow, while also increasing our market share," Heath says.

## CF Fertilisers

Over the course of three decades, Suttons Tankers and CF Fertilisers have nurtured a robust partnership. Now, new nitric acid tanks have been recently introduced into the operation.

Suttons transports various products for CF, including nitric acid, ammonia solution, anhydrous ammonia, and weak ammonium nitrate. These products are loaded from Billingham, UK and

distributed to customers nationwide.

The £1.8 million investment encompasses the acquisition of 12 new nitric acid tanks and the refurbishment of four anhydrous ammonia tanks.

Paul Blakeston, head of chemicals, commented: "At Suttons, investing in our fleet is key. It helps us maintain excellent service and safety, which we're proud of."

Cameron Dewhurst, supply chain manager at CF, added: "The tanker investment with Suttons exemplifies our focus on continuing outstanding service and customer experience, whilst keeping safety at the forefront."

"It also demonstrates our long-term commitment to supplying the UK market, and Suttons is a key partner for us in achieving this."

## HVO trial

Finally, 2M Group of Companies, in collaboration with Suttons Tankers, has embarked on a six-month trial using hydrotreated vegetable oil (HVO) as an alternative fuel aimed at decreasing carbon emissions.

In this latest trial, dedicated vehicles from the 2M water treatment business will run on a blend comprising 37 percent HVO instead of conventional diesel.

Suttons recently trialled the usage of HVO on a selection of its fleet, which proved to reduce carbon emissions by 80 percent.

The first four weeks of the 2M trial has seen emissions cut by 3.8 tonnes. Suttons is using HVO certified by Zemo Partnership and the sustainability of the feedstocks and supply chain is certified by ISCC - International Sustainability and Carbon Certification.

Mark Johnson-Treherne, 2M's logistics manager, commented: "By entering this six-month trial with Suttons, we are aiming to reduce our environmental footprint with innovative solutions while providing the same quality service for our customers."

Darran Ledsom, business director for 2M Water Treatment, added: "The water utility customer base has challenged key suppliers to provide innovative and sustainable reductions in greenhouse gases across its supply chain. This project allows us to support these goals and promote the core values of our water treatment business and 2M Group."

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# PPWR set for EU-wide law

The Packaging and Packaging Waste Regulation (PPWR) was adopted by the European Parliament on 24 April 2024 by a large majority: 475 votes in favour and 120 against.

The vote showed that many parliamentarians believe it is time to move forwards with the compromise text. The final package is expected to be approved by the European Council and European Parliament at the end of 2024 or early 2025. This means the PPWR will become an EU-wide law mid-2026.

As the entire packaging industry digests the regulations, Dutch packaging manufacturer LC Packaging has produced a briefing note outlining the most salient points for industrial packaging producers.

## What is PPWR?

The PPWR is a proposed European Union (EU) regulation to reduce packaging pollution and create a circular economy for packaging. Assuming final adoption, it will apply across all of EU countries for any packaging, including imported packaging. It sets targets to reduce packaging waste overall, mandates specific requirements for packaging sustainability (recyclability, recycled content, reuse, packaging minimisation, etc), and ensures that Extended Producer Responsibility (EPR) schemes are rolled out across Europe.

EPR obligations are currently different across the EU. This has led to significant differences in the approach and scope. The PPWR would harmonise this by setting common responsibilities for companies and producer responsibility organisations including: public reporting and a database of all participating companies; common packaging categories; and shared criteria for eco-modulation (fee increases/decreases for recyclability and recycled content).

The PPWR also reinforces the existing directive 2008/98/EC, stating that EPR systems must at least cover the costs of the waste collection, infrastructure, operation, transport and treatment of waste in public collection systems, as well as litter clean-up costs. It can be expected that the EPR fees payable by packaging users will increase substantially in most countries. This will incentivise reduction and reuse of packaging. As the PPWR will introduce discounts for recyclable packaging and packaging including recycled content this will also be promoted.

## Hazardous materials

The PPWR would reinforce the existing limitations on heavy metals to be present in packaging. Furthermore, the PPWR would ban the use of intentionally added PFAS and BPA in any packaging within 18 months from adoption. A wider ban of PFAS and PFOA materials is also under consideration by the European Chemicals Agency (ECHA), including for non-intentionally added substances (NIAS).

## Requirements for substances in packaging (Article 5)

The PPWR imposes new limitations on the presence of hazardous materials in packaging to minimise the health risks and environmental impact.

A new limit is set for the presence of heavy materials in packaging, effective immediately. From 2028 (18 months after entry into force



By 2035 all packaging must also demonstrate that it can be recycled at scale

of the regulation), it sets specific concentration limits for the presence of non-polymeric PFAs. By the end of 2026, the EC is requested to recommend further restrictions.

## Recyclable Packaging (Article 6)

The PPWR requires that all packaging placed on the market must be recyclable by 2030. This initiative is part of a larger effort to ensure that packaging entering the market does not end up as waste but rather as part of a material loop that is continuously reused.

To define recyclability, the European Commission must adopt delegated acts to establish Design-for-Recycling criteria for each packaging type (eg, PP flexible, PP rigid, PET bottles, etc). The criteria should categorise packaging into recycling performance grades A-C, considering the ability of packaging to be correctly sorted and available recycling technologies.

Packaging that does not meet the requirements to achieve at least Grade C will no longer be allowed in the market. It must also be specified exactly how manufacturers must perform the recyclability performance assessment. From 2038, only performance grades A-B will be considered recyclable, with packaging in grade C banned.

By 2035 all packaging must also demonstrate that it can be recycled at scale. By 2030 the European Commission must establish the methodology to assess this based on the actual volume of each packaging type, and proportion which is recycled. A chain of custody process must be established to ensure that packaging manufacturers are able to obtain the necessary data from downstream operators.

Compliance with these requirements is the responsibility of the packaging manufacturer who must provide technical documentation in accordance with the requirements specified in Annex VII. National EPR systems must adjust the EPR fees paid by packaging users to reflect the recyclability grade.

These requirements are not applicable for packaging of medical products & devices, veterinary products, infant formula & foods, and dangerous hazardous goods. It also does not apply to smaller packaging materials including wood, cork, textile, rubber, ceramic, porcelain, or wax. However, differentiated EPR fees will still be applicable for these materials.

## Minimum recycled content in plastic packaging (Article 7)

By 2030, any plastic part of packaging must include a minimum percentage of post-consumer recycled content (PCR). The recycled content should be calculated as an average per packaging type, per manufacturing plant, per year. The recycled materials must come from post-consumer plastic waste collected and recycled within the European Union, or from non-EU countries respecting the same standards for waste collection and environmental performance as in Europe.

|                                                                                                                     | 2030 | 2040 |
|---------------------------------------------------------------------------------------------------------------------|------|------|
| Contact-sensitive packaging with PET as major component (except single-use beverage bottles)                        | 30%  | 50%  |
| Contact-sensitive packaging made from plastic materials other than PET (except single-use plastic beverage bottles) | 10%  | 25%  |
| Single-use beverage bottles (PET and other materials)                                                               | 30%  | 65%  |
| All other plastic packaging not covered by above categories                                                         | 35%  | 65%  |

These targets do not apply to medical products & devices,

veterinary products, infant formula & food, and dangerous goods. It also does not apply to food contact packaging if the recycled content poses a threat to human health, or if the plastic component of a packaging is less than 5 percent of the total weight.

The European Commission is required to develop a methodology for calculation and verification of PCR content by end-2026 to enforce these targets, that may include third party verification.

## Bio-based plastic (Article 8)

The PPWR requires the European Commission to publish a report on the possibility of using bio-based plastic feedstock for packaging, defining sustainability criteria for bio-based feedstock (eg, avoiding deforestation and land-use competition), and setting targets for the use of biobased feedstock. This could include allowing companies to use bio-based feedstock rather than recycled material for food-contact packaging.

## Compostable Packaging (Article 9)

The PPWR gives a limited scope to compostable plastics, mandating compostable packaging to be used for a small number of products (eg, tea and coffee bags). Other packaging can be compostable, but must allow recycling without affecting other waste streams, meaning it should be allowed to be processed in existing biowaste streams under industrial composting conditions.

The European Commission is requested to update the norm EN13432 to define explicitly the criteria for home composability.

## Reuse (Article 11, Article 26, Article 27, and Article 29)

From 2030, companies using transport packaging or sales packaging used for transporting products must meet minimum reuse requirements. This applies to pallets, boxes, trays, plastic crates, IBCs, pails, drums and canisters of all sizes and materials, including flexible formats, such as FIBCS.

- By 2030, at least 40 percent of such packaging is reusable packaging within a system for reuse. This rises to 70 percent by 2040.
- By 2030, 100 percent of such packaging that is used between sites of the same company (or any other linked/partner company) must be reusable packaging within a system for reuse.
- By 2030, 100 percent of such packaging that is used for transportation to another company in the same EU country must be reusable packaging within a system for reuse.

These requirements do not apply to hazardous goods or flexible packaging used for direct food, food ingredients and animal feed contact. Cardboard boxes are also excluded from the reuse requirements, as are micro-enterprises. Individual countries may also postpone the implementation of the reuse targets if the country is overachieving the recycling targets and waste reduction targets applicable to all EU member states.

## Labelling (Article 12)

Consumer packaging should be clearly labelled with the material composition, recycled and biobased content, sorting requirements, and when relevant information related to its reuse or deposit & return scheme.

The labelling requirement does not apply to transport packaging. However, as material composition will still be a critical input to assess the recyclability grade of packaging products, it will be required in product information.

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# Record attendance for PBLA in Dubai

**The Premier Bulk Liquids Alliance (PBLA) recently held its fourth global network meeting in Dubai with a record attendance of members and partners.**

Forty-five countries were represented with close to 400 partner meetings taking place over the two days.

PBLA's Jason Wright highlighted in the introduction the marked increase in new members in the past few months, now reaching a coverage of 63 countries.

This was followed by a keynote presentation by a leading bulk liquid industrial commodity trader, who reaffirmed the importance of choosing the right bulk liquid logistics partner for door-to-door bulk shipments.

The opening remarks concluded with a public recognition of the first six members to celebrate their five-year PBLA membership anniversary, a milestone in the short history of the network.

On the second day of the event a series of voluntary attended workshops took place starting with a session discussing the newly launched global ISO tank container platform powered by HubX360, a unique and innovative tool for ISO tank operators, agents and users with preferred access to PBLA members.

The second session revolved around flexitank removal and disposal practices in different parts of the world as explained by several members, and the options available to them in their specific regions. As a result, it was agreed to conduct a global survey on volumes and commodities shipped in flexitanks so as to approach the challenges of flexitank disposal at destination with specific global waste management companies.

The third session discussed the collective

participation in the 16th World Bulk Wine Exhibition in November, in Amsterdam, whereby bulk wine logistics focused PBLA members from 10 different wine producing countries can exhibit at a single booth.

This will give these members a showcase opportunity to meet not only existing customers, but also an occasion to meet and gain new ones. By creating a multinational logistics booth, PBLA expects to attract a one stop shop, where wine shippers, buyers, brokers, and traders can have all their bulk wine shipment needs covered.

PBLA said that as its events continue to grow and exceed participants' expectations, it is attracting increased interest from both ISO tank and flexitank operators from around the world enhancing its membership and global coverage. The next global event will take part in the first quarter of 2025 and will be announced shortly.



At PBLA Dubai, 45 countries were represented with some 400 partner meetings taking place over the two days



Packem Umasree will be the first company in India to start producing FIBCs made from 100 percent rPET/PCR

## Umasree, Packem in new India JV

**India's Umasree Texplast has entered into a joint venture with Brazil-based Packem to make FIBC/Jumbo Bags from rPET/PCR with an overall investment of INR3 billion for a new plant in Gujarat.**

Umasree holds a 49 percent equity in the JV, Packem Umasree, with Packem holding 51 percent. Packem Umasree will be the first company in India to start producing FIBCs made from 100 percent rPET/PCR (recycled PET) produced under the concept of 'bottle to bag'.

"We chose to form the joint venture with Packem because it is a young and energetic company with a vision for the future," said Umasree CEO Punit Gopalka. "India is a strategic location to serve the global market and we have been operating in this market since 2005. We have launched a 100 percent recycled and recyclable product and we felt Packem is a perfect fit with our philosophy of sustainability."

The new production unit, sited near Ahmedabad, is expected to create about 700 direct, and 1,200, indirect jobs. The plant will help India become self-reliant as well as emerge as a hub for the export of the bags.

"This new facility in Asia will take Packem to global markets that are already served today by Umasree, in PP bags, especially the USA, Canada and Europe," explained Eduardo Santos Neto, CEO of Packem. "We have been Umasree's business partners for over 10 years, and it was this relationship of trust that enabled the joint venture to strengthen this partnership further."

The global FIBC market is led by five countries - India, China, Vietnam, Turkey, and Mexico. In 2021, these countries exported 250 million units, with India accounting for 50 percent of that

volume. At least 2 percent of the global FIBC/jumbo bag market will be able immediately to replace polypropylene products with recycled PET/PCR bags and this replacement will increase over the coming years.

"Our rPET big bag will bring great environmental and social benefits to India, in addition to direct jobs. It is estimated that every tonne of recycled plastic will create three local jobs for the collection and recycling industry. In addition, our project will create local demand for post-consumer PET bottles, with a positive impact on oceans, rivers and the environment in general," pointed out Marcos Spitzner Filho, CFO of Packem.

The rPET/PCR to FIBCs is one of the biggest packaging innovations of recent years and will help in developing a circular economy with a reduced carbon footprint. The first 100 percent bag-to-bag projects in India will see big bags used in the field, processed and recycled to be made into big bags again. The company will recycle used PET Bottles and manufacture 100 percent sustainable FIBCs, thus helping to reduce the use of virgin plastic. In addition to the sustainability feature, rPET big bags are extremely durable, resistant to solar radiation, have a good abrasion resistance, perform in temperatures ranging from -20degC to +140degC and maintain their shape exceptionally well, making them perfect for long-term storage. After use, these bags can be recycled and repurposed to create new ones.

The technology for producing high-performance fabrics from recycled rPET/PCR is exclusive to Austrian company Starlinger.

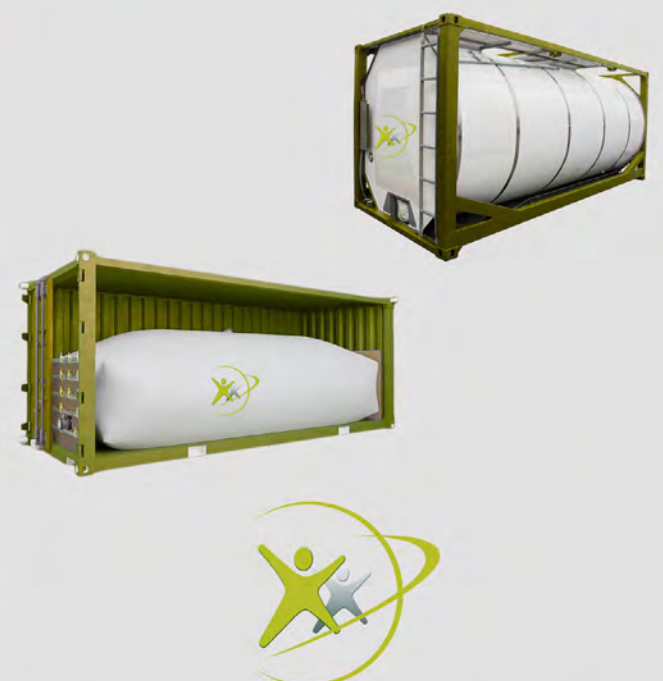
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# From bottles to big bags

**S**panish FIBC manufacturer Climesa is a pioneer in producing big bags made from rPET. They are not only a sustainable bulk packaging; they also feature a range of special characteristics that make them the ideal long-term packaging for many dry bulk goods.

"We asked ourselves how we can reduce our carbon footprint when producing FIBCs," said Joan Climent, managing director of Climesa. "FIBC fabric produced with Starlinger technology from recycled polyester turned out to be the perfect solution."

"Our rPETSAC is made of rPET fabric from beverage bottle flakes and is available in four colours. Besides being a highly sustainable packaging, rPET big bags are exceptionally strong, withstand solar radiation and have excellent form stability, which makes them ideal for long-term storage. And after being used, the rPET big bag can be recycled and reused to produce new big bags."

"rPET FIBCs are the perfect closed-loop packaging for dry bulk goods," added Reinhard Lechner, product manager for rPET tape fabric at Starlinger. "PET can be recycled and refined so that its properties are the same like those of virgin material. By means of solid-state polycondensation it is possible to restore the molecular weight of recycled PET to its original level, thereby yielding material that is literally 'as good as new', even after having been recycled many times. This means that PET big bags can be produced from 100 percent recycled material

without compromising the special properties needed for this kind of heavy-duty packaging."

Usually, big bags are made of polypropylene tapes which have a low creep module and lose their shape when under stress over longer periods time. rPET big bags, in turn, feature high creep resistance and stiffness which prevent bulging, especially with regard to long-term storage and when filling materials with high flow properties. Their resistance to abrasion and high temperatures make rPET big bags a very durable, high-strength packaging for dry bulk goods.

The food-grade quality of rPET produced with the FDA- and EFSA-approved Starlinger PET recycling and decontamination process also opens up possibilities for food-contact packaging, enabling big bag manufacturers to broaden their customer base.

Climesa currently sources the rPET fabric for its FIBCs from Indonesian producer PT Langgeng Jaya Plastindo. "We are working towards the target of offering our entire range of big bags not only in PP but also in rPET fabric. Our aim is to make FIBCs more sustainable – we believe that by changing the big bag material we are helping to increase environmental awareness in the bulk packaging sector," stated Joan Climent.

Climesa supplies big bags for the agricultural, food and construction sectors as well as conductive Type C bags that can be used in flammable atmospheres, or bags for specialised applications, such as vacuum packaging for content preservation.

After receiving the national Spanish 'Lider Pack'



"FIBC fabric produced with Starlinger technology from recycled polyester turned out to be the perfect solution" - Climesa

Award in 2023 for its rPET Vacsac, Climesa also won the WorldStar Packaging Award in the 'Materials and Components' category in January 2024.

The rPET Vacsac is a special big bag with MAP (modified atmosphere protection) for large amounts of sensitive goods, such as dry fruits, cereals, powdered foodstuffs, or even fresh meat. It consists of an outer shell made of rPET and an inner liner made of multilayer barrier film with a valve. Once the content is inside, the bag can be vacuumised and, depending on the application, filled with inert gas. This extends the shelf life of the product and eliminates infestation by pests and insects. At the end of its useful life, the components of the rPET Vacsac can be separated and recycled.

[www.fibcnet.com](http://www.fibcnet.com)

# Schütz opens Indon PE drum line

**S**chütz has invested in a new extrusion blow moulding line at its Karawang site in Indonesia, where it is now producing the F1 220-litre PE tight-head drum.

The new line in Karawang will be producing the drums in a multi-layer process. This supplements the existing IBC product range as part of Schütz's international strategy of dependably supplying customers with a comprehensive range of products.

The F1 tight-head drum offers outstanding performance thanks to its patented design and the use of new, advanced plastic materials. The impressive benefits of our packaging solution include high low-temperature impact strength, significantly improved stacking strength and increased resistance to chemicals and stress cracking. The special top geometry ensures that the bungs are optimally protected.

Thanks to these properties, the drum is even suitable for challenging hazardous goods and sensitive filling products, whether in the food industry or the electrochemical and oleochemical sectors.

In Indonesia the F1 tight-head drum is also available in the Schütz premium standards Foodcert and Cleancert. This means that the drum complies with the highest requirements in the food sector and makes it the ideal choice for all applications where safety and technical cleanliness are crucial.

[www.schuetz.net](http://www.schuetz.net)



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# Greif, CDF launch redesigned IBC

**G**reif has partnered with CDF Corporation to introduce an innovative redesign of its GCube IBC Flex, engineered specifically for transporting highly sensitive and liquid products under sterile conditions.

The next-generation Flex, available throughout the UK, Europe and Scandinavia, features an enhanced aseptic liner developed by CDF Corporation. The advanced Form-Fit liner outperforms conventional IBC liners, offering good evacuation capabilities, and its design means it opens as a square to fit the internal shape of the IBC and fills automatically.

GCube IBC Flex is ideally suited for the food and beverage, flavours and fragrances, lubricants, and pharmaceuticals markets.

"We collaborated closely with CDF throughout the development process to ensure we delivered an upgraded product that meets the exacting needs of our customers. We needed to partner with an organisation like ours that prioritises sustainability at its core," explained Jacob Demen, sales director Scandinavia at Greif.

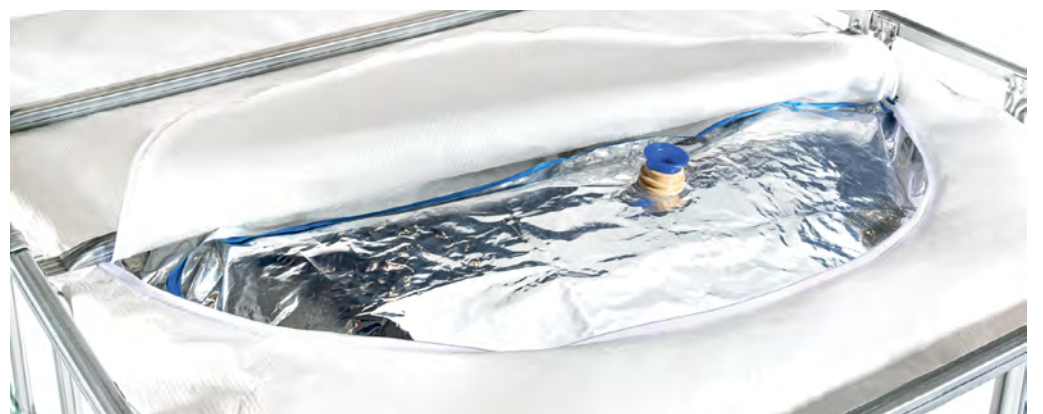
"Furthermore, our commitment to sustainability is reinforced by our collection and reuse or reconditioning of the entire GCube IBC Flex system, including the liner and outer structure, making it an ideal choice for closed-loop operations."

David Khanna, sales director UK, added: "The launch aligns with our overarching innovation and investment strategy, which prioritises the development of sustainable solutions that not only enhance customer satisfaction but also uphold product integrity and safety."

In a related development, CDF Corporation recently announced the opening of a new Form-Fit IBC liner manufacturing line in Germany, expanding the range of liners to assist with customers' different needs.

GCube IBC Flex is currently manufactured in Sweden, the Netherlands, the UK, and Turkey, with capabilities within the United States coming in later this year.

[www.greif.com](http://www.greif.com)



The GCube IBC Flex is engineered for transporting highly sensitive and liquid products under sterile conditions



# New Teesside LPG terminal

**A** new LPG terminal is now operational in Teesside, UK, that will improve the security of the nation's off-grid energy supply – providing up to 90,000 tonnes of LPG each year.

The facility was commissioned by LPG supplier Flogas Britain, alongside partners North Sea Midstream Partners (NSMP) and Exolum Seal Sands (Exolum).

"This facility delivers a significant, critical supply of LPG to the UK, and we're delighted to see it now up and running," said Paul Horton, COO at Flogas. "This has been a vital part of our plan to provide proper energy resilience for both our commercial and domestic customers, and in the short time it's been live, we've already seen a huge step change in our supply capability in the North."

Previously LPG extracted from North Sea gas reserves at the NSMP-owned Teesside Gas Processing Plant (TGPP) was exported to global markets. Now, thanks to the deal between Flogas, NSMP and Exolum, it's being turned inland instead, helping to improve the UK's own supply.

LPG is fractionated at TGPP, then transported and stored in five 125-tonne storage bullets, owned by Exolum. With its delivery network, Flogas then delivers the LPG across Northern England, Scotland and Wales, reaching even the most remote locations.

"Alongside the new Teesside terminal, Flogas has invested heavily in developing the UK's largest above-ground LPG storage facility in Avonmouth, Bristol, which went live last year," Horton added. "Now Teesside is fully operational, any surplus LPG supply we have, will be transferred, and stored at Avonmouth to help prepare for peak



The Teesside LPG terminal will provide up to 90,000 tonnes of LPG each year

heating season in Winter 2024. With the two sites working in parallel, we'll be able to provide a new level of energy security for the UK's off-grid community."

Over the past 12 months, the team has been readying the Teesside facility for the new intake, constructing road loading racks and process infrastructure to receive the LPG. It also has the capacity to be a gateway for renewable gases in the future with space for additional storage vessels to be installed. This provides the opportunity to blend renewable fuels, such as bio-propane and renewable di-methyl ether (RDME) with LPG in the

future, as the UK moves closer towards meeting net zero targets.

Gorka Penalva, commercial lead NWE at Exolum, said: "We're fully committed to enhancing the UK's energy infrastructure and our investment at our Teesside terminal has been a key project for us. We've worked closely alongside NSMP and Flogas to make this site a reality, and we're proud to have been part of such an important venture that will positively impact off-grid homes and businesses in need of a secure, resilient LPG supply."

Cameron Slane, asset director at NSMP, added:



With its delivery network, Flogas will deliver the LPG across Northern England, Scotland and Wales

"By joining forces with Flogas and Exolum and pooling our collective expertise, we've been able to deliver a best-in-class export system for our customers. We look forward to continuing to partner with Flogas to support projects to blend renewable fuels into propane fractionated at Teesside Gas Processing Plant, which will provide another unique advantage of utilising NSMP's infrastructure."

[www.flogas.co.uk](http://www.flogas.co.uk)  
[www.exolum.com](http://www.exolum.com)  
[www.nsmplimited.com](http://www.nsmplimited.com)

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Barcelona, Spain  
[www.fecc-congress.com](http://www.fecc-congress.com)

**ECTA Responsible Care Workshop**  
19 September 2024  
Brussels, Belgium  
[www.ecta.com](http://www.ecta.com)

**FachPack**  
24-26 September 2024  
Nuremburg, Germany  
[www.fachpack.de](http://www.fachpack.de)

**EPCA 58**  
07-10 October 2024  
Berlin, Germany  
<https://epca.eu/events>

**Intermodal Europe**  
12-14 November 2024  
Rotterdam, Netherlands  
[www.intermodal-events.com](http://www.intermodal-events.com)



ACTAD boasts a total of 40 tanks of various specifications

## ACTAD up and running

**A**rabian Chemical Terminals in Abu Dhabi (ACTAD) announced the start of operations at its newly built chemical tank storage terminal in Khalifa Port, Abu Dhabi, UAE.

The terminal is the first commercial chemical tank farm of its kind in the Emirate. Located in the new Khalifa Port and adjacent to the Khalifa Economic Zone Abu Dhabi (KEZAD), ACTAD aims to participate in the drive to promote new industries in the Emirate.

ACTAD boasts a total of 40 tanks of various specifications (20 carbon steel, including 10 with IFR, and 20 stainless steel, including 10 insulated with a heating/cooling system) for a total capacity of 100,000 cbm. Each tank has a devoted pipeline to a dedicated berth of 16m draft and dedicated truck loading bays, therefore, eliminating the risks of cross product contamination.

Additionally, the site has a 500 sqm warehouse for dangerous goods and provision for drums/IBCs filling.

The terminal has an independently operated third party surveyor laboratory for sampling and testing.

ACTAD operates with an integrated

management system following International Standards; ISO-9000, 14000, 18000, CDI-T and ISGOTT.

The terminal will help local industries to import their liquid chemical needs in bulk or export their liquid chemical products to the globe. It can also act as a storage hub and/or breakbulk operations for international companies as it is located in a bonded zone within Khalifa Port.

ACTAD is an extension of Arabian Chemical Terminals LTD in Saudi Arabia (ACT-KSA). ACT-KSA is the owner/operator of two other terminals, one in Yanbu on the Red Sea coast and one in Jubail Commercial Port on the Arabian Gulf. From its beginnings in 1986 in Yanbu, ACT-KSA was the first commercial tank farm established in Saudi Arabia, starting with 13,000 cbm of storage capacity.

In 2012, ACT-KSA built the first commercial bulk storage facility in Jubail adding a further 70,000 cbm of capacity with tanks varying in specifications and in sizes. The Jubail terminal is currently under expansion to add a further 70,000 cbm.

[www.act-uae.com](http://www.act-uae.com)

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**Publisher:** Peter Patterson, [peter@woodcotemedia.com](mailto:peter@woodcotemedia.com), Tel: +44 (0)20 8648 7082

© Woodcote Media Ltd

Bulk Distributor is published by Woodcote Media Ltd

Woodcote Media Ltd, 124 Middleton Road, Morden, SM4 6RW. United Kingdom

[www.bulk-distributor.com](http://www.bulk-distributor.com)



# UM makes big investment in Liverpool terminal

**UM Terminals has made a multi-million pound investment in one of its key strategic terminals.**

The investment has been focused on the company's Regent Road terminal in Liverpool, UK, which is also home to its head office.

The improvements at Regent Road form part of UM Terminals' strategic growth plan to ensure the breadth of product expertise, bulk liquid storage capability, value-add services and sustainability credentials remain industry-leading.

The investment, which has taken place in recent months, was also an important part of the onboarding of new customers, ensuring that the business was able to meet their specific requirements. A number of tanks at Regent Road have been upgraded to keep up with the demand for storage in the Liverpool area.

One major enhancement has seen the introduction of dual dock loading with customers now able to load and discharge cargo at Huskisson Dock and Canada Dock, reducing delays due to congested

shipping berths.

The investment has also supported UM's expansion into a broader range of products which now includes chemicals, industrial oils, vegetable oils, fertiliser and key growth areas of biofuels and biofuel feed stocks.

The company is also underway transferring across to low carbon tank heating technology, part of the wider group's sustainability strategy.

This investment includes the introduction of industrial ground and water source heat pumps to support the reduction in its carbon footprint in line with various UK and international requirements.

Managing director Phil McEvoy said: "Regent Road is a key strategic terminal and this multi-million pound investment will ensure that it will continue to meet and exceed the expectations of existing and new customers."

"We talk a lot about how we are willing to invest in the right



*A number of tanks at Regent Road have been upgraded*

opportunities to ensure the facilities and services we provide match our customers' requirements. We pride ourselves on the quick turnaround from customer enquiry to product in tank, finding the right solutions to meet their varied logistical challenges.

"This significant investment at Regent Road covers four key bases – meeting the needs of our customers, including new ones we are onboarding, ensuring our capabilities are the best they can be, having the right capacity and meeting our sustainability obligations."

UM Terminals currently has a limited amount of storage available at Regent Road. The company has six further terminals located in Liverpool, Hull and Portbury, all strategically situated to meet the logistical opportunities and challenges facing its customers.

Value-added services include biofuel feedstock pre-treatment, blending, water dilution, product packing, HMRC bonded warehouse and COMAH compliance.

[www.umterminals.co.uk](http://www.umterminals.co.uk)

## BEST recognised for environmental progress

**Hutchison Ports Barcelona terminal, BEST, has been awarded a certification from the Spanish Ministry for Ecological Transition and Demographic Challenge for the registration of its carbon footprint for 2021 and 2022 and the commitment to reduce greenhouse gas emissions.**

BEST said the achievement reflects the terminal's effort and dedication to reducing its environmental impact and moving towards a greener future. The terminal achieved a 57 percent reduction in its carbon footprint in 2022 compared with 2021.

CEO Guillermo Belcastro stated: "It is a great satisfaction that through an external certificate we can confirm the reduced impact achieved through significant investments and actions which consolidate BEST as a preferred partner of sustainable supply chains."

The terminal has implemented a number of sustainable practices, including greater efficiency in operations and energy consumption, the transition to electric container handling equipment and the adoption of renewable energy. These measures, together with process optimisation and an efficient environmental management system, complement these initiatives, eliminating indirect Scope 2 emissions and significantly reducing direct Scope 1 emissions.

Belcastro added: "Our determination with sustainability translates into the fact that each container that passes through BEST saves more than 65 percent of emissions into the atmosphere than if it passes through a conventional terminal."

BEST has a decarbonisation plan to reduce greenhouse gas emissions in its operations by 80 percent by 2030 and reach net-zero emissions by 2040.

[www.best.com.es](http://www.best.com.es)



*BEST achieved a 57 percent reduction in its carbon footprint in 2022 compared with 2021*

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