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Asia-USEC/WC spot rates soared almost 150 percent between April and July



## Container shipping rates set to peak

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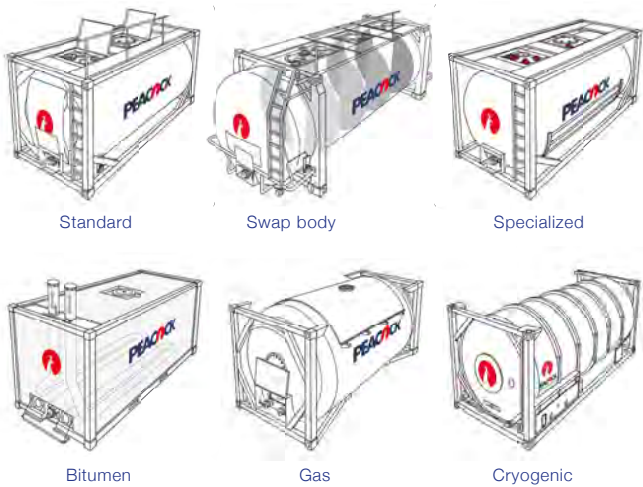
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**T**he dramatic spike in the ocean freight container shipping market is reaching its peak as importers push back against spiralling spot rates.

Data released by Xeneta in mid-July show average spot rates from the Far East to US East Coast increased by 3.7 percent on 15 July to stand at US\$10,045 per FEU (40ft equivalent). Into the US West Coast, spot rates increased by 2 percent to stand at \$8,045 per FEU.

While this means spot rates are up almost 150 percent on these trades since the end of April, the latest increases of 3.7 percent and 2 percent are far smaller compared to 1 July when rates rose by 22 percent into the US East Coast and 12 percent into the US West Coast.

Emily Stausbøll, Xeneta senior shipping analyst, said: "Xeneta data shows some ocean container carriers were still pushing spot rate increases in mid-July, but, for the first time in a long time, some carriers are offering lower spot rates.

"Crucially, this suggests a growing level of available capacity in the market and shippers can once again start to play carriers off against each other - instead of feeling they need to pay whatever price they are offered to secure space. As the balance of negotiating power starts to swing back towards shippers, we should see spot rates start to come back down."

The clearest indication of a peak being reached is found in the Xeneta market 'mid-high' data, which identifies the spot rates being paid by shippers in the 75th percentile of the market.

On the trades from the Far East into the US, the market mid-high (and high) spot rates remained almost flat during July, indicating the high end of the market is no longer spiralling.

Stausbøll added: "A flat market mid-high means a growing number of shippers and freight forwarders no longer feel they need to pay spot rates at the upper end of the market to ensure their containers are transported.

"This is the first crack in the dam because it means carriers are no longer dictating which containers to load - but rather having to lower rates to secure volumes.

"If these carriers want to compete and retain

market share, then they need to lower their own prices."

The market is also reaching a peak on fronthaul trades from the Far East to North Europe and Mediterranean where average spot rates increased by 4.7 percent and 3.5 percent on 15 July to stand at \$8,480 per FEU and \$8,150 per FEU respectively. This is less than the increases of 17 percent and 10 percent on 1 July.

"It has been a painful time for shippers who have been forced to pay spiralling spot rates and faced the prospect of being unable to ship their cargo on existing long term contracts," Stausbøll continued.

"Signs of the spot market reaching a peak will be welcomed by shippers, but it does not mean an end to their troubles. Port congestion is easing, more ocean container shipping capacity is becoming available, and it looks likely the frontloading of imports seen earlier this year will mean a slacker traditional Q3 peak season then there would otherwise have been.

"However, spot rates remain up by just under 400 percent from the Far East into the US West Coast since mid-December last year, by more than 300 percent into the US East Coast and 455 percent into North Europe. Perhaps the market has reached a peak, but shippers are still paying hugely elevated costs.

"The fundamental cause of the market spike in 2024 is the conflict in the Red Sea, with the majority of container ships continuing to sail around the Cape of Good Hope. Unless there is a large-scale return of container ships to the Suez Canal - which seems unlikely at present - then the situation cannot be fully resolved.

"However, as we saw during March and April, it is possible for the spot market to soften while the Red Sea diversions are in place, and this is what shippers will be hoping for in the remainder of 2024."

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



# From flexis to tanks – VdB optimises East Africa supply chains

**T**he vegetable oil industry in Kenya and elsewhere is growing fast.

But despite increasing global demand for vegetable oils, the supply chain is barely growing with it.

Tens of millions of litres are exported annually to Europe in flexitanks. Now, however, Van den Bosch is taking the first steps towards transferring this volume to sustainable ISO tank transport in order to optimise the supply chain.

“Our first transport for a leading supplier of vegetable oils has set a significant milestone for the Kenyan vegetable oil export industry,” says Laurens Tulleners, area sales manager at Van den Bosch.

“The supplier has thus switched from flexitanks to ISO tank transport. This means a shift towards greater efficiency, quality assurance and sustainability; until now, largely uncharted territory for East Africa. But as the African vegetable oil market continues to grow, so does the demand for deepsea transport. With commitment to innovation and sustainability, the industry can respond to new opportunities and meet the changing demands of the global market.”

Unlike in most African countries where the port is the biggest city, many import customers in Kenya are located around Nairobi – the economic heart of the country. The nearest port is in Mombasa, over 400 km away.

“That’s where our imports come in, so the cargo has to be transported to Nairobi first for unloading,” Tulleners says. “Then the empty containers have to go back to the port, where they are picked up by another party to be reloaded in Nairobi. As you can imagine, this not only costs a lot of time and money, it is also environmentally unsound.”

Many customers in Kenya are located around Nairobi, while the nearest port Mombasa is over 400 km away



To optimise this route, Van den Bosch has created a cleaning setup that allows them to clean tank containers in Nairobi.

“As a result, import customers no longer have to return to Mombasa with empty tanks. And the export customer no longer needs to go to Mombasa to pick up tanks. That makes the entire supply chain effectively more sustainable,” Tulleners explains.

The focus of Van den Bosch DMCC is on shipping liquid foodstuffs (such as sunflower oil and glucose) in ISO tank containers.

“However, we also transport a lot of juices, wine and spirits. We’ve been transporting these with tanks for a number of large Kenyan beverage manufacturers in recent years,” Tulleners continues. “This has led to the formation of a strong and reliable source of imports in the region. It will enable us to continue expanding our network, which will also bring new opportunities.”

To make the most of these new opportunities, sound co-operation between various parties is essential, says Tulleners. “We’ve established a long term partnership with Freight Forwarders Ltd, a family business that knows the market, has the right resources and with whom we’ve built a good relationship. Through this partnership, we have strong representation in the country, not only in Kenya but also in Tanzania.”

“We also see opportunities in Tanzania for further optimising the supply chain, as we are doing in Kenya. There too, the market is growing and there are still many steps to be taken towards sustainability. That is why we see an opportunity to get involved here.”

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

Van den Bosch is taking steps towards transferring vegetable oil shipments to ISO tank transport



# 20 years for Air Flow

**F**rench gas logistics specialist Air Flow recently celebrated its 20th anniversary.

An evening reception brought together staff from the group’s international offices in Algieras, Antwerp, Houston and Singapore as well as staff from the Rousset, France head office.

In the presence of the Mayor of Rousset, Philippe Pignon, shareholders marked the growth of the regional company over the past 20 years. A specialist in gas logistics, Air Flow offers a range of services and logistics solutions.

The celebratory evening was staged in the Provencal surroundings of the Hotel de Caumont in Aix-en-Provence.

Following nine years’ experience of supplying gas into Africa,



Air Flow celebrated its 20th anniversary with an evening reception in Aix-en-Provence

founder Pierre Fiat analysed the traditional processes of international gas delivery. Customer owned their own bottles, and once the stock levels were reached, they were sent back to the factory to be re-filled.

He saw that this system was the cause of long and frequent supply issues.

So, in 2004, Fiat set up Air Flow and the company purchased its first cryogenic gas container. Fiat was able to offer a solution to overcome the inherent deficiencies in the supply chain.

Step by step, the size of the fleet grew to meet growing demand, at the same time introducing different types of container to increase the range of gases transported.

The company’s development was fuelled with an ambition to become a leading gas logistics specialist allowing producers to deliver worldwide wherever their customers need products. Twenty years on that challenge has been met by Air Flow.

[www.airflow.fr](http://www.airflow.fr)

Air Flow was able to offer a solution to overcome inherent deficiencies in the gas supply chain



Today, the Marcevaggi holding is led by the third generation, with Emanuele Remondini (right) as chairman and his son Alberto as CEO

## Marcevaggi marks 90 years

**T**o celebrate 90 years of activity, Marcevaggi Group returned to its roots by hosting a prestigious event at the Palazzo Ducale in Italy’s premier port city of Genoa.

Despite the company’s headquarters now being in Milan, the Remondini family wanted to pay tribute to the city where it all began.

The event was held in an informal atmosphere, with a business casual dress code, “a bit American style because we want to maintain a pragmatic and international approach,” said Alberto Remondini.

The celebration event was attended by more than 300 guests, including employees, customers and partners, highlighting the company’s strong connection with Genoa and the Italian logistics industry.

During the ceremony, Alberto Remondini emphasised the company’s mission: “Handling with care, we only do difficult things and we make them easier. Doing difficult things, I believe, is the true vocation of our nationality, we Italians are so good at doing difficult things that when we do easy things we end up complicating them.”

The group, founded by Marcello Vaggi and sold to Mario Remondini in 1934, began as a shipping agency in a small Genoese office, and now has 600 employees and a turnover of €150 million. Today, the Marcevaggi holding is led by the third generation, with Emanuele Remondini as chairman and his son Alberto as CEO.

The headquarters, for commercial reasons, is located in Locate di Triulzi, in the province of Milan.

The two main operating companies of the group are Star Spa and Levorato Marcevaggi Srl. Star Spa, led by Alberto Remondini, deals with the logistics and transport of bulk products for the chemical and environmental industries. Levorato Marcevaggi Srl, a joint venture with the Levorato family, with Gino Levorato as CEO, focuses on the transport of special gases and into plane services at airports.

The company has maintained innovation and quality as fundamental pillars for success.

The future of the Group, with a constant commitment to excellence and customer satisfaction, aims to keep alive the three key values that have guided the company for nearly a century: excellence, simplification, and care.

Looking ahead, the Remondini family is determined to maintain and grow the company’s success. Emanuele Remondini emphasised the importance of generational transition and the commitment to preserving the fundamental principles that led the group to celebrate this milestone.

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



Marcevaggi hosted a prestigious event at the Palazzo Ducale in Genoa



Star Spa deals with the logistics and transport of bulk products for the chemical and environmental industries



# DH demonstrates combined megawatt transport charger

**In June, Shell unveiled its first megawatt charger designed for both maritime and road transport at the Energy Transition Campus Amsterdam (ETCA).**

During the demonstration, Den Hartogh's electric truck was one of the highlights of the event. The technology marks a milestone in making transport more sustainable and transitioning to renewable energy, the tank operator said.

The megawatt charger is capable of charging trucks and ships with a power output of up to 1 MW. This means a truck with a 1 MWh battery can be fully charged within one to two hours. The system is powered by - among other sources - the 3,600 solar panels on the campus roof, contributing to the supply of renewable energy.

Several companies from the transport sector were present at the unveiling. Den Hartogh featured its electric truck, operated in partnership with Shell, during the project to demonstrate the megawatt charger's capabilities.

"This megawatt charger is a game-changer for the transport sector, allowing us to charge faster and cleaner," commented Alex van

Leeuwen, regional commercial director at Den Hartogh, during the ceremony. "Supporting our customers in their energy transition is a priority for us. We aim to provide them with a supply chain that's both sustainable and environmentally responsible."

## Dow gold

Royal Den Hartogh Logistics has also been awarded with the 'Gold Award' at the seventh edition of the annual Dow 4-Star event for logistic service providers. This is the second consecutive year that Den Hartogh has received this recognition from one of its key customers.

The Dow 4-Star event, held in Antwerp, Belgium celebrates excellence in supply chain logistics across Dow's four critical pillars: safety, sustainability, social responsibility, and service. The Gold Award reflects Den Hartogh's commitment to these principles and its continuous effort to go above and beyond for its customers.

"Receiving the Gold Award for the second year in a row is an endorsement to the dedication and excellence of our entire team," said Niek Seesink, key account manager at Den Hartogh. "Dow has



The megawatt charger means a truck with a 1 MWh battery can be fully charged in one to two hours

highlighted our readiness to go the extra mile and our high level of customer service."

Comments from Dow's team emphasised Den Hartogh's versatility and commitment to sustainable and efficient logistics solutions. The Den Hartogh team was described as a versatile partner, both in terms of multimodal transport and various equipment types.

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



## Leschaco rebrands Colombian subsidiaries

**Leschaco is renaming four of the five Colombian subsidiaries acquired as part of the takeover of Coltrans.**

Coltrans SAS will in future operate under Leschaco Colombia SAS, Coldepositos Logistica SAS under Leschaco Logistica SAS, Coldepositos Bodega Nacional SAS under Leschaco Bodega Nacional SAS, and Colotm SAS under Leschaco OTM SAS. The renaming of Colmas SAS is planned for 2025.

The move comes as part of Leschaco's strategy to integrate and optimise its global operations, enhancing synergies and reinforcing its presence in key markets.

The acquisition of Coltrans in December 2022, marked a significant milestone for the Leschaco Group, further solidifying its foothold in Colombia, one of the largest emerging markets in Latin America. With a longstanding partnership spanning over 30 years, Coltrans had been an integral part of Leschaco's agent network.

By integrating the Colombian subsidiaries into the group and bringing their names in line with the company's global identity, the organisation aims to leverage its brand strength and reputation to increase market presence and customer awareness.

"We are excited to announce that the smooth integration of our Colombian subsidiaries as part of the Leschaco Group is now also obvious in the rebranding. This decision reflects our ongoing efforts to optimise our operations and better serve our customers in Colombia and beyond," said CEO Constantin Conrad.

"By integrating these entities under a unified brand identity, we are strengthening our presence in one of the most dynamic markets in Latin America and reinforcing our commitment to delivering exceptional value to our customers."

Martin Sack, regional head Americas at Leschaco, emphasised the significance of the rebranding initiative, stating: "The integration of our Colombian subsidiaries under the Leschaco Group brand represents a key milestone in our expansion strategy in the Americas region. By presenting a unified brand identity, we are enhancing our market positioning and creating new opportunities for growth and innovation."

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



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# Leasing fleet up nearly 16,000

A deeper dive into the 2024 ITCO Global Fleet Report provides an interesting perspective on the development of the tank container leasing fleet over recent years.

On 1 January 2024, the number of tanks in leasing company fleets stood at 376,195, up from 360,925 a year earlier, and over 70,000 more than in 2020.

Average utilisation across the sector fell back to 83 percent from just under 90 percent at the same time in 2023, indicative of a softer global market for tank container usage that saw the number of ‘idle’ lessor tanks almost double.

ITCO calculates at least 38 companies worldwide provide tank container leasing services. These range from large global lessors to regional and local companies.

The largest 10 lessors now account for 317,740 tanks, representing about 85 percent of the total leasing fleet. That degree of concentration has remained largely stable in the past few years, but it followed a significant period of mergers and acquisitions (M&A) between 2019 and 2022, which saw the top 10’s share of the business rise from around 75 percent.

Eurotainer and Raffles Lease, which have the same owner, had a combined fleet of 85,000 tanks, with Eurotainer owning 50,000 units and Raffles 35,000.

EXSIF Worldwide runs a fleet of 71,150 tanks, while Seaco Global had 43,000 in its fleet.

## Start-ups

During the decade prior to the Covid-19 pandemic, a number of start-ups entered the market, usually founded by former employees of the biggest leasing companies. In the wake of the global financial crisis of 2008, finance stayed cheap and plentiful, while an oversupply of new tanks, mostly coming out of China, made it possible to build a significant fleet relatively quickly.

A good example was Gem Containers, established in 2012 by tank industry veteran Heidi Sommerville. In just six or so years, it managed to become a top 10 lessor, due in part to the injection of private capital. In 2017, the company announced a new majority owner, RCOG Tank Leasing, a vehicle established by investment house Rampart Capital LLP.

This was followed by a further capital injection from institutional asset manager Crestline Investors Inc, which enabled Gem to scale up its leased tank range.



The growth in lessors’ fleets reflects the increasing popularity of the tank container as an efficient transport mode

Gem’s tanks and leasing assets were bought in 2021 by Peacock Container Holding, which just a few months earlier had been snapped up by private equity outfit Arcus Infrastructure Partners.

Another relatively new entrant is CS Leasing, which was set up in 2015 as a special container unit of dry freight box lessor CARU. Just two years later, CARU sold its shares to Dutch investment firm Maas Capital, giving it a significant minority shareholding alongside Transportation Capital Group and the company’s management team, which includes four former Cronos executives.

CS Leasing’s rise has been meteoric. As the table shows, its fleet has more than doubled since 2020 to the point where it stands as the fourth biggest tank lessor, if you count the combined Eurotainer and Raffles fleets under the ownership of Stroom as one.

However, in recent years the start-up boom has pretty much come

to a halt. Instead, while there remains interest from private equity investors, this has enabled some existing lessors to buy out rivals.

This triangulation is summed up perfectly by the case of Triton. In 2016, Triton Container International Limited and TAL International Group, Inc completed a merger to form Triton International Limited (TIL).

Previously, Triton was best known as a large dry freight and reefer container lessor. This was also true of TAL, but in addition TAL carried a sizeable tank container fleet.

Then in 2023, TIL was bought by private equity outfit Brookfield Infrastructure Partners, through its subsidiary Brookfield Infrastructure Corporation and various institutional partners. At the start of this year, TIL had a tank fleet of 12,750 units.

Triton also introduced a new container available for straight sale.

| LESSOR FLEETS  |              |         |         |         |         |         |
|--|--------------|---------|---------|---------|---------|---------|
| LESSOR   | Headquarters |         |         |         |         |         |
| Fleet size at 1 January  |              | 2024    | 2023    | 2022    | 2021    | 2020    |
| Albatross Tank Leasing   | China        | 9,900   | 9,900   | 9,500   | 7,500   | 9,500   |
| Combipass  | France       | 1,500   | 1,500   | 1,500   | 1,500   | 1,500   |
| CS Leasing   | USA          | 33,200  | 29,150  | 23,450  | 18,030  | 15,500  |
| Eurotainer*  | France       | 50,000  | 55,000  | 51,500  | 49,500  | 48,500  |
| EXSIF Worldwide  | USA          | 71,150  | 70,000  | 71,350  | 66,476  | 64,000  |
| International Equipment Leasing  | USA          | 8,600   | 8,150   | 7,600   | 7,100   | 6,000   |
| Matlack Leasing  | USA          | 2,500   | 2,500   | 2,500   | 2,500   | 2,500   |
| MCM Management   | Switzerland  | 2,600   | 2,400   | 2,200   | 2,000   | 1,700   |
| Modalis  | France       | 5,000   | 5,000   | 4,000   | 2,800   | 2,500   |
| Multistar Leasing  | South Africa | 4,955   | 5,190   | 5,140   | 5,200   | 5,173   |
| Noble Container Leasing  | Hong Kong    | 2,180   | 1,900   | 1,730   | 1,300   | 1,300   |
| NRS Lease  | Japan        | 5,000   | 5,000   | 7,000   | 7,000   | 7,000   |
| Peacock Container  | Netherlands  | 23,000  | 20,000  | 17,500  | 7,500   | 6,250   |
| Raffles Lease*   | Singapore    | 35,000  | 30,000  | 20,500  | 16,000  | 15,100  |
| Seaco Global   | Singapore    | 43,000  | 43,000  | 42,000  | 43,000  | 42,000  |
| Tankspan Leasing   | UK           | 2,020   | 2,285   | 3,030   | 3,119   | 3,406   |
| Trifleet Leasing   | Netherlands  | 24,340  | 22,360  | 20,190  | 19,031  | 17,784  |
| Tristar Engineering  | Switzerland  | 1,100   | 1,100   | 1,100   | 1,100   | 1,100   |
| Triton International   | USA          | 12,750  | 12,200  | 11,400  | 13,000  | 12,500  |
| TWS Rent-A-Tainer  | Germany      | 7,800   | 7,690   | 7,660   | 7,465   | 8,300   |
| Unitas Container Leasing   | Bermuda      | 1,600   | 1,600   | 1,600   | 1,600   | 1,600   |
| VTG  | Germany      | 4,000   | n/a     | n/a     | n/a     | n/a     |
| Total (above 1000)   |              | 351,195 | 335,925 | 302,950 | 296,710 | 284,615 |
| Estimated total for others under 1000**  |              | 25,000  | 25,000  | 20,000  | 20,000  | 21,000  |
| TOTAL  |              | 376,195 | 360,925 | 322,950 | 316,710 | 305,615 |
| * Same owner   |              |         |         |         |         |         |
| **There are a number of regional lessors that are not readily contactable. Accordingly, an estimate has been included. |              |         |         |         |         |         |



BELGIUM

Michael Govers

+32 468 34 30 43

michael.govers@mimu.be

SWEDEN

Steve Govers

+46 739 37 08 75

steve.govers@mimu.be



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*Triton is classic example of the trend of mergers among lessors followed by private equity investment*



Its design team crafted a modified version of the dry 20ft bulk container to provide easier loading and unloading.

Each unit is equipped with special hatches across the container. Operators can use the top hatch to load, pouring dry bulk commodities into the container. Once the unit has been transported to its destination, the rear hatch can be used to unload the product safely and efficiently while the front hatches provide ventilation. The company says it is an ideal design for maximising the loading and transporting of coals, ores, grains, coffee beans, and more.

### Tank traction

As the global operators' fleet grew at a similar rate to that of lessors, this seems to reflect the increasing popularity of the tank container as an efficient transport mode for bulk liquids, powders and gases.

The trend over more than a decade has been to convert some cargoes that were previously shipped in drums or transported in chemical tankers to tank containers.

Not surprisingly, China gave a massive boost to the ISO tank's popularity as it began to replace ageing road tankers for the domestic transport of bulk liquids.

In addition, tank containers are more in line with the Chinese government's policy of encouraging more intermodal logistics to reduce road congestion and pollution from trucks.

Of course, the Covid-19 pandemic introduced unprecedented volatility into the market. Following a tough 2020, when uncertainty resulted in a slowing down of the global tank container business, 2021 saw a significant recovery in the market, with high demand for equipment by both operators and lessors.

Greater volumes of a wide range of cargoes from Asia, as well as space-shortages on container ships, port congestion and inland transport delays, were all factors that boosted demand for tanks in 2021.

In particular, the container ship capacity shortage from Asia to the main markets of North America and Europe, led to soaring freight rates.

Yet, despite these rate increases, demand for tanks continued to grow. At the time ITCO believed that a big factor in this regard was that high freight rates put greater pressure on shippers to maximise the quantity of cargo shipped within each ISO container slot.

As a tank container can transport about 60 percent more cargo compared with a dry container filled with drums, the tank become more and more popular.

### New normal

Come 2022 and 2023, supply chains started returning to something approaching normality and with volumes of bulk liquids suitable for tank container transport not increasing, the rate of growth began to slow down.

ITCO notes in its 2024 report that the general trend among chemical companies to 'de-stock' meant 2023 saw a decrease in the number of tank containers being held on demurrage; at one time as much as 15 percent of the global operator fleet was thought to be on demurrage.

With the de-stocking, equipment was returned to operators, and in the case of leased equipment, back to leasing companies. The net result has seen a reduction in tank container utilisation among both operators and lessors, resulting in more equipment standing 'idle'. Depots have reportedly experienced a huge demand for storage at their facilities.

Since the start of this year attacks by Houthi rebels in Yemen have caused several container vessels to avoid the Suez Canal and reroute around the Cape of Good Hope.

While this 'TEU-mile boost' (the additional miles required by vessels to go via the Cape of Good Hope) has been significant, ITCO says it is apparent that the impact of the Red Sea crisis is so far less severe than the Covid-19 pandemic.

Despite the slow-down in the growth of the industry, ITCO remains optimistic in that the massive disruption and challenges in the supply chain over the past three years "have proved that the tank container can play a critical role in the 'just-in-time' business philosophy of the major end users - the shippers.

# Eurotainer's B Style walkways

**E**urotainer is upgrading its standard tank container specifications to increase operational safety on all standard liquid 20ft tank containers ordered.

All new containers of this type will be constructed with 'B Style' walkways on the top of the tanks.

Tank containers built with B Style walkways deliver a higher level of safety that increases the level of fall protection and makes working at height safer. B Style walkways provide a larger working area for personnel that need to access the air line, manlid, pressure relief valve and filling port.

Collapsible handrails and additional walkway sections to achieve full coverage can be added as optional equipment.

Sister company Raffles Lease has ordered equipment with 'B Style' walkways for many years, and it has been part of its standard specification for most of its fleet.

Raffles Lease has also added ground-operated vapour return lines as a standard component on its swap body tank containers. This reduces the need to access the top of the container and promotes a higher level of safety by working at ground level when unloading the container.

Eurotainer has also developed a new tank for one of the largest dairy companies in New Zealand, providing a higher level of safety and performance, as well as a lower carbon footprint.

The new food-grade tank containers have begun operating in New Zealand, shipping milk permeate by rail.



*B Style walkways deliver a higher safety that increases the level of fall protection*

"Throughout the container's three years in development, we innovated together to find workable solutions to the customer's operational challenges," said Craig Robins, Eurotainer regional manager Australia, who led the project with the dairy company.

To improve employee safety, the tank container was designed to go on wagons in pairs: one loaded/unloaded on the right, the other on the left, with the containers facing each other on the side of the tank.

Once the unloading valves are connected, operators can start loading/ unloading directly from the railcar.

Another innovation is that the tank can be tilted to ensure a minimal amount of product is left inside when unloading (less than 0.01%), in line with the customer's stringent standards.

The dairy company's other goal is to sustain its long-term business. So, the new containers provide greater storage capacity and thus a smaller carbon footprint.

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# Schmidt recognised by DowDuPont



This year Schmidt received a DowDuPont 4STAR programme award for both the transport sector and warehouse services

**S**chmidt Group is involved in several initiatives in the areas of environmental protection, safety and sustainability.

As a long-standing partner, the Heilbronn-based bulk logistics provider is also part of DowDuPont's 4STAR programme.

This year Schmidt received an award for both the transport sector and warehouse services "in recognition of your contribution towards supply chain excellence in the four pillars of the 4STAR programme... towards a win-win partnership".

DowDuPont presents the awards at an annual event in the categories of service, safety, social responsibility and sustainability.

Prior to this, chemicals company Saudi Basic Industries (Sabic), one of the Schmidt Group's largest customers, awarded the company a contract to build and operate a container warehouse in Tarragona, Spain.

As part of a comprehensive process change, Sabic will handle up to 60,000 tons of loose goods a year coming from Saudi Arabia at the facility. Port of Tarragona has grown into a significant maritime chemicals cluster.

At the warehouse, Schmidt will take responsibility for processing from the entrance to nearby Port of Barcelona over the five-year contract period and will co-ordinate customs clearance in addition to warehouse handling.

At the start of the year, Korea's LG Chem became a new major



At the start of the year, Korea's LG Chem became a new major customer for Schmidt

customer for Schmidt.

The product range includes a number of plastics, which are sent to Düsseldorf via the ports of Antwerp and Rotterdam. From there, distribution takes place across Europe by packed and bulk transports. The co-operation for this service package is initially designed for two years, with an extension option for a further year.

[www.schmidt-heilbronn.de](http://www.schmidt-heilbronn.de)



## KING'S. AWARD.

Fort Vale is delighted to announce that it has been honoured with a King's Award for Enterprise for International Trade - one of only a small number of national organisations to be recognised in this way. This is the fifth time that Fort Vale have been recognised in this way, having been given four Queen's Awards since the company's founding in 1967.

Employing over 360 people, Fort Vale is a world-leading design and manufacturer of equipment for the safe transport of bulk liquids, powders and gases. We own self-sufficient manufacturing facilities, having total control over all manufacturing processes from foundry to testing. From initial research and development to the final product, we can supply quality equipment, both standard and bespoke, to meet with each client's requirements.

Our state-of-the-art manufacturing facility is equipped with the latest machines and technology which means that we can satisfy all high-volume requirements as well as highly customised requests.

Successful and profitable tank operation relies upon the technical integrity of each and every component. That's why we ensure precision throughout, so that you can rely on the performance of our valves and your tanks.

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## Greiwing shows mobile granule clinic

**E**xhibiting for the first time at the KUTENO exhibition in Rheda-Wiedenbrück, Germany, Greiwing displayed one of its Mobile Granule Clinics.

At the supplier trade fair for the plastics processing industry, held on 14-16 May, Greiwing also presented its individual solutions for the plastics industry.

The Mobile Granule Clinics can be used to map four separation techniques according to customer requirements, regardless of location, in an uncomplicated and safe manner. The process was developed by Separation AG, which is part of the Greiwing group of companies, especially for plastic-specific sorting tasks and meets the highest quality standards.

"Cost-efficient logistics solutions as well as individual value-added services are essential, especially in the current challenging times. This is where we come in," said managing partner Jürgen Greiwing.

The Mobile Granule Clinic is installed in a 20ft refrigerated container. Sited on a chassis, it is easily transported and so can be brought to the respective place of use. The system is ready for use in a few hours and is operated by two people.

It can either be fed by means of an inlet or placed directly under a silo and operated autonomously. The various separation techniques safely remove contaminations, such as angel hair, dust, spangles and fines. An integrated laboratory can be used to carry out analyses on site, create quality certificates and send samples.

"With our Mobile Granule Clinics, we also fulfil our quality promise to our customers to detect precisely and sort out all impurities, regardless of location. The mobile pellet sorting systems are the perfect complement to our other services for the plastics industry," says Greiwing.

The service portfolio includes the storage, packaging and transport of granules as well as modern process technology for the preparation of individual components. This ensures optimum granulate quality during drying, sorting, screening and homogenisation.

In order to process all products professionally, Greiwing has special equipment, such as autoclaves and clean rooms as well as the granulate pilot plant at the Wesel site, which is unique in Germany.

[www.greiwing.de](http://www.greiwing.de)





# HaulTech is up to the TASCC for bulk haulier

**A** bulk haulier says its transport management system (TMS) is making compliance easy while also saving time on planning.

BI Halder provides nationwide bulk haulage for the UK agricultural sector and is certified through TASCC, the Trade Assurance Scheme for Combinable Crops.

TASCC is recognised by the food industry as essential to maintaining the traceability of assured combinable crops after they have left the farm.

BI Halder can easily demonstrate compliance with TASCC thanks to its TMS from HaulTech, which simplifies the TASCC audit process, enabling BI Halder to store all the evidential information they need in one place.

"Traceability is extremely important for TASCC and HaulTech makes it easy," said James Halder, transport manager at BI Halder. "TASCC compliance is built into HaulTech, which makes it very straightforward for us."

Based in Driffield, East Yorkshire, BI Halder has been offering grain haulage for 55 years. The family-owned company provides bulk haulage under TASCC and is also certified on the Fertiliser Industry Assurance scheme.

HaulTech executive director Clare Chidlow said the TMS supports TASCC compliance by helping hauliers to evidence the job history of specific trailer loads and provides strong sub-contractor certification documentation.

"Users can search for loads via trailer numbers for quicker audit evidence collection," said Chidlow. "In addition, the system stores electronic copies of all documents to avoid paperwork being lost or incorrectly manually inputted."

The TMS also links trailer and TASCC job ID numbers through a single point of data entry for faster transport planning, and features collection and delivery documentation to assist with accurate and timely invoicing. Outside of TASCC, the system further reduces administration time for hauliers – typically clients report a 40 percent saving in the time it takes to complete tasks.

BI Halder uses the TMS for transport planning and also has HaulTech's live vehicle tracking system. "HaulTech is very easy to use, and we like the fact that all the features are rolled into one system," added Halder. "The tracking and the planning features work together very well."

The tracking platform, HaulTech.Live, provides real time telematics and tachograph data, enabling the user to monitor and track drivers and vehicles. Functionality also includes remote tacho download.

"Tracking helps with traceability on TASCC, but for us it is also invaluable for wider compliance," Halder continued. "HaulTech gives us real time information on how many hours a driver has left."

"Bulk haulage is a constantly changing environment, every day is different as you rarely have the same load twice on a bulker. HaulTech enables us to keep on top of it all in a fast-paced business. It is a reliable and user-friendly system that is well suited to our needs."

## And for Border Aggregates

For nearly 40 years, Border Aggregates has supplied natural aggregates and stone products to the landscaping and construction sectors across the United Kingdom.

In recent years the well-renowned haulage and aggregate firm has acquired numerous transport companies and now runs 35 vehicles from its two sites based in Lancashire.

For a decade now, Border Aggregates has used Haul Tech's Transport Management system to create a slick, efficient work environment that encourages business growth. The company's finance director, Andy Hetherington, recently discussed why it implemented Transport System and how it has continued to support the bulk haulage firm.

## You've been using the Transport System for a decade; how did you work prior to this?

Andy Hetherington: We used to work with paper tickets and booking diaries. The issue with working that way is the amount of paperwork duplication and lack of visibility for everyone, and the more you grow the more paperwork there is to deal with, which can be painful for staff.

So, we asked around to see how other firms were working to see if we could improve on what we were doing. Bulmans Bulk Haulage told us they were using a HaulTech Transport System and they recommended we try it, so we did.



## How did the change from paper to a system affect the business?

Change doesn't come easy, but we adapted to it fast and the system does exactly what it says on the tin, or exactly what we were told it would do. It has streamlined our business and simplified the way we work. Jobs get done in a fraction of the time.

## Where have you seen the biggest impact?

As finance director, the biggest impact for me was and still is invoicing. The Transport System integrates with Sage which means I

can get the work done rapidly. Using a system also gives you greater accountability as you can see what you've done and not done, while it's easy to miss things with paperwork.

## Ten years on, do you believe a Transport System was the right choice?

With the way the world works today, having a system is the right choice. It's a new era and technology is at the forefront of that, I am glad we adopted a system back then, otherwise, we'd have to do it now and be behind the curve. This system is taking us into this new era, helping us to run our operations smoothly.

## You've also stuck with HaulTech as a provider for a decade; can you tell us why?

They came recommended to us and once we spoke to the team, we knew the relationship was right. The system has always supported us and the customer service team at HaulTech has been helpful every time we've needed them. You can't ask for much more.

## Would you recommend a system to other haulage firms?

Yes, it's the way forward and HaulTech is the right provider if you want a good system backed up by good customer service.

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



Border Aggregates has used Haul Tech's TMS to create a slick, efficient work environment

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SCAN ME



# cotac expands lining service in Antwerp

**H**oyer's cotac Group is well-known for supporting the global logistics provider's integrated services for cleaning, workshops and depots.

Now, cotac's extensive portfolio at its Antwerp, Belgium site has been expanded into the area of coatings, including services for new customers.

The cleaning and repair division has years of experience in repairing tanks and technical components by using spray-on and rubberising coatings. Now, complete tank containers are being upgraded to special tanks by applying Advanced Polymer Coatings (APC) tank linings.

At the Antwerp workshop, a standard stainless-steel container is transformed into a tank container with a special coating for highly corrosive products. Harry Pepels, cotac's director, explains: "Only a few service providers offer repair facilities for these special tanks. We have already been carrying out repairs of spray-on and rubber coatings for six years. We can now offer APC tank coatings as a full-service provider. This is something special and is in demand worldwide. We are delighted that we can expand our service offer for Hoyer and are also able to offer it to new customers at the Antwerp site."

The spray coating is applied in a three-stage process conforming to the highest standards and quality. Coating technical components rounds off the service offered by cotac. This means that the production line is fully represented by a one-stop solution in Antwerp: modification, coating and repairs can be implemented entirely at a single location.

Servicing and repair work are already long-established at Antwerp. cotac specialises in ISO tank containers, but also provides services for road tankers and IBCs. The offer extends from heating, cooling and cleaning to modifications and repairs. These are combined with depot services before and afterwards.

According to Pepels: "We are professionals in everything we do, and we design our business to be safe, secure and simple for our customers. That is our concern."

As a result of receiving approval from APC, cotac can now fully offer the coating material manufacturer's tank linings, thus doubling the offer and capacities for this service in Europe. This newly-arrived polymer lining technology now helps customers to store, protect and transport highly corrosive chemicals.

The full-service offer provided by cotac Antwerp is located in the vicinity not just of the Benelux Ports but also the North Rhine-Westphalia chemical cluster.

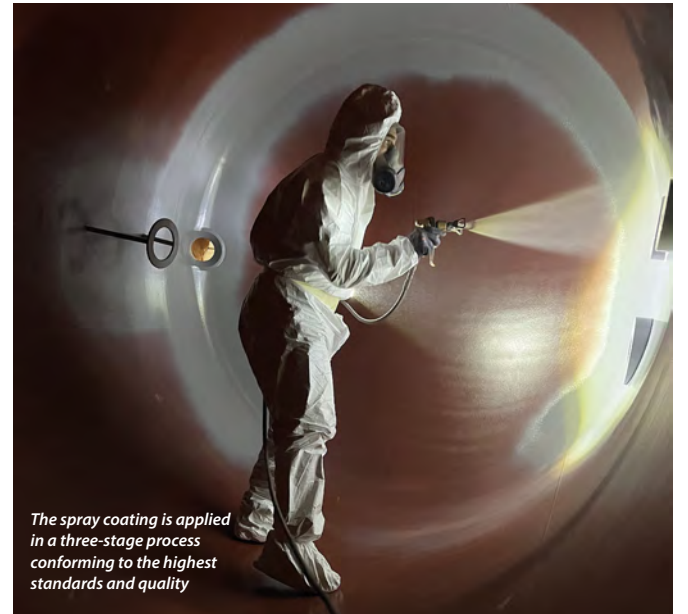
"First-class material from APC, the technical experience of cotac, and the engineering and operational staff of the Hoyer round off the comprehensive service being offered, and create added value for our customers," commented Andreas Essinger, executive director global sales at Hoyer.

With services from a single source, and uniformly standardised quality standards, cotac says this ensures smooth workflows along the supply chain. The company has 12 sites at logistics hubs in Europe, Asia and the USA to support quality-assured services.

cotac – which stands for 'Complete Tank Care' – is regularly audited in accordance with DIN EN-ISO 9001 and undergoes various country-specific safety and quality audits. Staff training courses are standard worldwide, as are analyses and internal know-how by cotac experts about cleaning processes for a variety of products.

Earlier this year, cotac opened a new site in Ludwigshafen, Kaiserwörthhafen, the first facility of the Multimodal Tank Care GmbH joint venture – a partnership between the cotac group and Contargo – to go into operation.

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.



The spray coating is applied in a three-stage process conforming to the highest standards and quality

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.

In 2023 cotac became one of the first depot groups in Europe to be officially listed in Operation Clean Sweep, an international programme that helps to prevent plastic waste in the marine environment.

The signatories to the OCS Pledge ensure that no micro- or nanoplastic particles enter the environment. Thanks to the high-quality standards of the Hoyer Group and its affiliated companies, cotac's European cleaning sites were able to meet the requirements of the OCS Pledge with only a few adjustments. cotac paid particular attention to the cleaning processes of silo road tankers for plastic pellets.

The European Plastics Converters Association (EuPC) and Plastics Europe developed the OCS certification system in 2022. Externally audited facilities that meet the specified requirements are listed in the openly accessible 'OCS Public Register' – and now also include the cotac sites in Mannheim and Schkopau.

[www.hoyer-group.com](http://www.hoyer-group.com)



cotac Ludwigshafen is the first location of its kind with a trimodal transport connection

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## New tank cleaning head for 100mm openings

**U**raca has launched a new tank cleaning head - TWK 100-600 - developed for large tanks with small openings of just 100mm. The company claims it is the only tank cleaning head that achieves a very high cleaning performance despite its narrow construction design.

High pressure water can be used to remove almost all deposits in containers of any size: A high-pressure plunger pump forces water at a high-pressure level through the nozzles of the URACA TWK. The water jet cuts through the deposits and removes the dirt across the entire surface, thanks to its defined movement sequence. Cleaning the inside of containers with high pressure water is an environmentally friendly process that does not require the use of chemicals, mechanical tools or boiling.

In the past, such containers had to be cleaned with special lances, which is time-consuming and expensive. Due to the centric interference circuit of the TWK 100-600, this is now performed automatically. The nozzle rotation runs slowly and takes place in two planes. The TWK 100-600 has very stable high-pressure seals and a high gear ratio which

enables a wide rotor speed range (4-40 min-1) in conjunction with the eddy current brake. The spray pattern is balanced so the cleaning can be carried out efficiently.

It can also be inserted into existing sensor and measuring openings (DN100). Due to the V4A materials, its construction design and its fully sealed gearbox, it is suitable for use in the food industry.

The TWK 100-600 is compatible with many Uraca pumps and can be operated with small units beginning with 15 kW. An extensive range of accessories such as rotors and nozzles is also available.

Privately owned Uraca was founded in Bad Urach in 1893. Today it has about 400 employees, including about 20 trainees. The company's main activity is the design and production of high-pressure plunger pumps and units for operating pressures up to 3,000 bar/ 43,500 psi and driving powers up to 2,600 kW/3,500 HP as well as complete cleaning systems.

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



The slimline power for cleaning large containers with small openings



The TWK 100-600 is compatible with many URACA pumps



# Dinges Logistics invests in heavy-duty stacker

**D**inges Logistics has recently invested in a state-of-the-art heavy-duty stacker.

This is specially designed for empty container handling and promises not only advantages in terms of safety and sustainability, but also a significant increase in productivity and efficiency in container handling. Now that the stacker has been in operation for a few weeks in one of the company's empty container depots, an initial positive conclusion can already be drawn.

The new addition is the Kalmar DCG80-45E55 empty container stacker, which enables fast and safe transport of heavy loads. It is able to stack containers up to five high, so that the available space in the depot can be used in the most efficient way possible. The special steering axle with a large wheel angle creates the ideal conditions for precise work in the tightest of spaces. The built-in engine complies with the latest EU Stage 5 emission standard for off-road vehicles. The stacker also has a special cab with large front and rear windows that provide with ideal visibility in all directions for efficient and, above all, safe container handling. Automated assistance systems also help to optimize handling processes and minimize errors. Furthermore, it is equipped with a number of safety

systems, including cameras and special sensors. All these features help to prevent damage caused by collisions. Another key advantage of the new heavy-duty stacker is the integrated soft landing system on the spreader, which automatically reduces the lowering speed when approaching a container. This is very gentle on both the machine and the container, as it avoids strong impacts that can often cause damage.

With the new heavy-duty stacker, Dinges Logistics will be able to increase its handling capacity, minimize downtime and reduce overall turnaround time at the container terminal. The resulting improved operational processes not only lead to cost savings, but also increase efficiency and competitiveness. This investment emphasizes the company's commitment to continuous process improvement in terms of safety and sustainability. In addition, this investment illustrates Dinges Logistics' efforts to continually optimize its container depot services as part of its value-added service offering, thereby providing customers with a comprehensive and reliable service.

<https://dinges-logistics.com>



With the new heavy-duty stacker, Dinges will be able to increase its handling capacity, minimize downtime and reduce overall turnaround time



The Combilift straddle carrier provides double stacking of tank containers

## New handlers for DEMI

**S**o far this year, DEMI US has taken delivery of at least two new container handling machines

A new straddle carrier is now operational at DEMI's Houston depot to optimise and speed up container handling.

The Combilift straddle carrier provides double stacking of tank containers, and travels in and out of the depot firm's buildings with ease. In addition, the ergonomically designed, driver-friendly cab allows for 360 deg vision when the load is lifted.

Also, DEMI is using a new container lifter from Doosan.

The handling machine comes equipped with a diesel oxidation catalyst (DOC) and selective catalytic reduction (SCR) system which meets and exceeds the EPA Tier IV emission regulations.

The high-capacity lifting machine for moving tank containers and small portable tanks is powered by an efficient diesel engine and offers the latest safety enhancements through its operator sensing system.

[www.demi.nl](http://www.demi.nl)

## Kanoo Tank Services

## Sahreej

### Jubail Depot and Head Office

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

### Facilities and Equipment:

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

### Services:

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

### Tank Types Serviced:

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

### Certification and Membership

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







# Sprinting ahead

**A new complex in La Porte, Texas is designed to be the hub of tank transport group Sprint's ambition to become one of America's most comprehensive providers of bulk logistics services.**

Four companies make up the group: Sprint Transport, Sprint Logistics, Sprint Rail Partners, and Trident Tank Wash. However, all four operate as one cohesive unit, according to president and CEO Josh Noworatzky.

The Texas company offers services ranging from bulk transport, through tank trailer and container cleaning and maintenance, to tank car staging and maritime movements.

The 30-acre site in La Porte has rail, barge, and deepwater access, helping tie all those services together; a four-story building features a giant yellow 'S' across the top and is thus a highly visible billboard for every truck driver that crosses the Fred Hartman Bridge, which spans the Houston Ship Channel.

The entire enterprise is expected to serve as a blueprint for Sprint's operations. The goal is to use the site as a template for adding the company's bulk liquid services and developing into a provider of holistic supply chain solutions.

Sprint moved into its new home, and established Sprint Logistics, the group's ISO tank container depot, in December 2023, and the company says it is already winning business from chemical shippers, tank operators, and container lessors, who combined to fill the depot with 550 tank containers at one point in April.

The group expects to complete Phase 1 of its Sprint Rail development in Lake Charles, Louisiana soon, and introduce a new rail-to-truck transloading business in La Porte later this year.

Sprint's roots lie in Sprint Sand & Clay, mining company founded by Joe Swinbank and his family in 1982. The family established Sprint Transport in 2010 and continues to manage an array of businesses that work together where possible.

Sprint Transport has grown from 65 trucks and 160 tank trailers in 2013 to 100 tractors and 400 tankers in 2018, and 200 trucks and 750 trailers this year. The company has also 'almost tripled' its 2018 revenue of US\$26.6 million in the past six years crediting mutually beneficial partnerships for enabling expansion in good and bad times.

Noworatzky says the company has a history of building long-term relationships, "where we recognize we're all in this to provide for our families and earn a living". "But we're committed to doing so in a fair and honest way, and never taking advantage of any situation," he says. "That has been reciprocated by our partners."

It also boasts 200 drivers (120 company, 80 owner-operators) who are flexibly compensated by the hour, load, or percentage based on the type of work they perform and length of hauls they run.

The equipment fleet also includes two new Toplift Ferrari reach stackers for the growing logistics operation.

The handlers can stack up to six tank containers, and the depot, built on 14ins of concrete with an 18ins subbase, has a permit to stack tanks seven high, although four high is considered the optimal stack. The overall capacity is 10,000 TEU.

The site features an eight-bay, 12,400 sq ft tank cleaning facility, which is the group's second Trident location; a 12-bay, 19,800 sq ft truck and trailer maintenance facility; an 18,100 sq ft four-story office with a 2,500 sq ft assembly area on the fourth floor; rail access via La Porte Rail and Terminal, which is co-owned by the Swinbank family and another partner.

Sprint's five-year plan includes expanding Lake Charles to store up to 2,000 tank cars, working towards moving cars in and out of Houston-area plants in co-operation with railroad operator Union Pacific, and fully integrating rail to complete Sprint's intermodal operations.

[www.sprint-transport.com](http://www.sprint-transport.com)

# Dana opens Kansas City depot

**Dana is opening a new tank depot in Kansas City, Missouri, close to a Union Pacific terminal and Dana's own chemical and plastics transloading facilities.**

Union Pacific had already approved an expansion of its rail line onto the property, which will allow container operators and shippers

to combine tank fleets currently scattered across the region at one central location.

The depot is located near a seven-acre tank cleaning and rail-to-truck chemical transloading facility Dana bought some six years ago; and a newly acquired plastics transload yard with 85 rail wagon spots. The overhauled wash rack, which features new equipment from A-One Chemicals and Equipment, currently features two bays with ISO tank cleaning capabilities that will soon add a third; and Dana also plans to supplement the site with 100 rail car spots at the plastics transload yard.

The new facility will be a key distribution hub for plastic pellets arriving from the Texas Gulf Coast area by rail for truck transport to Midwest manufacturers. These plastic resins are used for medical, automotive, food grade and other industrial purposes.

"We're very proud of this project, which returned an unused railyard back to productivity, while providing a new transport solution for our plastics customers and growth opportunity for Dana Transport and Union Pacific," said Todd Hackel, manager of network & industrial development at UP.

This has been a multi-year project that began in 2020 when Dana Transport engaged with UP's industrial development team about leasing and repurposing the shuttered rail yard known as the Cypress Yard.

"We saw the land before the pandemic began, and we thought it was big enough to accommodate our plans for growth and our customers' needs for a transload yard for plastic distribution in the Midwest," said Dennis Lawless, corporate manager for dry bulk at Dana Transport.

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



# Heniff buys TechnoPort

**US group Heniff Transportation has bought tank container services company TechnoPort.**

Based in Moerdijk, Netherlands, TechnoPort provides ISO tank services, including container heating, maintenance and repair.

Terms of the transaction were not disclosed.

"We're very pleased to welcome TechnoPort into the Heniff family of companies," said Bob Heniff, founder & CEO. "This deal represents the perfect growth opportunity for our company as it is primarily customer-driven, complementary to our current suite of services, and an extension of our global footprint into the greater international bulk transport services industry."

The acquisition of TechnoPort marks Heniff's first venture outside of the North American market. TechnoPort's operation is located just south of Rotterdam,

Based in Oak Brook, Illinois, the Heniff family of companies operates approximately 2,000 tractors and 5,000 trailers through its network of more than 100 locations, including ISO depot operations, equipment maintenance, third-party logistics, and tank cleaning.

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



# STR expands Schwarzheide warehousing

**Full operations recently started at two additional 3,000 sqm covered storage halls at the Bertschi's STR Tank-Container Cleaning location in Schwarzheide, Germany. The new state-of-the-art warehouse facilities have a combined capacity of 5,200 spaces. This expansion is an addition to the existing warehouse complex and outdoor storage area in Schwarzheide.**

Back in 2016, STR introduced a warehouse complex comprising three halls, with a total capacity of approximately 8,500 storage spaces. In 2019, an outdoor storage area spanning 15,660 sqm was developed on nearby land, designed to accommodate an innovative box container storage concept with approximately 1,000 spaces.

In response to escalating demand for covered storage, two additional halls were planned. Each 3,000 sqm hall would contribute to providing a comprehensive solution, with a combined capacity of up to 5,200 spaces, all without the need for shelving.

In April 2023, STR held the groundbreaking ceremony for excavation work. Successful trial operations were completed for the first hall in February this year. Subsequent completion of the second hall, coupled with the finalisation of all surrounding works, paved the way for full operational activities to begin on 1 March.

"Our success in delivering this ambitious project within the stipulated timeframe is attributed to the dedicated efforts of our on-site staff, as well as the invaluable support and collaboration of our partners and contractors," said Lukas Hunziker, project manager BU Solutions.

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





# Mixed picture for bulk wine exports

**Against a backdrop of declining global consumption, European producer countries generally witnessed a rise in bulk wine exports in 2023, albeit sometimes marginal.**

Conversely, bulk wines shipped from the Southern Hemisphere trended downwards, with the notable exception of Australia.

Analysis by the World Bulk Wine Exhibition (WBWE), found that Italy posted an impressive 12 percent rise in its bulk wine exports last year, shipping 408.5 million litres primarily to Germany, France, the United Kingdom and Sweden.

Pricing lagged behind, however, with a minimal 0.5 percent increase in value sales, bringing its average litre price up to €0.73. Portugal also saw bulk wine exports gain traction, with a 5.5 percent increase by volume (to 39 million litres) and 14 percent surge in value, posting an average litre price of €0.88. Meanwhile, France and Spain's bulk wine consignments followed the reverse trend, dropping by 1 percent (to 115.5 million litres) and 0.7% (to 1.146 million litres) respectively by volume, and 4 percent and 3 percent by value.

## From purchase to shipping

Some of these trends should be put into perspective, however, partly because of the time lapse between contracting and loading.

In 2024, for example, Spanish exports have increased. "Spanish export figures for January were up because most of the deals that were closed with buyers in Germany and Italy were being shipped then," explained Spanish broker David Martin at Ciatti. "I expect the numbers for February and March to be high as well."

Logistics issues with shipments from Spain to Italy, where demand for Spanish white wines has been particularly strong due to the very short Italian crop, could also have led to delays, with loadings only showing in 2024 data. Conversely, demand for Spanish wines in France – Spain's largest export market for bulk wines – was lower in

2023 due to the good domestic supply of bulk wines at good prices.

"Spanish export figures for January were up because most of the deals that were closed with buyers in Germany and Italy were being shipped then. I expect the numbers for February and March to be high as well."

## Bag-in-box sales

Interestingly, trends for the big four European bulk exporter countries are reversed when it comes to bag-in-boxes, and the format certainly allows exporters to garner higher prices.

Whereas Italy and Portugal saw their bag-in-box export consignments drop respectively by 2.3 percent and 8 percent, France and Spain witnessed increases of 4 percent and 5.5 percent.

For France and Italy, the difference in price points between bulk and bag-in-box is significant: average respective prices rise from €1.55 to €3.21 a litre and €0.73 to €2.57. The gap lessens for Spain and Portugal, where average litre prices are only lifted from €0.45 to €1.28 euros and €0.88 to €1.38.



*In the Southern Hemisphere, the picture was quite different, with several countries impacted by short crops. Pic. NZW Inc Lawsons Dry Hills*



*Portugal saw bulk wine exports gain traction, with a 5.5 percent increase by volume*

## Southern Hemisphere declines

In the Southern Hemisphere, the picture is quite different, with several countries impacted by short crops. Only Australia bucked the overall downward trend in bulk wine exports, posting a 5 percent increase in 2022 to 392 million litres at an average price of €0.73 per litre.

New Zealand, Argentina, Chile and South Africa witnessed falling bulk wine exports last year by volume, with decreases in the double digits. Similarly, bag-in-box export sales fell, Australia included.

Generally speaking, export consignments – both bulk and bag-in-boxes – account for around 40-45 percent of total exports among the major Southern Hemisphere producer countries, dropping to 21.8 percent for Argentina and rising to 67.3 percent for Australia.

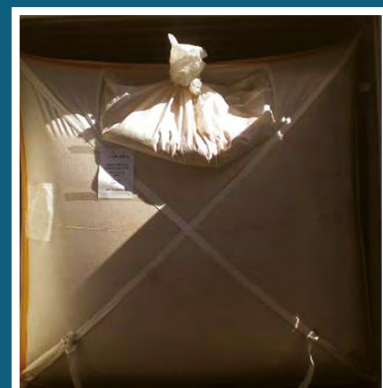
This is significantly higher than among the main European exporter countries, where the share ranges from 12.5 percent for France and 21.5 percent for Italy to 24.5 percent for Portugal, with the noteworthy exception of Spain where bulk shipments account for 59.7 percent of export sales.

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# New Asia sites for Schütz

Schütz is expanding in Asia with the opening of two new tight-head drum facilities.

The company has invested in a new extrusion blow moulding line at its Karawang site in Indonesia, where it is now producing F1 220-litre PE tight-head drums. The new line will be producing the drum in a multi-layer process and supplements the existing IBC product range as part of its international strategy of 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 benefits 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 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 a good choice for all applications where safety and technical cleanliness are crucial.

Schütz has also started production in India at its newly built production facility in Dahej, Gujarat. This site also produces PE tight-head drums.

Customers can choose from a range of product variants, including a new development specifically



Schütz invested in a new extrusion blow moulding line at its Karawang site in Indonesia

tailored to local market requirements. Production of its global IBC system is also scheduled to start.

After having been active in India for many years with a sales team, Schütz took the decision to set up its first factory in the Dahej Special Economic Zone.

Using state-of-the-art production technology, Schütz is manufacturing its packaging systems to the highest global quality and safety standards for materials, processes and products.

In addition to the F1, the firm also offers the F2 tight head drum, which was developed for the local market. Ideal for manual handling, it has an additional grip ring at the bottom of the drum. Both drum types offer excellent performance and low operating weight.

The next step is to start local IBC production with the MX series. Schütz will also roll out its Ticket Service in India, whereby the manufacturer already takes back emptied packaging. This will be followed by a reconditioning line at the new site for environmentally friendly reconditioning in accordance with the highest safety standards.

Investment in the first phase is worth more than €30 million. The local production of packaging solutions will significantly reduce transport distances and delivery times; Schütz previously supplied Indian customers from Malaysia. It will also reduce CO2 emissions and increase delivery reliability and flexibility.

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

# Sustainable thinking and acting – Werit's corporate culture

Modern logistics processes in a wide range of industries like food, beverages, chemicals, automotive, pharmaceuticals and cosmetics require sustainable and resource-saving processes as well as circular systems and innovative products that can be used for them.

However, not only products and processes, but also the ecological and social responsibility of the corporate culture play a decisive role.

Packaging company Werit employs more than 600 people at six production and five sales locations throughout Europe. This year, the company is celebrating 75 years of success.

## Reused IBCs

In the responsible use of raw materials and resources, Werit constantly works on new, innovative and intelligent solutions for containers and packaging systems as well as their retrieval and environmentally friendly recycling.

This is where the Werit IBC modular system comes into its own: it enables problem-free cleaning as well as economical reconditioning by replacing individual components. For used IBCs, regardless of manufacturer and type, Werit offers free return via the PACKONE-Ticket.

This way, the company, based in Altenhirschen, Germany, guarantees the resource-saving and economical use of reusables. The function and usability of the reconditioned IBCs are equivalent to new products, Werit says. And, with the different closed-loop or open-loop systems, customer-specific requirements can be optimally addressed in order to achieve the best possible economic and ecological efficiency.

In addition to the standard 600, 800 and 1,000 litre sizes, the 300 litre COMPACTline and special NUTRilline aseptic containers are designed to rotate and be reconditioned without any problems in the circular system.

## Pooling

The topic of sustainability is also a top priority for the retail sector, particularly in the areas of pooling and logistics services. Reusable transport packaging from Werit is durable and pays for itself over its entire life cycle, the firm claims.

When it comes to containers, Werit's rotary stacking containers are an excellent choice for sustainable logistics solutions. Rotary stacking containers can be stacked when filled and are very stable thanks to their robust construction. When empty, they can simply be nested into each other and achieve a volume reduction of 65 percent.

The volume-reducing plastic containers are used in both internal and external logistics, because they are impact-resistant, shatterproof and dimensionally stable and therefore suitable for automatic conveyor technology in addition to manual handling.

And, with increasing online deliveries, they have



Werit's COMPACTline and special NUTRilline aseptic containers are designed to rotate and be reconditioned without any problems in the circular system

proven to be a better solution to cardboard boxes.

The EURO H1 hygiene pallet is the best-known pooling pallet and there are only a handful of manufacturers besides Werit that produce it with the required GS1 certification. The pallet has first-class hygiene standards, high dimensional stability, universal usability and, ultimately, high cost-effectiveness.

The EURO H1 is a recognised load carrier in the meat industry. With the GS1 seal, it is marked as a pooling pallet and can be exchanged throughout Europe.

In addition to hygiene pallets, Werit also offers IKP pallets in Euro and industrial dimensions. This series is also characterised by maximum cost-effectiveness, efficiency and sustainability. IKP plastic pallets have a low dead weight and offer the possibility of additional equipment modules.

## Sustainable thinking

Increasing resource efficiency is an important factor for manufacturing companies. People, machines and processes have to interact. This holistic approach can save resources, reduce costs and ultimately increase productivity, Werit maintains.

The efficient use of resources is essential for the future competitiveness of the company. In this way, savings in primary materials (eg, fossil fuels and metals), energy and greenhouse gases - the CO2 footprint - are generated annually.

In addition to many sustainable activities, Werit is also a member of the UN Global Compact, the world's largest and most important initiative for responsible corporate governance.

This is a code of conduct that Werit takes for very seriously. Also, annual participation in the internationally recognised EcoVadis rating is also an important topic at Werit, because it is how companies express how they deal with economic, social and environmental impacts, the company concludes.

[www.werit.eu](http://www.werit.eu)



For used IBCs, regardless of manufacturer and type, Werit offers free return via the PACKONE-Ticket

# Mauser buys Taenza

Mauser's wholly owned subsidiary BWAY Corporation has completed its acquisition of Taenza, SA de CV, a packaging manufacturer based in Mexico.

Taenza makes tin-steel general line, sanitary, and aerosol cans, plus steel pails.

"We are happy to welcome Taenza to our Mauser family," said Mauser CEO Mark Burgess. "Taenza's legacy manufacturing capability and strong local presence in the Mexican markets combined with Mauser's global network will enable us to make the business more successful in the future."

The transaction is expected to be complementary to Mauser's existing business and provides the company with numerous benefits, including growth in the Mexican paint, sanitary, and specialty markets, plus additional manufacturing locations and capacity.

Last year, Mauser expanded its production capacity in Mexico by investing in state-of-the-art equipment for manufacturing IBCs at its Toluca

facility.

To meet the growing demand for IBCs, a new line focused on IBC cage production was installed in the facility to support the manufacturing of UN-certified 275-gallon composite IBCs in the region. IBCs are ideal for use in the food, chemical, paints, coatings, and petrochemical industries, among others.

"This investment demonstrates our ongoing commitment to expand our footprint

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

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



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The tank is made from 316 stainless steel with a 5mm shell is suitable for waste ADR products



## ADR tanker for QWM

**Q**uest Waste Management recently took delivery of a new 30,000 litre articulated ADR tanker.

The 30,000-litre tanker, specifically designed for carrying and transporting hazardous and dangerous liquids, took to the road following its unveiling at Road Transport Expo.

Manufactured by Yorkshire based RTN Clayton Vallely, the tank is made from 316 stainless steel with a 5mm shell is suitable for waste ADR products classified under tank material compatibility classes 3, 6, 8, and 9, complying with tank code L4AH.

The tanker is equipped with a fully enclosed double handrail and is designed for ground-level operation.

Quest managing director Clive Leadbetter said the company invested in the tanker due to a rise in demand for such business activities.

"The new ADR tanker will enable us to diversify our product range and handle a wide variety of substances, including substances including acids, alkalis and flammable products.

"We are dedicated to delivering outstanding customer service and dependable solutions. The introduction of our new ADR tanker demonstrates this commitment."

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

## Suttons strengthens partnership with Nynas

**S**uttons Tankers has been awarded a three year contract renewal with Nynas to move bitumen and bitumen emulsion across the UK.

Bitumen is primarily used for industrial purposes. The majority of sites that Suttons deliver into are quarries. The product is often found used in the construction industry, but also has waterproofing and adhesive properties which make it a good product for the roofing industry.

The nationwide logistics provider has been Nynas' key partner from its Eastham plant in Cheshire since first outsourcing its transport a decade ago. Since then, the partnership between Suttons and Nynas has gone from strength to strength.

The nature of the product means there is significant seasonality outside of core requirements and Suttons' ability to scale up is crucial to ensuring a successful and streamlined supply chain for Nynas. This is made possible by Suttons' extensive fleet and experienced pool of cross-trained drivers.

Ensuring the safety of the product, the driver and all personnel involved is a key priority for both Suttons and Nynas. Suttons has a strong behavioural safety culture and trains all its drivers to adhere to the highest levels of safety and compliance. In its financial year from April 2023,



Suttons has been a Nynas key partner from its Eastham plant since outsourcing its transport a decade ago

Suttons had seen an exemplary record of zero contaminations, injuries, blameworthy spills or road traffic accidents.

David Heath, Head of Fuels, commented: "We are very pleased to strengthen our partnership with Nynas even further with this contract extension.

"Investment in quality fleet has always been top of our agenda and we are proud that all vehicles on the Nynas contract have Euro 6 engines which contribute to improved fuel efficiency and reduced emissions, aligning to our ESG commitment.

"The Nynas operation is a core part of our fuels sector and we are committed to continuing to provide excellent levels of service, innovation and safety."

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

## Randon unveils anniversary trailers

**B**razilian semi-trailer manufacturer Randon, the largest in Latin America, recently launched a 75th anniversary commemorative series that celebrates the brand's trajectory and development of its products.

The trailers feature all Randon's technology, sport a special 'New R 75' colour, and boast a distinctive finish and gold details, Randon said. Moreover, they come with a certificate and personalised plaque with the client's name or logo. The transporter that

purchases a product from the limited series will also have Randon Smart technology available on board and exclusive spare-parts plans in the first year.

"In these 75 years, as we stated in the motto of the promotional campaign, we have pushed history forward," Randon COO Sandro Trentin said. "We want, with exclusive actions like this special series, to value the long-standing relationship with our clients. To celebrate this achievement, we are presenting several new features that elevate our history and embrace the new moment we have reached."

Randon is the main Brazilian exporter of semi-trailers, with an international network of 190 distribution points. Cargo transport expansion in its home country and abroad is directly linked to Randon's evolution, the company stated.

<https://randon.com.br>



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[biofuels-news.com/conference](http://biofuels-news.com/conference)



## XPO Logistics launches new multimodal corridor

**XPO is launching a new multimodal corridor between Antwerp, Belgium, and Istanbul, Turkey.**

Some 2,600km long, the new route combines road and rail transport, reducing transit time from 10 days to eight compared with road transport alone. This significantly enhances logistics capabilities between these pivotal trade hubs, enabling companies to move greater volumes of products between Belgium and Turkey, the logistics operator claims.

The corridor also offers customers more regular service throughout the year, even in peak season, while also reducing road congestion. In addition to the rail and road route, XPO Logistics provides customers the option of combining short sea shipping and rail, with rail transit between Duisburg, Germany, and Port of Trieste, Italy, connecting to sea transit between Trieste and Izmir, Turkey.

It also offers significant environmental benefits, including a notable reduction in CO2 emissions. Rail transport produces approximately 80 percent fewer emissions than traditional road transport, which equates to approximately 3,100kg less CO2 emitted per trip on this route.

"Our dedication to multimodal transport solutions has been highly successful, strengthening XPO's position in the combined road, sea and rail transport market," said Christophe Verot, managing director-Central Europe, at XPO Logistics.

"The implementation of multimodal solutions is a crucial step in enhancing the efficiency of our customers' goods movement while also reducing their supply chain carbon footprint to help them meet sustainability objectives. We are confident that the new corridor between Belgium and Turkey will result in environmental efficiencies,



enhanced safety, and reduced transit times for our customers." As the need to decarbonise intensifies, XPO expects that customers will continue to seek out multimodal and alternative transport solutions. The company says the opening of the latest corridor underscores its commitment to expanding multimodal routes, building on existing rail and road services between Barcelona, Spain, and Bettembourg, Luxembourg; Le Boulou and Calais, France; and Domodossa, Italy, and Duisburg, Germany. In addition, XPO operates short sea shipping routes between the ports of Liverpool, UK, Santander, Spain, Barcelona, Spain, and Savona, Italy.

Multimodal transport is a key part of XPO's suite of low-emission sustainable solutions (LESS), which assist companies in decarbonising their supply chains and achieving their sustainability targets.

In addition to enabling customers to replace road transport with alternative modes, LESS includes options for curbing CO2 emissions by substituting diesel with alternative fuels such as hydrotreated vegetable oil, natural gas and electricity. With transport responsible for almost 37 percent of global carbon emissions and heavy trucks alone accounting for approximately 25 percent of transport emissions, it is vital to improve opportunities to reduce emissions through solutions like LESS, XPO maintains.

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

## CLdN establishes Baltic connection

**CLdN and Transfennica have announced a partnership between their shipping services in Zeebrugge, Belgium to provide customers with broader connections through Northern and Western Europe.**

Transfennica's Northern Baltic service between Antwerp and the ports of Hanko, Kotka, Rauma (Finland) and Paldiski (Estonia) will call at CLdN's Albert II terminal in Zeebrugge every other Thursday enabling the exchange of northbound and southbound cargo.

The first call took place on 25 July.

The combination will enable the transshipment of containers, tank containers, trailers, reefers, automotive units, self-drives, breakbulk and other special cargo such as mobile machinery. It will provide better connectivity between the furthest reaches of Northern and Western Europe – Iberia, Ireland, the UK, Scandinavia and the Northern Baltics. Both companies will share freight loading equipment, thereby maximizing the efficiency of each transshipment.

Gary Walker, chief operating officer of CLdN RoRo, said: "This combination is an innovative and collaborative way to provide an even broader service and reach for our customers. Compared with long distance road transport it offers a reduced administrative and permitting burden and a significantly reduced CO2 footprint."

Dirk Witteveen, managing director of Transfennica, added: "The extension of our network with the ports serviced by CLdN in the UK, Ireland, and Iberia will equip our customers with optimal solutions in the European short sea sector."

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



## German hydrogen Act crucial for decarbonising transport

**The German Federal Government's approval of the Hydrogen Acceleration Act is a crucial step for transport and logistics organisations looking to accelerate decarbonisation efforts, according to Dr Cornelia Neumann, an expert in PEM electrolyser technology at IMI.**

Engineering company IMI makes products to control the precise movement of fluids. Dr Neumann said streamlining the approvals processes is set to help improve access for organisations looking to adopt small-scale decentralised green hydrogen production technologies.

The German government has said electrolyser approvals will face "simplified and unbureaucratic" requirements through an amendment to the Fourth Ordinance for the Implementation of the Federal Emission Control Act (BImSchV).

With Germany's heavy transport and logistics sector a key driver of hydrogen uptake in the medium- to long-term, this latest development is said to be good news for industry stakeholders looking to invest in hydrogen-powered vehicles.

"Immediate steps must be taken if the transport and logistics sector is to reduce emissions and meet its decarbonisation objectives," explained Dr Neumann. "However, the rollout of large-scale national hydrogen storage and production infrastructure will take years. Increased availability of other solutions including decentralised electrolyser solutions will help bridge this gap and accelerate widespread adoption of cleaner fuel technologies.

"The success of hydrogen as a greener fuel source will ultimately hinge on its availability at the point of use, so the approval of the Hydrogen Acceleration Act is a welcome step in the right direction."

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# Methanol agreement for Green Marine and Vopak

**Green Marine Fuels Trading is partnering with storage firm Royal Vopak in the Chinese ports of Shanghai Caojing and Tianjin Lingang.**

The agreement marks the next phase of methanol supply chain infrastructure expansion for Green Marine, securing necessary port storage capacity to accommodate a projected supply of green methanol from Chinese business partners.

Green Marine will be undertaking a similar co-operation plan with Vopak Singapore as well.

Gavin McGrath, a director at Green Marine, commented: "This is an important milestone in the evolution of Green Marine Fuels Trading and underscores our preparedness to supply green methanol to the imminent green transition within the shipping industry."

"Our leadership in the global methanol marine

fuel sector positions us to bridge the gap between methanol producers and buyers, with storage and supply infrastructure being a crucial link in the chain."

Vopak aims to invest significantly in infrastructure for new energies and sustainable feedstocks. The Dutch group's management company in China and North Asia, Vopak (China) Management, has already established terminals with a capacity of more than 3 million cbm in China's major coastal provinces.

In the energy transition for the maritime industry, Vopak China expects to leverage its existing facilities, supply chain expertise and terminal network to help business partners and clients adapt to low-carbon energy.

[www.greenmarine.dk](http://www.greenmarine.dk)



Vopak aims to invest significantly in infrastructure for new energies and sustainable feedstocks



The terminal will be the world's first floating green ammonia cracker, producing around 30,000 tons of hydrogen a year

# Deutsche ReGas, Höegh-LNG to build H2 terminal

**Energy infrastructure company Deutsche ReGas and Höegh-LNG signed an agreement in principle to build a new hydrogen import terminal.**

The 'H2-Import-Terminal Lubmin' will be the world's first floating import terminal for the industrial-scale conversion of green ammonia to green hydrogen.

Deutsche ReGas operates the only privately financed LNG terminals in Germany, in Mukran and prior to that in Lubmin.

The terminal is planned to be in operation from early 2026. The terminal will be the world's first floating green ammonia cracker, producing around 30,000 tons of hydrogen a year that will be fed into the hydrogen core network via the existing feed-in point at the Deutsche ReGas Terminal in Port of Lubmin.

The green ammonia cracker technology embedded into the barge solution has been developed by Höegh LNG and serves as an industrial pilot for the conversion and decarbonisation of floating storage and regasification units (FSRUs) in Germany.

Deutsche ReGas will provide the onshore terminal infrastructure, the overall co-ordination of the entire project, including permitting and the

marketing of the import capacities at the terminal.

"Our agreement with Höegh LNG initiates a significant new chapter in both Germany's energy transition strategy and our company's development," said Ingo Wagner, managing director of Deutsche ReGas. "Thus, our H2-Import-Terminal Lubmin is a key building block for decarbonisation of the industrial regions of eastern and southern Germany. The terminal also strengthens Mecklenburg-Western Pomerania's position as a green energy powerhouse."

Erik Nyheim, CEO of Höegh LNG, added: "Importing hydrogen from global producers overseas is key to achieving industrial decarbonisation. By adapting existing marine infrastructure elements with our innovative cracking solution, we can provide access to cost-competitive hydrogen within the next few years. The expertise, technology and infrastructure elements are already existing, and we are excited to partner with Deutsche ReGas to realise this project and accelerate the energy transition in Germany."

[www.deutsche-regas.de](http://www.deutsche-regas.de)  
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Contact Person : Mr. Gaurav Tekriwal  
Email : [marketing@bulkpackexports.com](mailto:marketing@bulkpackexports.com)  
Ph. : +91 9302103090



# Call for action to meet UK hydrogen targets

**Urgent action is needed in order for the UK to meet government targets to increase hydrogen production, according to a new Workforce Foresighting Hub report.**

Hydrogen has been identified as a zero-carbon fuel source which can help the UK reach its ambitious Net Zero targets. In the British Energy Security Strategy, the government has set a target to deliver up to 10 GW of hydrogen production capacity by 2030, with at least half of this coming from electrolytic hydrogen.

The Workforce Foresighting report was carried out to identify future skills demands to be addressed to meet the challenge of increasing hydrogen production. It identified future supply chain capabilities, future occupational profiles, and suggested changes to current training provision to deliver the skills needed for its wholesale adoption.

Without action now, it is likely that the capabilities and capacity of the workforce will be insufficient to meet the needs for achieving the government's targets.

The report focuses specifically on aboveground hydrogen storage tanks, which are critical in all aspects of bulk storage, distribution and commercial hydrogen use and are applicable across many sectors.

However, concerns about skills gaps in design, installation, maintenance, and operation threaten to impede progress in this critical area.

The report was sponsored by the Tank Storage Association (TSA) and led by the National Composites Centre, in collaboration with the Hydrogen Skills Alliance, which brought together experts from education, employment and the industry to produce it. The outcomes of the report play an initial role in shaping the future workforce capabilities required to build the workforce with the skills to meet the demand for hydrogen.

It is all part of the Workforce Foresighting Hub programme, an Innovate UK initiative, which brings together domain specialists, educators and employers across innovative technologies to deliver individual 'foresighting cycles' on specific challenges.

By assessing capability needs and identifying gaps in current skills development, the goal is to support the education and training sector to effectively drive action within each individual challenge.

Output reports from each cycle detail future supply chain capabilities, prototype future occupational profiles, and deliver recommendations to drive action to ensure that the UK continues to harness the potential of innovative technologies.

TSA chief executive Peter Davidson said: "As a zero-carbon fuel source, hydrogen will play a key role in helping the UK reach our Net Zero goals, but if we don't have the skilled workforce to exploit this, we won't be able to use it to its full potential.

"That is why we're delighted to have partnered with the Workforce Foresighting Hub team and the National Composites

Centre on this report. The Workforce Foresighting process provides us with the insight and recommendations to avoid future skills shortages, ensuring we have a workforce with the capability and capacity to adopt hydrogen as a zero-carbon fuel source.

"While there is a lot of work to do, the process allows us to identify specific actions at an early stage, meaning we have the time and the recommendations needed to help us improve the capabilities of the workforce."

Katy Riddington, chief portfolio officer at the National Composites Centre, added: "This report underscores the urgent need for targeted skills development to support the UK's hydrogen ambitions. By addressing these gaps now, we can ensure that our future workforce is prepared to meet the challenges and opportunities that lie ahead in the transition to a hydrogen-based economy."

<https://tankstorage.org.uk>



The Red Sea crisis caused an early peak season in Rotterdam

## Rotterdam cargo unchanged

**Cargo throughput in the port of Rotterdam remained virtually unchanged in the first half of 2024 compared with the same period last year.**

Throughput reached 220 million tonnes. This is 0.3 percent lower than in the same period in 2023 (220.7 million tonnes). The decline was mainly due to less handling of coal, crude oil and other liquid bulk.

In contrast, throughput of iron ore and scrap, other dry bulk, mineral-oil products and containers increased.

Container throughput increased by 4.2 percent (in tonnage) and 2.2 percent (in TEU) due to increasing consumer demand and an early peak season.

Importers were ordering their products earlier than usual due to longer sailing times and fluctuating sailing schedules. Ships have not passed through the Suez Canal since late 2023, due to turmoil in the Red Sea.

The container market is still adjusting to this new situation, the port said. Due to the longer sailing time via the Cape of Good Hope, there are challenges with finding sufficient vessel capacity.

Changes in sailing schedules, increased demand and bad weather in Asia have also caused congestion at ports in Asia, the Middle East and southern Europe. Despite the fact that congestion in north-western Europe has so far been limited, there are implications for port and hinterland operations. Ship arrivals are more difficult to plan due to changes in schedules. Additionally, call sizes have also increased substantially since the start of the Red Sea crisis. As a result, terminals and hinterland modalities face peak loads, leading to delays in container handling.

Port of Rotterdam Authority investments were on track, including construction starting on the Porthos CO2 transport and storage project, awarding of the contract for the construction of the Prinses Alexia viaduct and the port authority's investment in Rotterdam more digitally resilient.

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






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