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Artist's impression of the proposed terminal at the Bevrijdingsdok

## Katoen Natie proposes alternative to Tweede Getijdendok

**Antwerp-based bulk specialist Katoen Natie is proposing an alternative plan to boost capacity in the Belgian port.**

Port of Antwerp is struggling with a capacity problem for container storage and transshipment. As a result, shipping companies are forced to have some container ships handled in surrounding ports, such as Zeebrugge, Rotterdam and Le Havre. Additional capacity is necessary to ensure Antwerp's position as a logistics hub in Europe.

So, in order to accommodate growth in container traffic, the Flemish government recently gave the green light for the ECA plan (Extra Container Handling Capacity Antwerp). This plan provides additional space for 7 million extra containers on top of the current capacity of 15 million.

Among other things, it includes the construction of a new dock on the Left Bank of the Scheldt, the so-called Tweede Getijdendok. Commissioning is provisionally scheduled for 2030. But some stakeholders argue that is far too late because the port needs extra capacity now.

However, building and making the Tweede Getijdendok operational is also a major expense for the government. The price tag, including associated infrastructure works, is estimated at €8 billion. Because it is a tidal dock, it quickly silts up with sand and mud that the river Scheldt deposits in it. This makes it necessary to dredge the dock regularly to ensure the required draft for container ships, which adds to costs.

Katoen Natie, on the other hand, has come up with an alternative to the Tweede Getijdendok and is investigating whether SEA-invest group – which already operates a container terminal at the Bevrijdingsdok – can be involved in this.

By redeveloping a 220ha concession site around the Bevrijdingsdok,

an additional container handling capacity of 9 million TEU a year could be realised, Katoen Natie says.

In addition to a quay length of 4.4km, the site on the Right Bank of the Scheldt has excellent and existing road and rail connections. This alternative solution could save the government (and the taxpayer) at least €8 billion, and Port of Antwerp could expand its container capacity in the very short term without any inconvenience to the port community and citizens, Katoen Natie argues.

The alternative could be realised immediately, the company says, whereas construction of the new Tweede Getijdendok will probably take another 10 years, which will significantly increase the estimated construction costs to more than €8 billion. Because it would entail redeveloping existing port infrastructure, no additional natural land would need to be sacrificed.

Moreover, the annual capacity of the container terminal to be developed on the Right Bank would be 9 million TEU, 2 million containers more than the ECA plan provides.

In addition, it would help to distribute freight traffic better over both banks of the Scheldt, which would benefit the traffic flow in the port.

Finally, it ensures that part of Antwerp's container handling will once again be in Flemish hands. With all these advantages, the alternative offers a feasible and efficient solution to the existing capacity problem in the Scheldt port.

"Antwerp can accommodate the expected growth of its container traffic, and the economic engine of Belgium can continue to run," the firm concludes.

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

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AD Fuels has added a pair of Iveco S-Way 490 trucks to its fleet

## Ivecos for AD Fuels

**UK liquid and compressed natural gas haulier AD Fuels has onboarded a pair of Iveco S-Way 490 trucks to join its fleet.**

Providing a balance of performance and economy, the new Iveco trucks are powered by Cursor 13 engines producing 490hp and 2,400Nm of torque. These 6x2 trucks supply strong mission capability when running at up to 44 tonnes while delivering excellent fuel economy.

In addition to transport mission, the trucks also visit local schools, with AD Fuels teaching pupils about the environment and the benefits of natural gas.

The new vehicles join an existing Iveco S-Way 530 vehicle and two older Iveco trucks. Future fleet plans include the introduction of CNG vehicles to create a circular economy and take advantage of a special tanker that can also fuel its tractor unit on longer routes. The new 500hp Iveco S-Way Natural Gas is also under consideration, a truck capable of reducing CO2 emissions by up to 95 percent versus an equivalent diesel model.

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# Is the EU giving up on modal shift?

**The European Commission has set an ambitious modal shift target for rail freight transport, namely growing rail freight tonne-kilometres by 50 percent until 2030 and doubling it by 2050.**

Yet, achieving the climate-relevant targets contained in the 'Strategy for Smart and Sustainable Mobility' has to be tracked with measurable actions and interim steps.

This year, four trade associations – European Rail Freight Association (ERFA), Die Güterbahnen, International Union for Road-Rail Combined Transport (UIRR), and RailGood – laid out the most important measures for rail freight transport needed to deliver the objective for the 2024-2029 legislative period.

In June, the Council of the European Union adopted a general approach on a European Commission Proposal for a Regulation on Railway Infrastructure Capacity. The proposal is intended to optimise railway capacity, improve cross-border co-ordination, increase punctuality and reliability, and ultimately attract more freight to rail.

However, UIRR says the general approach adopted does not go far enough in meeting these objectives.

For rail freight to become increasingly attractive to end users, it needs to move away from a national approach on capacity management to a more internationally co-ordinated approach.

More than 50 percent of rail freight, and nearly 90 percent of intermodal rail freight, operates across at least one national border today. Currently, rail infrastructure is managed on a national basis with little international co-ordination. Rail freight is therefore operating cross-border services on a patchwork of national networks.

UIRR says this does not mean that the current infrastructure management system for capacity allocation, which is largely built around the needs of passenger traffic, needs to be abandoned.

The capacity needs of rail freight can be achieved through an internationally agreed framework for capacity management which caters for long-term, rolling planning and secured international paths for rail freight.

## End the status quo

"For rail freight services to become more attractive to end users, it must be accepted that the status-quo is not effective," UIRR said in a statement following the announcement of the Council's adoption. "How railway capacity is managed needs to evolve into an international, digital and flexible system.

"What we observe in the General Approach unfortunately does not go in this direction. The general move towards making European rules proposed by the European Commission unbinding, or open to national derogations, will lead to a situation where rail freight continues to operate on various national patchworks. It will mean continued fragmentation and sub-optimal exploitation of the available European railway infrastructure capacity and, crucially, an inadequate support to European supply chains."

The UIRR says it is also highly doubtful whether the proposal of the Council will reduce the impact of temporary capacity restrictions on rail freight



*It is important that rail freight becomes more predictable during capacity restrictions*

services. Today, rail freight throughout many EU Member States experiences significant delays and cancellations due to poorly planned and uncoordinated capacity restrictions which lack the required focus on traffic continuity solutions.

It is important for the new regulation to include provisions for ensuring rail freight becomes more predictable during capacity restrictions, the union states. This should be supported by real reciprocal incentives for infrastructure managers to plan capacity in a customer-friendly manner well in advance.

Moreover, the Council proposal to delay the entry into force of the regulation until 2029, and 2032 for certain provisions, means it will have no impact on the Commission's goal of achieving a 50 percent growth of rail freight by 2030.

"This sends a message that policymakers are giving up on the agreed 2030 objective," UIRR says.

"Ahead of the upcoming trilogue negotiations it is essential that the European Commission, the European Parliament and the Council arrive at an agreed text which places a greater emphasis on meeting the business requirements of a functioning European rail freight market or there is a significant risk the proposal will have no real impact on increasing the punctuality and reliability of European rail freight."

## Greater co-operation

Switzerland-based combined transport operator Hupac has long called for greater co-operation between national infrastructure managers to make using rail more attractive for freight shipments.

A particular bottleneck is on the important north-south axis. During the full closure of the Rhine Valley railway during the holiday month of August, a diesel shuttle running along the left bank of the Rhine performed well, Hupac said.

The initiative showed that in order to ensure the stability and reliability of combined transport on the north-south axis in the long term, "it is necessary to expand rail lines on the left bank of the Rhine in France".

Around 20 freight trains a day through Alsace could be offered during the full closure of the Rhine Valley railway in August 2024. This was made possible by setting up a shuttle service with diesel locomotives on the non-electrified Wörth-Lauterbourg-Strasbourg-Offenburg line.

"A ground-breaking concept, which overcame numerous technical and administrative hurdles thanks to a committed Franco-German-Swiss co-

operation," said Hupac CEO Michail Stahlhut, commenting on the project. "Thanks to this initiative, we were able to prevent a collapse in industrial supply, as we experienced with the accident in Rastatt in 2017."

Back then, ground subsided under the rail lines at Rastatt, causing the right bank corridor to close and weeks of supply chain chaos.

Overall, the importance of the diversion via France cannot be overstated, Hupac maintains. The project initiators - SBB Cargo International, Captrain France, DB InfraGo and SNCF Réseau - invested almost three years in the conception and preparation of the project. Together they were able to find market-oriented solutions and prevent a shift back to road.

"Now we have to build on this pioneering achievement and include the French access routes in the Swiss modal shift policy. The upgrading of the feeder line Belgium-Metz-Strasbourg-Basel to the 4m corridor is a top priority," said Hans-Hupac chairman Jörg Bertschi.

The modal shift of transalpine traffic to rail has

been at a standstill for several years. "The limited capacity of the German rail network is responsible for this stagnation in Switzerland's modal shift policy. This is the bottleneck of the current system," added Bertschi. The planned corridor renovations in Germany, involving the closure of main lines for several months, will aggravate the situation until after 2030.

A further shift of Alpine transit traffic through Switzerland onto rail therefore presupposes that the Belgium-Metz-Strasbourg-Basel axis on the left bank of the Rhine is upgraded to the 4m corridor, Hupac says. Traffic from Belgium and the southern Netherlands, which currently travels through Germany, could then take the 110km shorter route through France.

## Backlog

In view of the decades-long backlog in the development of the rail axis on the right bank of the Rhine, increasing traffic via France is seen as the only option to prevent stagnation or even a reversal in modal shift policy.

Hupac says it is in the interests of Swiss transport policy to expand tunnel profiles through the Vosges mountains with targeted investment subsidies in France, as has been successfully achieved in Italy.

A motion to this effect by the Swiss National Council's Transport Committee was passed in June 2024 and discussed by the Council of States in September.

The positive experience with the diversion traffic through Alsace is motivating Hupac to expand transport on the left bank of the Rhine.

"From 2025 we are planning container transit trains with a suitable profile via France, even if this is not yet possible with 4m semi-trailers and involves additional costs," said Stahlhut.



*Hupac has long called for greater co-operation between national infrastructure managers*

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# Bertschi's 60 years of intermodal



1967 - Hupac start-up with a chemical tank trailer on a newbuilt special rail-wagon for intermodal trailer transport

**W**hen Bertschi first put a chemical road tanker on a train in 1964, it was a groundbreaking innovation in Europe.

More than 60 years ago, the company was looking for a winter-proof route to transport chemical products efficiently from Germany, through the Alps, to Italy. But, at that time, there was no winter-safe pass road and no road tunnel through the Alps. Many chemical goods therefore had to be transported to Italy in winter via the time-consuming sea route.

Founder Hans Bertschi saw the solution in loading his chemical road tankers onto flatbed rail wagons, as there was an existing rail tunnel through the Gotthard providing safe transport in winter – an idea that was revolutionary at the time. After extensive discussions, this innovative concept was implemented in the autumn of 1964 as an all-year market offering, in close co-operation with Swiss Federal Railways (SBB).

Thus, Bertschi Group, is now celebrating six decades of pioneering work in intermodal logistics. This anniversary coincides with the global push for sustainability. Today, intermodal freight transport is an essential means of sustainable and efficient transport for the chemical industry.

## Starting point

As Bertschi road tankers were loaded onto the railway between Basel and Lugano for the first time, it was the starting point for intermodal transport in Europe. "This pioneering achievement is deeply rooted in the DNA of our company and has become one of Bertschi's defining trademarks," says Hans-Jörg Bertschi, executive chairman of the eponymous group. "The same forward-thinking mindset that shaped our past continues to enable us to deliver exceptional global supply chain solutions that meet the evolving needs of our customers, such as our new focus on the future 'decarbonised' chemical industry."

The latter refers to new and complex inbound supply chain solutions of renewables as raw materials, substituting current oil and gas supplies.

Bertschi's role in intermodal transport was consolidated with its founding of Hupac SA in 1967, together with SBB and three other transport companies. Today, the network not only covers the whole of Europe, but also extends as far as China.

"More than 80 percent of our European transport is now intermodal, resulting in savings of 300,000 tons of CO<sub>2</sub> a year compared with road transport," explains Jan Arnet, CEO of Bertschi Group. "This shows that intermodal transport has become an indispensable piece of the puzzle in moving the economy towards greater sustainability," he continues.

The last statement rings true especially considering the European Union's Green Deal, which aims to reduce transport-related greenhouse gases by 90 percent by 2050. In intermodal transport, Bertschi is already ahead of these goals by combining, on a project basis, electrically powered trains with e-trucks or HVO fuels for pre- and post-rail road transport. This approach will enable carbon neutral supply chains.

However, such transport concepts depend crucially on a well-developed, safe, and reliable rail network.

"Investment and continuous development of this infrastructure are therefore essential," concludes Hans-Jörg Bertschi.

As a market leader in sustainable intermodal logistics, Bertschi Group fully acknowledges its responsibility to lead by example and drive the industry forward, continuing the pioneering legacy of Hans Bertschi, who 60 years ago transformed European logistics.

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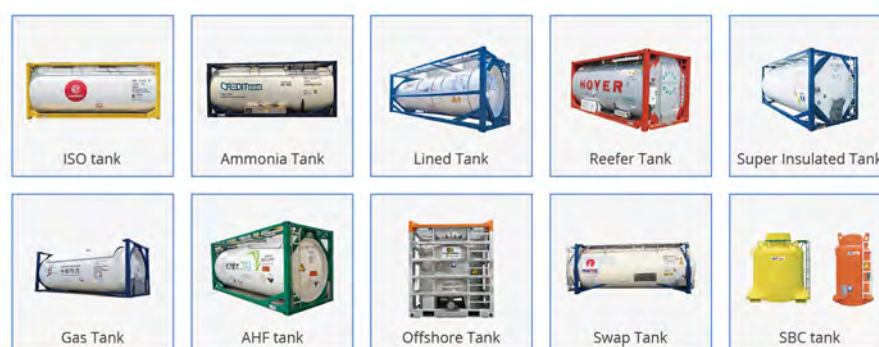


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Bertschi containers on an intermodal transport route





The gantry crane at Antwerp Zomerweg features remote-controlled operation

### Zomerweg development

At Bertschi's Antwerp Zomerweg Terminal the very first container with dangerous goods (DG) has been delivered on-site.

This is a key step forward in the gradual start of operations at the brand new terminal with the highest safety standards.

The new, state-of-the-art, high tech terminal in Antwerp, within the second biggest port in Europe, is equipped for safe storage of dangerous goods, with specialised safety measures such as fire-resistant containment zones, redundant fire pumps with independent water supply, and a remote operated crane.

As part of the ongoing developments at Zomerweg, Bertschi has installed an innovative gantry crane that will play a crucial role in rail operations. With four sidings of 600m, the terminal is designed to handle entire trains, and this advanced 22m-high crane, with a span of 71m, ensures seamless transfer between rail, storage, and trucks.

What sets this gantry crane apart is its remote-controlled operation, allowing the terminal team to manage it comfortably from the office building. "Gone are the days of climbing up and down the crane — a major step forward in safety and convenience," Bertschi said.

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

# Delivering materials to NY

**G**rowth in construction material traffic on New York area rail lines has benefitted shippers while keeping heavy trucks off the area's highways, according to testimony delivered to the US Surface Transportation Board (STB).

During a September presentation at the STB's Growth in the Freight Rail Industry hearing, New York & Atlantic Railway (NYA) president Marlon Taylor provided details about a rail partnership that moves construction aggregate materials. The partnership with Providence & Worcester Railroad (P&W) has seen aggregate traffic grow by some 700 percent since it was started in 2000.

According to the STB, the hearing was convened because "the Board recognises that some shifts in volume (away from rail) may not be primarily within the control of rail carriers, (but) the Board has observed that over the past 10 years carload

volumes have not grown and have, in fact, decreased."

Taylor explained that short line railroads can offer a "substantial and flexible" alternative for moving products such as the aggregates being shipped into Long Island by NYA and P&W. The 7,000 rail carloads of aggregates moved by the railroads in 2023 are estimated to have kept more than 20,000 truckloads off area streets and highways.

Aggregates include materials such as gravel, sand, and crushed rock used in most construction projects.

Short-line and regional railroads are motivated to work closely with customers to attract new business, Taylor told the Board. In the case of New York aggregate shippers, including Rawson Materials and Tilcon, traffic has been won by the railroads as the result of "personalised, adaptable

service to meet the specific requirements of these customers," Taylor said.

Receivers of the aggregate shipments — including Astro Aggregate and Kings Material — have also benefitted from the reliable and efficient transport provided by NYA and P&W.

"Through their long-standing partnership and continued innovation," Taylor told the panel, "NYA and P&W offer comprehensive logistics solutions that enhance operational efficiency, reduce costs, and strengthen the entire supply chain in the NYC region."

The ongoing involvement of NYA and P&W in aggregate shipments underscores their lasting impact on the rail industry and their critical role in supporting the infrastructure needs of one of the world's largest urban markets.

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The partnership between New York & Atlantic and Providence & Worcester has seen aggregate traffic grow by some 700 percent since 2000



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# Greiwing doubles Worms capacity

Greiwing's investment of €20 million created an additional 7,150 sqm



**G**reiwing has completed the expansion of its site in Worms, Germany.

It means that the company has two additional logistics halls in the northern industrial area. The investment of around €20 million created an additional 7,150 sqm, increasing the number of pallet spaces from 8,000 to 19,800. The majority of the power needed is covered by a photovoltaic system.

With the commissioning of the halls, more than 60 employees are working for Greiwing at the site.

"This expansion is also an investment in the future," said managing partner Jürgen Greiwing. "We are pursuing ambitious goals with our entire group of companies, offering our customers even higher capacities and more opportunities with the further development of our logistics services."

Adjacent to the existing branch, two new logistics halls have been built on areas of 4,000 and 3,150 sqm, respectively. These offer space for an additional 11,800 pallet spaces and are designed for products up to water hazard class (WVG) 3. In addition, there is space on the site for three filling silos, each with a capacity of 120 cbm, as well as a 32m-high bottling tower. Three new silage halls enable material from sacks and big bags to be transferred to silo trailers.

The expansion was necessary in order to adapt capacities to continuously growing demand over recent years. In addition to the storage and processing of plastic granulates, the service portfolio also includes value-added services for food products – including under cleanroom conditions.

In terms of sustainability, Greiwing also more than meets the legal requirements for the project in Worms. "Sustainability is an integral part of our planning for every new building. Higher standards are being implemented, especially in energy management," the firm explains. For example, Goldbeck Nord, the general construction company, has installed only energy-saving LEDs and a photovoltaic system for the new halls. An air heat pump provides heating for the offices.

## Westlake expansion

Meanwhile, Greiwing is expanding its co-operation with Westlake Vinnolit.

Since 1 August, Greiwing has been responsible for bagging and silo train loading for the speciality PVC manufacturer at the Burghausen Chemical Park, thus building on the co-operation that has been in place since 2012. For the past 12 years, Greiwing has handled on-site logistics services for packaged and loose PVC goods at the Burghausen and Gendorf chemical parks.

"Westlake Vinnolit is an important customer for us, with whom we have been working in partnership for over a decade. We are proud of the renewed vote of confidence that the company has shown us with the order extension," said managing director Matthias Geiss.

What initially began in 2012 as a 10-year limited co-operation was extended early in 2018 due to the high level of mutual satisfaction. Originally, Greiwing responsible for the handling of packaged goods in silo logistics and expanded its services to loose goods in 2016. In 2018, it set up an external warehouse at the container terminal at the Burghausen site to store loose and packaged PVC goods from Westlake Vinnolit.

Since 2016, Greiwing has been responsible for the bagging of polyvinyl chloride by emulsion polymerisation (E-PVC) and suspension polymerisation (S-PVC) into 25kg bags including palletising and the loading of loose goods into silo trucks at the Gendorf site. In the future, this will also be carried out at the Burghausen site.

The tasks in the bagging area include the control and monitoring of the systems as well as the storage of pallets. In the case of silo train loading, Greiwing is responsible for handling via the loading point control and the process control system as well as for filling the silo vehicles. The co-operation is initially scheduled until 2029.

Thomas Kufner, Burghausen site manager for Westlake Vinnolit, said he was pleased with the expansion of the service package.

"Greiwing convinced us right from the start with the high quality of its services as well as with a reliable co-operation. We are confident that we will be able to count on the usual high quality again for the newly added services," Kufner commented.

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Greiwing is now responsible for bagging and silo train loading for Westlake Vinnolit

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# VdB marks 60 years

**V**an den Bosch celebrated its 60th anniversary in October 2024.

The Erp, Netherlands-based transport company was founded in 1964 by Ad van den Bosch. Starting off with just a single truck, he laid the foundations for today's organisation. Six decades later, Van den Bosch has grown into a world player in intermodal bulk logistics, with branches in Europe, Africa and beyond.

At the wheel of his Volvo Titan, the 27-year-old Ad van den Bosch drove from Hoogstraat road in Erp each day to Rotterdam to collect flour for bakers in Brabant. More trucks and the first employees soon followed. The variety of loads also continued to increase. Then, in 1971, the company opened an office and garage on Hoogven Road in Erp, where Van den Bosch is still located today.

## Road, water and rail

"There was no clear strategy in the early years, yet the company grew rapidly," says Peter van den Bosch, who took over the CEO role from his father in 1998. "My father seized every job opportunity and grew the business alongside those of his customers."

From the late 1980s onwards, the focus shifted increasingly to bulk logistics. This specialism took off in earnest at the turn of the century. "Since 2007, we have focused entirely on intermodal bulk logistics, always searching for the best combination of road, water and rail," Van den Bosch continues. "In 2011, we transported more intermodally than by road for the first time. Our fleet now numbers more than 6,000 containers, and 95 percent of our shipments are intermodal."

CEO Rico Daandels is proud of the 60-year milestone. "The way we



Owner Peter van den Bosch and CEO Rico Daandels

have developed over the years reflects our continuous drive to stay ahead in a changing world," he says. "Van den Bosch has grown through our shared passion for logistics, our ambition and our innovative strength. And it is precisely these core values, so typical of Ad and Peter, that I still see every day. They are embedded in everything we do and make us who we are today: 'The Supply Changer in Bulk'. I am proud to have been part of this for almost twenty years."

## Museum

The logistics service provider didn't let its 60th anniversary pass by unnoticed. In addition to inviting business associates and employees to

an evening celebration, Van den Bosch opened its own museum on 4 October at Bussele 30 in Erp. Here, the rich history of the company comes to life: from the pioneering early years to bulk logistics as a core activity and intermodal growth.

A jubilee magazine about 60 years of Van den Bosch has also been published. Daandels concludes: "We are proud of our history. That's why we have been taking a good look back over the past six decades in the museum and magazine. We are doing this together with the people who have contributed to our journey. After all, you don't just turn 60 years old overnight."

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

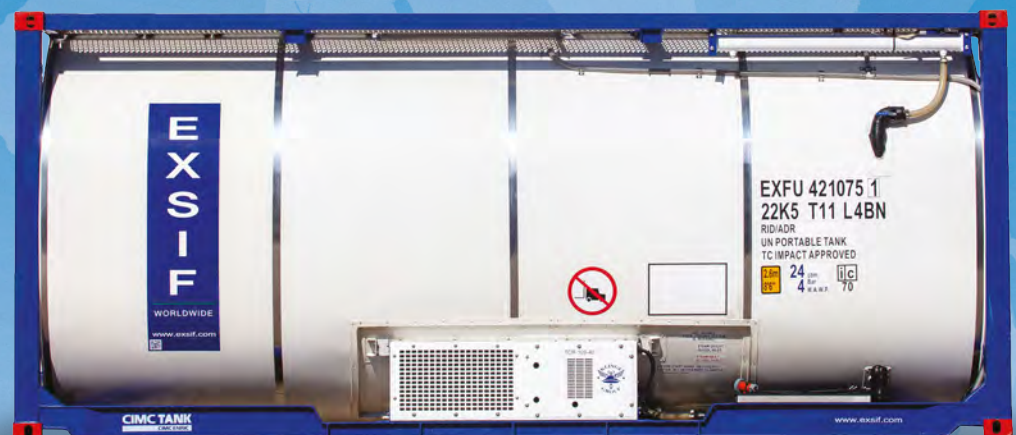


Ad van den Bosch (left) with his first truck



The Van den Bosch head office in Erp

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# Chemical Express expands fleet

**C**hemical Express is adding 100 new tank containers, manufactured by CIMC, to strengthen its fleet.

The investment underscores Chemical Express's commitment to safety, innovation, and operational efficiency. The new tanks are equipped with advanced features, including Lifeline and Ground Operator systems, designed to ensure the highest level of safety for drivers and operators during loading and unloading operations.



The new tanks are equipped with advanced features, including Lifeline and Ground Operator systems

Additionally, each container is fitted with IMT satellite control technology, allowing for real-time geolocation tracking and continuous monitoring of product temperature, ensuring optimal transport conditions and peace of mind for customers.

"We are excited to add these state-of-the-art tank containers to our fleet," said Giuseppe Avallone, CEO of Chemical Express. "This acquisition reflects our dedication to providing the best service to our clients while prioritising safety and technological innovation. As demand for bulk chemical transport grows, these new containers will allow us to respond better to our customers' needs with enhanced safety and operational efficiency."

The tank containers meet the highest industry standards for durability and eco-efficiency.

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



E-Way has grown into a real force among tank container operators with fleet of 21,000 tanks

## 'KG' to head E-Way Group

**K**en Goh has been appointed as group managing director of E-Way Group.

Malaysia-headquartered E-Way has grown into a real force among tank container operators with fleet of 21,000 tanks.

'KG' will be responsible for overseeing business units across the group. This is a new role within the organisation, and he will continue to be based in Singapore.

KG joined E-Way Group in 2021 initially as global commercial director. Prior to this, he held senior positions in commercial and accounting roles with a large global logistics service provider and liquid logistics solutions operators adopting a hands-on approach to serving multinational companies, regional and local business enterprises.

He will focus on formulating and executing strategic growth plans with an aim to broaden the group's footprint and liquid logistics solutions offering to customers.

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# Den Hartogh drives fuel efficiency

Over the coming months, Royal Den Hartogh Logistics will introduce 39 Volvo FH Aero trucks to its fleet.

By opting for Volvo's most fuel-efficient model to date for long-haul transport, Den Hartogh aims to achieve significant fuel savings. The trucks are being supplied by Volvo Group Truck Centre in Rotterdam.

The Volvo FH Aero stands out with its aerodynamic design, featuring a cab that is 24cm longer than the standard Volvo FH. This extended cab enhances aerodynamics, leading to lower fuel consumption.

"We chose the Volvo FH Aero because of its promise of better fuel efficiency," said Peter Rodenburg, technical manager at Den Hartogh. "We're really keen to see how much we can save with these trucks, especially when paired with the efficient Turbo Compound engine. We carefully considered mileage when making this decision, and we're deploying the Volvo FH Aero trucks on our highest-mileage routes."

The 39 Volvo FH Aero trucks are part of a larger order of 134 new Volvo vehicles being delivered to Den Hartogh Logistics this year. "We're also adding new Volvo FH and a Volvo FM truck to the fleet this year," adds Rodenburg. "With 870 vehicles in our fleet, we aim to replace trucks every five to six years. Our focus is on maintaining a young, up-to-date fleet with the highest standards in safety and sustainability."

Den Hartogh says it is committed to reducing its environmental impact through a mix of fuels and drivetrains. "Sustainability and safety are two key pillars of our strategy," explained Rodenburg. "We're using a variety of fuels to reduce our CO2 emissions. In collaboration with Volvo Trucks, we evaluate the best options for each specific use. Our fleet includes Volvo FH Electric and Volvo FM Electric trucks for suitable routes, while in Scandinavia and Germany, we operate on liquefied biogas, and we use biodiesel HVO in other trucks. This allows us to cut significantly our CO2 emissions.

"Moreover, the extensive safety features are a major reason we continue to choose Volvo Trucks. Safety is crucial in ADR transport, and our latest trucks are equipped with all the advanced safety features we require."

## Shining at Chinese truck fest

In early October, Den Hartogh showcased its red truck at the Third Truck Culture Festival, held at the prestigious Porsche Experience Centre in Shanghai, China.

Represented by Den Hartogh's Shanghai team, this event marked an important step in positioning Den Hartogh as a key player in the emerging truck culture landscape in China.

While truck culture is still gaining momentum in China, it has long been a significant part of the transport sector in Europe. Den Hartogh's participation allowed the company to demonstrate its commitment to innovation and excellence in the region. Among the 80 custom-modified trucks on display, the Den Hartogh truck stood out for its distinctive design and performance, drawing the attention



'We chose the Volvo FH Aero because of its promise of better fuel efficiency'

of both attendees and the 50-plus media outlets covering the event.

The exposure gained at this festival goes beyond brand visibility. It reinforces Den Hartogh's growing footprint in the Asia-Pacific (APAC) region and strengthens the connection with local stakeholders. With its trucks now operating on Chinese roads, the company is well-positioned to capitalise on new opportunities in this dynamic market.



The event marked an important step in positioning Den Hartogh as a key player in the emerging truck culture landscape in China

Looking ahead, the invitation to participate in the next Truck Culture Festival presents further opportunities to expand the business and build strategic relationships in China.

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

# TT tank seminar

TT Club's Loss Prevention team is hosting a seminar discussion in association with ITCO on 'Managing Risk in the Tank Container Supply Chain'.

The seminar will take place on 19 November 2024 at 90 Fenchurch Street, London, UK, starting at 10:30am.

It will include a range of speakers, workshops and an evening drinks reception. TT's Mike Yarwood, loss prevention's managing director, will be joined by ITCO president Paul Gooch, as well as speakers from Shearwater Law, Shoreside Law and TT Club, who will be providing insight on issues including, crisis management, general average, sanctions and per- and polyfluoroalkyl substances (PFAS).

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



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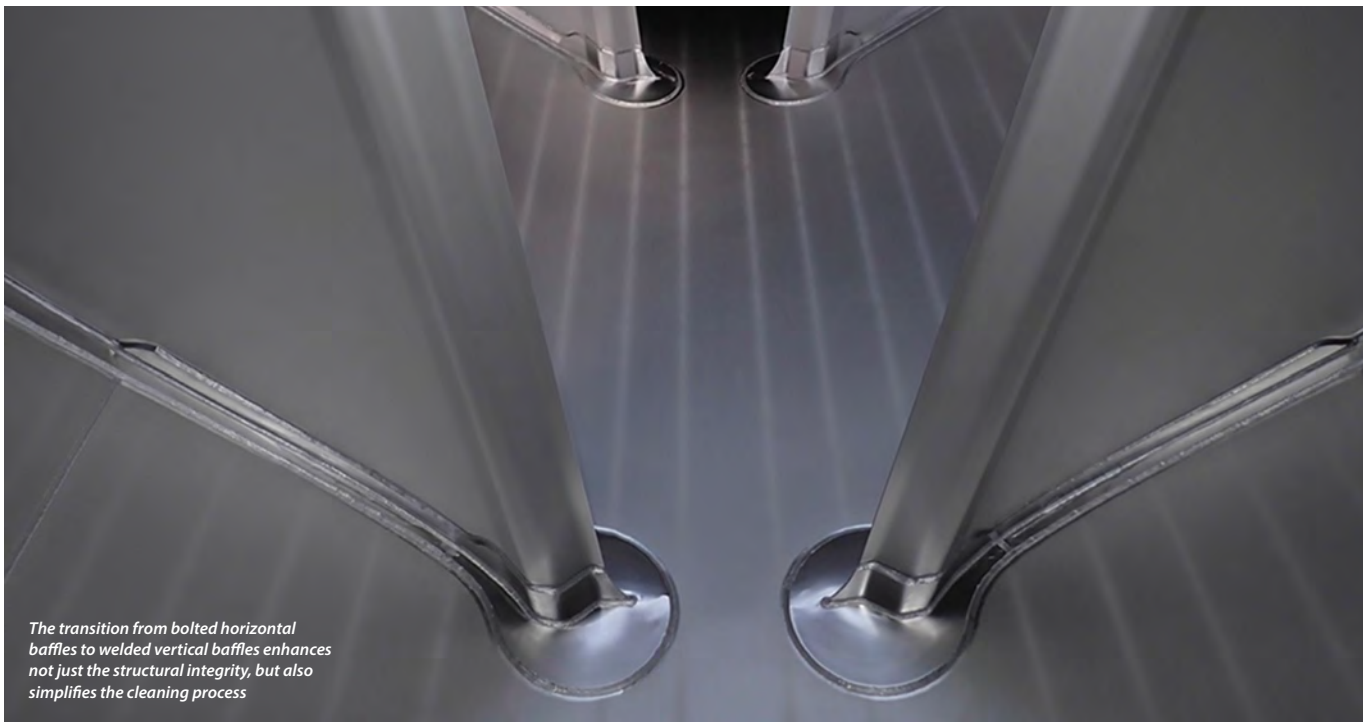
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# Baffle benefits



The transition from bolted horizontal baffles to welded vertical baffles enhances not just the structural integrity, but also simplifies the cleaning process

**B**affle tank containers, commonly known as baffled tanks, offer a range of advantages, particularly in the field of transporting liquid volumes ranging from 20 to 80 percent of the tank container's capacity.

Stolt Tank Containers (STC) recently outlined the key benefits of these specialised containers, exploring how they contribute to safer and more efficient liquid cargo transport.

## Reduced cargo movement

Baffle tanks have internal partitions or baffles that help reduce the movement of liquid cargo during transport. The prevention of excessive cargo movement is particularly crucial when carrying smaller quantities of liquids with low viscosity/high fluidity.

By minimising the swaying and shifting of liquid cargo, the internal baffles contribute to the prevention of potential damage to both the container and its contents during transport, enhancing overall transport safety and stability.

## Safer transportation

The enhanced stability and reduced movement provided by baffle tanks contribute to safer transport of liquids. This is legally required for hazardous products, and is especially important for sensitive materials, as it helps to minimise the risk of accidents and potential fines.

## Versatility and flexibility

Baffle tanks are suitable for a wide range of liquid cargoes, including chemicals, food products, and other bulk liquids. Baffled tanks offer the convenience of being loaded within the versatile range of 20 to 80 percent of a tank container's capacity. This not only enhances flexibility, but also provides a practical solution to meet the varied needs of our customers.

## Compliance with regulations

Baffle tanks may also help meet regulatory requirements for shipping certain liquids. By providing a safer and more stable transport environment, these containers can help companies adhere to industry standards and regulations.

## Evolved design

STC's most recent baffled tanks showcase an evolved design compared to the tank operator's original builds. The transition from bolted horizontal baffles to welded vertical baffles enhances not just the structural integrity, but also simplifies the cleaning process. With the new configuration, manual cleaning becomes more convenient, eliminating the need to remove baffles.

Additionally, all tanks constructed in 2023 feature a full deck walkway design, ensuring 100 percent coverage on the top of the tank. This updated safety measure exceeds the previous partial coverage, providing a secure and comprehensive walkway for enhanced operational safety.

STC's new baffle tank containers are equipped with 12 heating runs for effective heating and also hold ADR Tank certification (a.o. L4BN) and are specifically designed and approved for railway, deepsea, truck and barge use.

## Q1 results

STC reported first quarter revenue of US\$156.1 million, significantly down from \$193.9 million in the first quarter of 2023.

Transport revenue decreased by 14.2 percent, driven by lower ocean transport rates, and demurrage revenue fell by 31.2 percent. This was partly offset by a 22 percent increase in shipments.

First quarter operating profit was \$13.3 million, down from an operating profit of \$39.3 million in the first quarter of 2023. The lower revenue was only partly offset by a continued decrease in ocean freight and trucking costs, resulting in a reduction in gross profit margins. The fleet has increased by 8.1 percent since the end of the first quarter of 2023.

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



STC transport revenue decreased by 14.2 percent, driven by lower ocean transport rates



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A digital twin could save some of the administrative effort of providing information on individual tanks to shipping lines at the time of space booking

# ITCO digital twin

In the middle of last year, ITCO established a Work Group named 'Digital Twin' which is one of the organisation's initiatives under the theme of efficiency and digitisation.

Work group members include representatives from tank container operators, lessors, manufacturers and digital service providers.

The objectives of the WG are to create a standardised digital file format containing all the key information about each ISO tank in an owner's fleet, including the structure, capacities and dimensions; certifications and standards; valves, manways and heating/cooling system provisions; exterior fittings such as walkway, ladder and cladding; and other key information.

Such a project opens the possibility of digitising and automating the on-boarding of ISO tanks into an owner's fleet when purchasing new or when on-hiring from a lessor; as well as doing the same for the handover of tanks to various key partners with whom tank operators work - including deepsea and short sea shipping providers, hauliers, rail operators and ISO tank depots.

The first stage of this process, after the main Work Group set the agreed direction, was to assign a sub-group called the Vocabulary and Attribute Terminology Group (12 members) who have for the past few months, in a sequence of 17 meetings, worked on creating an agreed terminology sheet covering an exhaustive list of more than 500 attributes of the ISO tank.

The sub-group has also identified a smaller list of minimum mandatory items to be included, for the safe handover and operation of a tank container. This recognizes that some tank owners prefer a more basic information list, while others tend to maintain highly detailed databases. The tool must be suitable for both categories of fleet owners and all in between, to achieve maximum value for the maximum number of members – recognising that (because the digital twin needs to on-board the existing fleet in addition to future new-builds) adoption of the digital twin will involve some administrative effort from existing fleet owners.

The WG leaders have been concurrently working with representatives from the Bureau International des Containers (BIC) in Paris, who presented at the ITCO Depot meeting in Rotterdam (April 2024).

ITCO believes there may be a potential to collaborate with BIC on this project, particularly because BIC has played such a significant role in digitising the acceptance by shipping lines of dry box containers.

The administrative effort of providing information on individual ISO tanks to shipping lines at the time of space booking is an area where considerable time is spent by ISO tank operator staff. This time could be saved were the process to be automated by means of the shipping lines having similar access to the tank information, via the digital twin.

A further update will be presented at the ITCO Efficiency and Digitization meeting, scheduled for April 2025.

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20ft 35ft grain container with 3 hatches and lift-up door (for multimodal transportation)



20ft 35ft ventilated dry bulk container with 3 hatches (for multimodal transportation)



20ft 35ft fertilizer container with 3 hatches and lift-up door (for multimodal transportation)



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Horizontal offshore tank



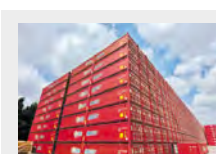
10ft Half height open top offshore container



20ft open top steel coil container (for multimodal transportation)



Foldable transport rack for passenger cars 12192\*2438\*270mm (foldable size) 15240\*2438\*2438mm (extendable size)



40ft half height container for steel bar & coil and other dry cargoes (Total height of 3x40HH = Total height of 2x40GP)



Mobile power equipment container

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3B-2, Free Trade Zone, Dalian Liaoning, China <https://www.dcle.cn/>



# RC cert for Leschaco Peru

**Leschaco Peru has obtained Responsible Care certification, underscoring the company's dedication to maintaining the highest standards of safety, sustainability, and environmental responsibility in the chemical logistics sector.**

The certification reflects Leschaco's proactive approach to upholding the principles of Responsible Care. By aligning with these globally recognised standards, the company ensures its business practices not only meet, but exceed, the stringent safety and environmental requirements of the industry.



Leschaco Peru's team

Cecilia Batallanos, managing director of Leschaco Peru, commented: "This certification is proof of our ongoing commitment to maintaining and improving the highest standards of safety and sustainability across our operations. We are honoured to be part of the Responsible Care initiative and will continue to make a positive impact on both the industry and the environment."

To uphold these standards, Leschaco Peru has committed to conducting regular self-assessments of its operational practices, continually identifying opportunities for improvement. The company is also dedicated to accurate and transparent reporting on key management indicators related to safety, health, and environmental performance. Additionally, independent audits ensure ongoing compliance with Responsible Care standards, reinforcing the company's dedication to accountability.

Recognising the value of collaboration, Leschaco Peru actively engages with other industry stakeholders to promote the global objectives of Responsible Care, contributing to the advancement of safe and sustainable practices worldwide.

This milestone in Peru follows the recent certification of Leschaco's US office, with other branches in Brazil, Chile, and Mexico also having achieved the certification in previous years.

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



GWC is ISO-certified and government approved to offer end-to-end hazardous cargo logistics solutions

## GWC makes 'sustainability leader' list

**Q**atar-based Gulf Warehousing Company (GWC) has achieved a new milestone, ranking ninth regionally in the transport and logistics category on Forbes Middle East's Sustainability Leaders 2024.

The list recognises 105 companies leading impactful sustainability initiatives across the region.

GWC Hazmat is the first in Qatar to be ISO-certified and government approved to offer clients end-to-end hazardous cargo logistics solutions. Among other services, it provides tank container transport, storage and cleaning.

Shaikh Abdulla Bin Fahad Bin Jassim Bin Jaber Al Thani, GWC Group managing director, said: "This recognition underscores GWC's steadfast commitment to environmental, social, and governance (ESG) standards and highlights the success of our sustainability efforts. Our strategy encompasses integrating ESG principles into all aspects of operations, aligning with Qatar's Third National Development Strategy (2024-2030), Qatar National Vision 2030, the National Environment and Climate Change Strategy, and the United Nations Sustainable Development Goals (SDGs)."

He noted: "GWC's dedication to sustainability positively reinforces the brand power and impact, further enhancing our presence in regional markets. Being recognized among Middle East's Sustainability Leaders serves as a testament to our unwavering commitment to providing the best logistics solutions and sustainable supply chain, in line with Qatar National Vision 2030."

Key initiatives include collaboration with Biobin to convert organic waste into fertiliser, which in turn is donated locally, beach clean-ups, tree planting, recycling wooden pallets, energy and water conservation, paperless processes, vehicle route optimisation, reduce-reuse-recycle initiatives, energy conservation (including natural and energy-saving lighting initiatives), and resource consumption optimisation. Notably, GWC's regional logistics hub in Ras Bufontas Free Zone was developed in accordance with the GSAS standard.

Al Thani added: "GWC is committed to sustainability, striving to foster environmental awareness within the community while integrating best practices in sustainability and social responsibility into our business model. Recently, the company joined the United Nations Global Compact (UNGC), the world's largest voluntary corporate sustainability initiative, aligning itself with over 23,000 companies from 166 countries worldwide committed to promoting responsible business practices and SDGs."

The list spans 12 major corporate sectors, with rankings based on a detailed assessment of each company's sustainability efforts. Forbes Middle East compared initiatives within each sector, factoring in ESG reporting, greenhouse gas emissions, waste management, water and energy usage, and the adoption of renewable energy and energy-efficient technologies.

Only initiatives led by companies in the Middle East were considered. In the second edition of the Middle East's Sustainability Leaders, Forbes presents companies and leaders involved in moving the region closer to achieving its sustainable agenda through promoting sustainable goals, cultivating regional collaboration, and embracing innovative initiatives, aiming to redefine the future.

In addition to its commitment to sustainability, GWC has been at the forefront of the local logistics industry, offering a range of services, including freight forwarding, contract logistics, project logistics, and supply chain solutions.

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# Troubleshooter kit from Scully

**S**cully Signal Company recently unveiled an **Innovative Mobile Truck Tester (MTT) Kit with mobile phone app in the North American market.**

The aim of the kit is to enhance the safe, efficient loading of hazardous liquids.

The MTT is an intuitive, user-friendly tool that enables users to troubleshoot and verify that the truck's overfill and ground systems are functioning and that the vehicle is ready to be safely loaded at the terminal, Scully said.

"We are thrilled to introduce the innovative Mobile Truck Tester Kit that will help managers and operators reduce downtime, maximise productivity, and support safe, efficient troubleshooting," explained Katrina Scully Ohl, Scully Signal president and CEO. "The app enables single-person testing, allows for easy access to the truck ID, and in the event of a failure, allows for quick repairs to get trailers back on the road."

The Scully app interfaces with the MTT 1000 tester. A first-of-its-kind mobile app for the bulk



The Scully app interfaces with the MTT 1000 tester

logistics industry, it expands the tool kit a technician can use either for troubleshooting or archiving test results. It allows users to validate quickly that tank truck equipment is functioning correctly and identify any failure points that may need to be addressed.

The Mobile Truck Tester offers numerous features, including:

*Comprehensive testing:* assess overfill, ground verification, and truck identification systems;

*Versatile application:* ideal for tank truck carriers, independent repair shops, and terminal managers that prioritise efficient and safe operations during petroleum and oil product loading;

*Easy access to the truck ID:* available during system test on the tester or triggered manually via the app;

*Single sensor test:* using the socket adapter and wire harness enable single sensor or sensor holder testing. Pairing the Mobile Truck Tester with the app adds another level of automation to help streamline operations;

*Archive test results:* eliminate ambiguity by logging test results to present to internal and external customers;

*Single-person operation:* use the MTT app with a phone or tablet to conduct wet tests solo (no need for a second person to assist);

*Advance fault notifications:* via the app more detailed failure modes are listed during wet test, allowing for quick repairs;

User-friendly digital application: the application is intuitive, easy to use, and supported on both iOS and Android devices.

<https://scully.com>

# Mason Capital to buy CB&I

**A consortium led by Mason Capital Management is buying the Chicago Bridge & Iron (CB&I) storage solutions business from engineering firm McDermott International.**

Mason is working in partnership with IES Holdings, Nut Tree Capital Management, 683 Capital Management, First Pacific Advisors, and other investors.

CB&I designs and builds storage facilities, tanks and terminals for energy and industrial markets. It serves customers across the water and wastewater, upstream, downstream, petrochemical and industrial sectors.

In addition to delivering products and solutions for critical energy infrastructure projects, CB&I supplies complex low temperature and cryogenic storage systems for LNG, hydrogen, and ammonia.

Established in 1889 and headquartered in The Woodlands, Texas, CB&I has more than 4,000 employees and 30 locations across North America, the Middle East, and Asia.

Mike Martino, managing member and principal of Mason, said: "We are pleased to reach this agreement to acquire and serve as the future stewards of CB&I. CB&I is a true pioneer and market leader, having set standards for safety and technical performance in the bulk liquid storage



CB&I designs and builds storage facilities across several industrial sectors

industry and cultivated a sterling reputation for on time and on specification delivery of its projects. We believe the company has significant potential as a standalone enterprise, and we look forward to leveraging our experience successfully investing in industrial and engineering-focused businesses to improve the company's operations and support profitable, long-term growth."

Mark Butts, senior vice president of CB&I, and the existing CB&I management team will continue to lead the Company.

Butts said: "Our partnership with Mason and the consortium marks an exciting next chapter for CB&I and is a testament to our differentiated capabilities and team. Importantly, this transaction puts CB&I on strong financial footing as we move forward as an independent company. As always, we remain committed to collaborating with our customers and suppliers to deliver innovative solutions that address the evolving infrastructure needs of the energy and industrial markets. We will continue to honour CB&I's legacy of excellence in quality and reliability while working with our new partners to capitalise on strong end market demand and the shift towards energy transition storage solutions globally."

Following the close of the transaction, which is being funded with 100 percent equity, CB&I will have a debt free balance sheet and has secured a new revolving credit facility that will enable it to compete better for, and serve, new and existing customers and projects. With substantial liquidity to expand operations, the company will take advantage of strong current demand for infrastructure and energy projects.

The transaction was expected to close in the fourth quarter of 2024, subject to customary closing conditions.

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



The GZ 50000 integrates seamlessly with Girard's hydraulically actuated valves for DOT 407 tank trailers

# Girard launches new hydraulic pump

**Girard Equipment introduced a new stainless steel hydraulic pump for extreme environments during National Tank Truck Carriers' 2024 Tank Truck Week, held during September in Charlotte, North Carolina.**

The Model GZ 50000 pump integrates seamlessly with Girard's hydraulically actuated valves for DOT 407 tank trailers and withstands the most demanding conditions, ensuring "maximum reliability", the company claims.

"Built to endure extreme environments, this advanced pump design has undergone extensive testing," Girard stated. "It has been exposed to aggressive cleaning agents like sodium hypochlorite, high-temperature wash water exceeding 200 degF (93 degC), and sub-zero conditions.

"After more than 1,000 successful cycle tests, the results showed minimal to no wear, solidifying its reputation for unparalleled durability."

The pump's key features include a large sight gauge to monitor easily fluid levels and colour at a glance. The sealed pump body is equipped with sealing tabs and a fill cap that clearly indicates when fluids need replacement, ensuring optimal performance.

It is of 100 percent stainless steel construction providing superior strength and resistance to harsh chemicals, and so well-suited to the tough demands of the industry.

The GZ 50000 is also designed for easy retrofitting. It fits industry-standard mounts and handles hydraulic fluids and other agents used across various applications.

"The Girard stainless steel hydraulic pump is ideal for operators seeking high performance, ease of maintenance, and reliable safety," the company said.

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# New partnership for hydrogen sensors

**Sensors and power technologies company Angst+Pfister has announced an exclusive partnership with H2scan, a firm making hydrogen sensing equipment.**

The collaboration will bring H2scan's hydrogen monitoring technology to key European markets, combining expertise from both companies to address the growing demand for hydrogen-based energy solutions.

With a shared vision of advancing hydrogen safety and efficiency, Angst+Pfister Sensors and Power AG, with bases Zurich (Switzerland) and Unterschleissheim (Germany), will serve as the exclusive distributor of H2scan's products in Germany and Switzerland. These include H2scan's hydrogen detection systems, critical for monitoring hydrogen presence in transformers, industrial processes, energy storage systems, and fuel cells. The partnership will enhance safety, reliability, and optimisation of hydrogen-based applications across a number of industries.

By combining Angst+Pfister's established network in gas sensors with H2scan's cutting-edge hydrogen detection technology, the partnership will pave the way for advancements in hydrogen energy systems and strengthen both companies' positions in the European market.

"We are thrilled to partner with H2scan and bring its pioneering

hydrogen sensing technology to the German and the Swiss markets," said Thomas Röttinger, CEO of Angst+Pfister Sensors and Power. "This collaboration aligns with our strategy to deliver our customers innovative, reliable, and sustainable sensing solutions. With H2scan's sensors, we aim to enhance safety and performance in industries where hydrogen is playing an increasingly vital role."

David Meyers, president & CEO of H2scan, added: "Angst+Pfister's extensive expertise and market presence make it an ideal partner to expand our footprint in Europe. Together, we will provide advanced sensing solutions that not only improve the safety of hydrogen applications but also accelerate the adoption of hydrogen as a clean energy source."

H2scan products are used by, among others, the chemical industry to optimise hydrogen processes, and for safety monitoring in enclosed areas susceptible to hydrogen leaks and energy storage charging out-gassing and other similar hydrogen sources.

Built on solid-state technology pioneered at Sandia National Laboratory and the US Department of Energy, H2scan boasts 44 patents covering its core technology, software and product innovations.

[www.h2scan.com](http://www.h2scan.com)



H2scan products are used for safety monitoring in enclosed areas susceptible to hydrogen leaks



Acquiring MOGAS will help strengthen Flowserve's presence in mission-critical severe service valves

## Flowserve completes MOGAS acquisition

**Control products company Flowserve Corporation has completed the acquisition of MOGAS Industries.**

The transaction will help strengthen Flowserve's presence in mission-critical severe service valves and associated aftermarket services.

"We welcome the MOGAS team to Flowserve and look forward to leveraging our industry-leading scale to expand the MOGAS severe service portfolio and aftermarket services to customers around the world," said Scott Rowe, president and CEO of Flowserve. "This acquisition accelerates growth under our 3D strategy and enhances our valve aftermarket business with MOGAS' large installed base."

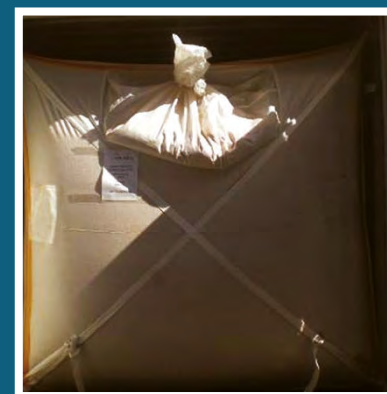
Flowserve intends to integrate MOGAS fully into its Flow Control division. As previously disclosed, Flowserve used cash to fund the transaction's purchase price of approximately US\$305 million including the potential earnout.

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

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# Expanding Modalis adds Air Flow

**A**lmost a year after the acquisition of Italian swap body and road-rail semi-trailer manufacturer CCFC, Modalis has acquired Air Flow, a specialist in hydrogen and industrial gas logistics.

Through this latest move, Modalis is looking to expand its offer, while contributing further to the decarbonisation of freight transport and logistics. In an interview with Bulk Distributor last year, Modalis said it was actively seeking growth through strategic acquisitions and partnerships.

"This acquisition allows us to accelerate our development in new energy logistics, to generate significant synergies in the industrial, commercial and R&D fields, and to boost our activities beyond

European borders," explained Bernard Meï, president of the Modalis Group.

Founded in 2004 by Pierre Fiat, Air Flow provides transport and storage solutions for all types of gas: hydrogen, oxygen, carbon dioxide, and liquefied natural gas (LNG). The company has a fleet of multimodal equipment including 400 cryogenic containers and some 100 high-pressure multi-tube gas containers.

From its sites in Antwerp (Belgium), Algeciras (Spain), Singapore and Houston (United States), it delivers to customers in 100 countries. With a workforce of around 90 employees, Air Flow achieved a turnover of €30 million in 2023.

By joining forces, the two companies will be able

to provide the market with a complete range of hydrogen logistics, from storage to distribution. While Modalis focuses on hydrogen carriers, such as ammonia and their specific constraints, including loading infrastructure and storage facilities, Air Flow provides solutions for the supply, storage, transport, and maintenance of hydrogen tanks.

The merger also makes it possible to pool an international network of partners to accelerate innovation, particularly on projects such as containers made of composite materials or energy-autonomous refrigerated containers.

Financially, the combined companies – both based near Aix-en-Provence, France – constitute a significant mid-sized enterprise, with a good growth dynamic, in terms of investments, workforce and international activity, added Meï.

Modalis, which achieved a turnover of €51 million in 2023, expects to make around €100 million this year, the majority of which would be generated internationally. The group plans to continue its €120 million investment plan to enrich its fleet and does not rule out new acquisitions in 2025.

In recent years, Modalis has won an award for its SSgmrss 92ft intermodal wagons, currently the



L-r: Bernard Meï, president of Modalis, and Pierre Fiat, founder of Air Flow

fastest in Europe with a speed capacity of 140km an hour.

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

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



Air Flow provides transport and storage solutions for all types of gas

## Tank containers – supporting emergency supply chains

**A**n emergency or disaster can create many challenges for local and global supply chains and logistics.

Whether a natural or man-made situation (such as strikes or oil spills), supplying the affected area with essential resources can be difficult. ISO tank containers can be the solution to these challenges. Trifleet recently explored the ways tank containers provide a flexible and trustworthy solution for emergency responders.

After a disaster, it is vital to transport resources (such as clean water, fuel, chemicals, and food) to affected areas as quickly as possible. This becomes challenging when supply chains, infrastructure, and distribution networks are destroyed or compromised.

A key advantage of tank containers is their ability to be quickly deployed in disaster situations. The standardised design, size and compatibility allow them to be seamlessly transferred between ships, trains, and trucks without requiring special handling. They are designed to meet international shipping standards and are easily integrated into global supply chains. This allows emergency responders to use available infrastructure quickly and efficiently. Goods can be delivered to communities without transporting them to another vessel, risking contamination.

### Food supply chains

Food (and feed) supply chains can also be severely disrupted during an emergency, especially when agricultural production, food processing, and distribution networks are damaged. Continuity of food supplies is important for local communities to avoid food shortages and hunger.

Tank containers can transport liquid food products, such as edible oils, syrups, milk, and powdered products required for food production. The different tank sizes allow food to be transported to small communities for temporary

support or to food processing plants to mass produce emergency rations, even when supply chains are disrupted.

### Essential materials

In addition to their role in transport, ISO tank containers can serve as temporary storage units in disaster areas. Storage facilities can help mitigate food insecurity during disaster recovery. Tank containers with refrigeration capabilities can help preserve temperature-sensitive goods, such as milk, fruit concentrates, or other perishables, ensuring they reach those in need without spoiling. These temperature-controlled tanks, often equipped with telematics such as a temperature sensor, are especially valuable in delivering nutrition-rich food products to affected populations.

### Enhanced safety

Hazardous materials, particularly those involving industrial accidents or environmental hazards, often need to be transported and stored safely after a disaster. Tank containers are designed to prevent leaks and contamination with advanced safety features, including double-walled construction and insulation.

The tank container's resilience and durability ensure they remain safe and functional during extreme environmental conditions. They are suitable for transport and storage in extreme temperatures, rough terrain, and areas affected by floods, earthquakes, and storms. This makes them ideal for transporting hazardous chemicals, contaminated water, or other dangerous substances that need to be contained and disposed of safely.

Tank containers are easy and quick to deploy in a disaster situation, but that doesn't mean they are a short-term solution. These qualities and their reusable nature make them a sustainable option for long-term disaster relief operations. The standard design reduces the need for specialised equipment, making tank containers easy to use. This, combined with their reusable nature, makes them durable and cost-effective. This is especially true when leased from companies such as Trifleet, as it eliminates the cost of long-term investments and management.

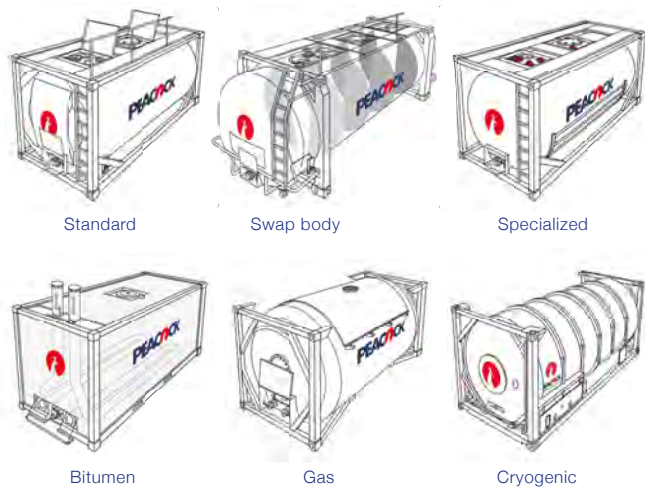


A key advantage of tank containers is their ability to be quickly deployed in disaster situations

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



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[www.tankcontainer-sales.com](http://www.tankcontainer-sales.com)



# Peacock extends debt facility

**Peacock Container Group successfully closed its debt facility extension and increase, paving the way for growth.**

The amendment and extension involve Peacock's existing sustainability-linked multi-currency debt facility. The updated facility terms ensure that the group maintains enough headroom and runway to fulfil its plans for the coming period, increasing the facility to the equivalent of US\$350 million, extending its maturity and broadening and strengthening its banking group by the addition of two new partners.

Jesse Vermeijden, Peacock's group CEO, commented: "This facility continues to be the backbone of our growth, with this latest amendment ensuring that we have enough headroom to fulfil our short-to-medium term plans, while retaining the flexibility needed to be able to adapt to rapidly evolving market conditions and respond to our clients' needs, globally and through the cycle."

Peacock also welcomed Landesbank Hessen-Thüringen Girozentrale (Helaba) and Credit Agricole Corporate and Investment Bank (CACIB) to its lender group, both of whom are experienced lenders to the sector.

They join Peacock's existing lenders group, which comprises ABN AMRO Bank, ING Bank Singapore Branch, Clifford Capital, Credit Industriel Commercial Singapore Branch and Keybank National Association.

Peacock said the loan adjustment confirms the continued attractiveness of the tank leasing sector and its resilience.

Charles-Hadrien Lassalle, Peacock's CFO added: "We are honoured and very pleased to see Helaba and CACIB, two very experienced lenders with track record in our sector, join our lenders group. This reaffirms the attractiveness of our industry while encouraging us to continue our efforts to grow the Peacock group, both quantitatively, via our active fleet expansion strategy, and qualitatively, via the continuous upgrading of our global platform. We also would like to thank our existing lenders, ABN AMRO, ING, Clifford Capital, CIC and Keybank for their continued support over the years and through this key refinancing exercise. It gives us increased visibility and headroom to fulfil our long-term plan to grow our business."

<https://peacockcontainer.com>



# TX, Wascosa in NiKRASA marketing move

**TX Logistik and freight wagon leasing company Wascosa have signed a framework agreement to expand their future co-operation.**

Above all, it includes the development of an existing partnership in freight wagon leasing as well as co-operation in the marketing of the NiKRASA handling system, which allows non-craneable trailers to be loaded onto the rails quickly and easily.

The agreement provides for an initial order from Wascosa for 125 NiKRASA panels worth around €3 million.

The agreement was signed at the Quadrante Europe terminal in Verona by Ugo Dibennardo, CEO of TX Logistik, and Iris Hilb, CEO of Wascosa, in the presence of Sabrina De Filippis, CEO of Mercitalia Logistics. There, the meeting was also the occasion for a demonstration of the NiKRASA system.

Both partners have been working together for many years and want to use the new framework agreement to open up relevant markets on the basis of mutual business relationships.

"In the current tense market situation, this partnership is a sign that we are looking to the future," said Dibennardo. "In addition to wagon leasing and the marketing of NiKRASA, we also want to work closely together on transport solutions and innovative developments and drive them forward together and with other partners."

Wascosa is also the first partner with whom TX Logistik has entered into a NiKRASA co-operation. The rail logistics company, which is part of Mercitalia Logistics (FS Italiane Group), designed the NiKRASA system from the outset to be freely accessible to all market players and would like to secure further partners. "We want to make a contribution to achieving climate targets and ensure that the shift of goods from road to rail is easy and possible for all interested parties," Dibennardo added.

The NiKRASA platform enables the handling of non-craneable semi-trailers, which currently account for around 90 percent of European truck fleets. They can be loaded from road to rail in just two minutes. Changes to existing standards in terminals, either on the wagon or on the rails, are not necessary.

In addition to classic semi-trailers, silos and trailers with fixed bodies, mega trailers and trailers without bodies, as well as container chassis, can also be put on the rails. If the NiKRASA loading platform remains empty in the wagon, swap bodies and containers can still be loaded as usual without the systems interfering with each other.



A Wascosa Green tank car in service with customer EWG

"The NiKRASA solution fits perfectly into our market strategy of generating customer value in rail freight logistics and at the same time supports the shift to rail," said Iris Hilb, CEO of Wascosa. "In the future, we will offer the handling system as a standard service for the rental of pocket wagons to make it easier for shippers to enter the world of combined transport."

The co-operation also supports Mercitalia's sustainability strategy. "The aim is to expand constantly our range of environmentally friendly logistics solutions in Europe," said CEO Sabrina De Filippis.

"The NiKRASA system, which is fundamental to the efficiency of terminals, together with the development of intermodal hubs, represents a convincing combination to promote the modal shift. In addition, we are constantly working on the introduction of advanced technologies such as digital automatic coupling, which will help improve efficiency and productivity in rail transport and reduce emissions, while ensuring a high quality of service," De Filippis commented.

## Green tank

In another move, Wascosa announced the first user for its new green tank car launched earlier this year.

The tank wagon stands for the transport of environmentally friendly products, with the pioneering user being Hungarian group - East-West Gate Intermodal Terminal, EWG Rail and EWG Customs Agency (EWG).

Wascosa defines the green tank car as a rail tank wagon that only transports non-fossil products. They have been specially designed so that they are clearly identifiable when transporting environmentally friendly products.

EWG operates one of the most modern intermodal terminals in Europe, transshipping intermodal units, liquids and grain from broad gauge to standard gauge wagons, and organises rail transport using its own company, EWG Rail. In turn, EWG has committed to transporting only non-fossil products in the Wascosa green tank, currently including unrefined cooking oil.

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

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



The NiKRASA system allows non-craneable trailers to be loaded onto the rails quickly and easily



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# Grand re-opening for cotac Houston

**H**oyer Group has expanded and extended its capacity with the re-opening of its network partner cotac in Houston, Texas.

The cotac group is the global service network for integral services of Hoyer Group, offering facilities like cleaning, workshops and the storage of liquid bulk equipment. The Houston site celebrated its grand re-opening on 3 October 2024, following extensive renovation and expansion work.

In June 2023, cotac increased the capacity at Houston to store empty ISO tanks, and now has the ability to store loaded tanks for hazardous and non-hazardous goods.

After 30 years of offering cleaning and depot services, cotac in the USA presented its newly refurbished facility to clients, prospects, and co-workers. "This refurbished site will ensure that the facility meets the needs of our customers for the next 30 years and beyond," said Jesse Gomez, cotac manager. The project included modernisation of the wash facilities in order to offer superior cleans while minimising environmental impact.

"At this site, we can now also offer new services like loaded storage, ensuring our customers' deliveries can be stored safely within close proximity to both Port of Houston and end customers," explained Patrick de Heide, director North America for Hoyer.



cotac Houston celebrated its grand re-opening on 3 October

Through the installation of almost nine acres of concrete, inspection lanes, an 18-lane steam heating station and a refitment of most systems and structures on site, cotac is now able to provide increased productivity and quality.

"We are excited about the upgraded depot and the incremental value it brings to our business and our customers. We are delivering a depot facility that enhances our services with great efficiency," said Gomez added.

"We are delighted about the benefits our expanded service offerings provide for the Hoyer Group, our other existing customers and our future customers," Gomez added.

"By investing in this huge refurbishment project, we are reaffirming our commitment to providing our customers with the best possible service all around the globe," commented Björn Schniederkötter, Hoyer's CEO.

Worldwide, cotac has 12 locations at logistics hubs in Europe, Asia and the USA supporting the logistics processes and products of Hoyer in close partnership. cotac points out that it can ensure globally uniform standards for tank cleaning, repair and depot services, and is regularly audited in accordance with DIN EN-ISO 9001 and SQAS.

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

## Progress on ITCO Depot Assessment work

**E**arlier this year, ITCO established a Work Group to develop a standard global Depot Assessment procedure.

Work Group members include representatives from tank container operators, depots and inspection companies.

One of the main objectives of the WG is to define minimum standards of safety, staff welfare and environmental criteria for depots, while also identifying other relevant information of interest to operators.

Individual depots will be assessed, in terms of attaining the 'above-minimum' standards by means of third party surveyors or a review of SQAS Assessments. Members will be permitted to view which depots have had these standards assessed (or not) by means of an online platform.

The project also involves ITCO producing a Global Depot Survey, similar to the Global Tank Container Fleet Survey.

Considerable progress has already been made, with WG members defining SHEQ requirements that will form the basis of assessment, as well as a wide range of other information and services that will be available for ITCO members to view.

The WG will investigate the costs of setting up this facility online and the costs of administration. The fully costed and detailed proposal will then be submitted to the ITCO Management Committee for approval. On approval, an RFQ will be issued to suitable platform designers. This will be followed by development and implementation of the platform, plus identification of resources to run, monitor and assess the platform.

A number of criteria and actions have been agreed.

An initial database of all depots currently being used by operators will be setup (this will not be for public viewing). ITCO will contact all of them and undertake a media campaign to encourage all depots to participate.

Depots must be members of ITCO to be included on the platform.

The cost of third party inspection will be covered by the depot, plus an ITCO administrative fee, with the assessment validity for three years (or the validity of the SQAS).

It has been agreed that the running of the platform is to be self-financing after initial set-up.

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

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# ONE DCI - global rebrand unifying excellence

**Depot Connect International (DCI) is making a significant impact in the bulk logistics industry with its new rebrand initiative, ONE DCI, which aims to unify operations across Europe.**

With sites in the UK, the Netherlands, Spain, and Germany, DCI is consolidating its services under a single, cohesive identity. This global rebranding effort sets the stage for future expansion in North America and reflects DCI's commitment to delivering consistent, high-quality services across all locations.



Across Europe DCI has sites in the UK, the Netherlands, Spain, and Germany

"This is about more than just a name change," said Chris Synek, CEO of DCI. "ONE DCI reflects our vision for the future. We're building a brand that amplifies the excellence we've delivered for years, ensuring our customers receive the same level of service and quality, no matter where they are."

At its core, the rebrand is about more than a visual change — it's about elevating DCI's core values: people, process, and planet. The initiative is designed to streamline operations, improve safety protocols, and boost efficiency, all while maintaining DCI's focus on delivering exceptional tank cleaning, maintenance, storage, and logistics services. Customers across Europe will experience the same high standards at every touchpoint under the unified ONE DCI brand.

Antony Leighton, president of European operations, emphasised the importance of uniting the workforce under this new identity. "ONE DCI is about more than just our customers — it's about empowering our employees. We're creating a shared identity that strengthens our team's sense of purpose and pride in the work they do, which ultimately translates into better service for our customers."

In addition to operational unification, DCI is placing an increased focus on safety and sustainability as part of the rebrand. "Caring for people and the planet is essential to our strategy," Leighton added. "We're adopting advanced technologies and smarter processes to improve safety and reduce our environmental footprint as we move forward."

As DCI rolls out the ONE DCI brand across Europe, the company believes it is setting a new standard. With plans to expand the rebrand to North America, the future looks bright for DCI as it solidifies its position as a leader in tank cleaning, maintenance, and transport services.

"The future is bright for DCI," concluded Synek. "With ONE DCI, we are uniting our global operations under a brand that stands for quality, reliability, and innovation."

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



Caledonia Haulers hosted an open house for its new food-grade tank cleaning facility in Janesville, WI

## Caledonia highlights new tank cleaning facility

**Caledonia Haulers' second wash rack has opened its doors.**

In September, the Minnesota-based bulk logistics firm hosted an open house for the new food-grade tank cleaning facility in Janesville, Wisconsin on 19 September, four years after purchasing the nine-acre site from Transport America. The event was organised in conjunction with the International Milk Haulers Association's third Leadership Summit in the state capital Madison.

The facility features four bays for cleaning out Caledonia and third-party equipment, and five for truck and trailer maintenance and repairs. It is also certified by four food-grade shippers, including Cargill and ADM.

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

## Solar roof for MTS

**Harvest Green Developments has installed a solar energy system at MTS Cleansing Services headquarters, in Medway, Kent.**

MTS met Harvest Green back in 2021 with a view to develop the large roof at the base into a solar PV asset to reduce emissions, cut energy costs and build on its sustainability journey.

In June 2023, Harvest Green started the work on building the 443kW solar PV array (Trinasolar PV modules, Solis inverters and Antaisolar mounting kit) and then in early 2024 Harvest Green

completed the installation of a 229kWh/100kW battery storage system, from Wenergy Storage.

The combined efforts of the project have reduced the import of electricity by 61 percent so far in 2024, which MTS says is "nothing short of fantastic!" The facility also has improved resilience, given that the battery storage system is grid forming, allowing the site to operate even in the event of an electricity blackout.

<https://mtscleansing.co.uk>





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# CTW’s cleaning system in a box

**CTW Cleaning Systems takes pride in its ability to provide innovative solutions tailored to clients’ specific cleaning needs.**

A recent notable project is the complete tank cleaning installation CTW built into a 40ft container for McKeefry in Liverpool, UK.

McKeefry is a bulk logistics company whose services include tank washing. The advanced installation provided by CTW is designed to service four cleaning lanes and is a good example of the company’s technical expertise and customer-focused approach.

McKeefry needed an upgrade of its existing cleaning station, as the outdated installation no longer met modern standards.

CTW’s new high-pressure installation provides a solution that meets current quality and sustainability standards. In terms of quality, the new installation ensures more thorough and faster cleaning, keeping the tanks in optimal condition. Also, more efficient use of water and energy contributes to lower operational costs and a reduced ecological footprint.

The installation, built to service four cleaning lanes, offers the highest standard in tank cleaning. By using advanced technologies and materials, CTW ensured that the cleaning processes are fast, thorough, and efficient. The installation is designed to handle various types of tanks and contaminants, providing McKeefry with the flexibility to meet diverse cleaning needs.

## CIP

A unique aspect of this project is the integrated CIP (cleaning in place) installation, specifically designed for cleaning Guinness tanks that lack manholes. These tanks need to be cleaned via circulation, and CTW’s CIP installation ensures a thorough and efficient cleaning



Also in Liverpool, CTW completed a high pressure cleaning installation at ABAC

process without the need for manual access. This system significantly enhances the safety and efficiency of the cleaning process.

The entire installation was built and tested at CTW’s location in Turnhout, Belgium. Over a few weeks, the installation passed all FATs (factory acceptance tests). These comprehensive tests ensure that the installation meets all requirements and operates flawlessly. Within a few weeks, the installation was ready to be transported to McKeefry’s location in Liverpool for final installation.

## ABAC

In the past couple years, CTW also completed a state-of-the-art high pressure cleaning installation at ABAC in Liverpool.

ABAC is a leading tank cleaning station in Liverpool dedicated to providing the highest standards in tank cleaning. The company’s need for an advanced, efficient, and reliable cleaning installation led them to CTW.

The challenge included replacing the existing installation at ABAC. The requirements were clear: a system that not only met current industrial standards but was also future-proof and capable of handling a wide range of cleaning needs. This meant CTW had to design a solution that was both powerful and flexible.

After a thorough evaluation of the existing facilities and ABAC’s specific needs, CTW chose to implement a state-of-the-art high-pressure cleaning installation. This included three separate high-pressure cleaning units installed to the highest standard, each with its own control cabinet. This ensures reliable and flexible operation of the cleaning process, which can now function with fully automated cleaning programs.

High-pressure steam exchangers heating the water are essential for effective and thorough cleaning. These steam exchangers provide a constant and reliable heat supply, making the cleaning process more efficient and faster.

To make the installation easy to operate and monitor, enhancing operational efficiency and reducing maintenance costs, advanced control systems are included, while a high-pressure unit for manual cleaning (hand lances) enables cleaning of hard-to-reach areas and provide flexibility in the cleaning process.

Two control cabinets are there for operating the installation and ensuring a user-friendly interface for operators.

Three high-pressure dosing units make for precise and efficient



CTW built a cleaning system into a 40ft container for McKeefry in Liverpool

dosing of cleaning agents, while complete wash bay equipment allow for an optimised and comprehensive cleaning line.

CTW says the solution is not only powerful but also energy-efficient and environmentally friendly, perfectly aligning with ABAC’s sustainability goals.

The new installation has enabled ABAC to improve its cleaning processes. The feedback from the company’s team was positive; they praised the reliability, efficiency, and improved cleaning results of the new installation. This upgrade allows ABAC to offer customers a higher standard of service.

## Maintenance contracts

In addition to the installation, CTW also offer maintenance contracts to its customers in the UK. ABAC is taking advantage of this service to keep the installation in optimal condition over the long term. Through regular maintenance and inspections, CTW can ensure that the cleaning installation remains efficient and reliable, resulting in lower maintenance costs and a longer lifespan of the equipment.

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

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- ★ Off-site Emergency Response

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- ★ Swap bodies

### Certification and Membership

- ★ ISO9001:2105
- ★ ITCO Member





# Not a stellar vintage

*Having largely adhered to a normal timetable, the Northern Hemisphere's 2024 wine harvest is winding down, with initial signs pointing to average-sized yields at best*

**A combination of climatic challenges and economic pressures, such as vineyard cost-cutting and some grapes being left unharvested, are contributing factors to a disappointing bulk wine market.**

The markets remain sluggish, prompting some vineyards to reduce their operations or remove vines altogether. This trend indicates that the wine industry is poised for a reset in the coming years, potentially shrinking in size but emerging leaner and more profitable.

Wine and grape broker Ciatti says France and Italy are currently projected to produce crops short of their five-year averages by 11 percent and 12.8 percent, respectively.

California is on course for a crop estimated at 3.2-3.3 million tons – short by long-term historical standards, but in fact off the 3.5 million tons that is the five-year average since the state's 2018 crop, the last to reach the 4-million-ton mark.

Only Spain's crop is expected to near its average, although a rainy end to the growing season is likely to rein in availability of 11 percent-plus alcohol wines.

None of this news has stimulated a great deal of extra activity in the bulk market. Last year, Italy experienced its shortest crop in five decades, with ramifications for demand levels in Spain and, in turn, ripple effects further afield. Partly in response to that demand, Spanish prices have increased and Italy's crop, although short of the average again, is 7 percent larger this year versus last.

## Calm buying

Consequently, the buying campaign is starting noticeably calmer, more accurately reflecting the underlying wine sales fragility. It was hoped that 2024 would bring a stabilisation of sales volumes after a period of retailer/distributor destocking following pandemic-era stockpiling, but that has not come to pass: in the US, for example, wine's total retail sales volumes fell more than 6 percent in the 12 months to 10 August, and it is likely – with similar economic and demographic factors at play – comparable trends are occurring in the major European markets, of which the International Organisation of Vine and Wine (OIV) found that, in 2023, only Spain registered a growth in sales.

Growers in both hemispheres have been pushing for higher grape prices to cover elevated input costs and shorter crops, but wineries and bottlers – caught in the middle – are still seeing lethargic retailer/distributor demand. Margins have become squeezed, cashflow tight, assets devalued and the ability to borrow reduced; the end result will be a smaller area under vine.

Forecasting future sales is still challenging, to say the least, Ciatti states. In the important October-December period, consumer confidence in the US and UK is roughly in line with where it stood at the same stage last year (when festive-season wine sales volumes went on to be disappointing), while confidence in France, Germany, Italy and Spain



Argentina's bulk market is now largely on pause until the frost risk passes

enters the same period slightly higher than last year. The industry will be hoping for, rather than expecting, a final-quarter sales boost.

After a year of shorter crops, however, some bulk items – mainly generic wines and varietal whites – have become harder to come by; potential buyers of 2025 varietal whites from Chile and South Africa are recommended to get in touch with brokers earlier than normal. Reds are generally more abundant, with many highly attractive opportunities available on some very good-quality wines.

## Takeaways

Ciatti's October market report also provides key takeaways from individual markets.

**California.** The 2024 crop remains very difficult to estimate – with an October heatwave being the latest complicating factor – but Ciatti tentatively expects something in the region of 3.2-3.3 million tons. Signs of another shorter crop have stimulated some extra grape and bulk wine interest in the past 2-3 months, especially since the heat's arrival, but the volume of bulk inventory and uncontracted grapes remains high and market prices low. Export opportunities therefore exist on the full spectrum of Californian wines: generics priced very competitively, typical bulk export offerings such as White Zinfandel, high-quality Coastal wines for mid-tier programmes, and low- and no-alcohol wines. Multi-year deals are available.

**Argentina.** There have been some international enquiries into generic white wine and white grape juice concentrate, but Argentina's bulk market is now largely on pause until the frost risk passes in mid-November. Frost fears are high as early spring conditions have been dry with low overnight temperatures: the Uco Valley suffered a frost in mid-September – damage still being assessed – but the main East Mendoza region has so far been spared. Argentina's bulk wine (+11 percent) and GJC (+110 percent) export volumes performed significantly better in January-September 2024 versus the first nine months of 2023.

**Chile.** Vintage 2024 white wines are in limited supply; total red wine stocks are larger, but standard-quality bulk wines represent only a part of the available inventory. Prices on both red and white wines have therefore risen. This scenario, plus expectations of a 2025 crop potential reduced by vineyard removals, has led to a rise in grape prices between vintages and, in turn, expectations of higher bulk wine prices in 2025. Consequently, buyers have been seeking to secure extra supplies of 2024 reds and pre-harvest contract 2025 whites; international buyers are urged to begin assessing their 2025 white wine needs now. The forecasted La Niña dryness has yet to occur, with some rainy days through September into October and fewer frosts than expected: so far, vineyards appear in good health.

**France.** A challenging growing season – with dampness at either end – has reduced yield and/or alcohol levels in many regions; a lower-than-average crop size is expected. Enquiries into 2023 red wines have risen in recent months, firming up pricing, potentially due to concerns over 2024-vintage quality; southern French AOP wines dominate availability. White wine carryover is low. Due to the lighter crop size and increased operating costs, pricing on the 2024 vintage is likely to start higher than where it did on the 2023 vintage, at least on whites and rosés. The special bulk wine opportunities available over the summer



The 2024 California crop remains very difficult to estimate. Pic: Bob McClenahan, courtesy Visit Napa Valley

are rarer now that the crop is coming in lighter, but potential buyers are encouraged to get in touch as many suppliers remain eager to sell.

**Spain.** Crop size appears to have returned to the average after last year's shortfall. A wet end to the growing season has likely lowered the average alcohol content of the vintage; higher-alcohol wines may command a premium. The bulk market is paused while the European harvests are assessed. Higher Spanish pricing versus 12 months ago has increased buyer caution; many are likely to cover their needs on an incremental basis in the belief prices will trend softer. Red wine carryover remains available, at pricing lower than mid-year; white wine carryover is negligible, and the 2024 whites dominate the early buyer enquiries.

**Italy.** The 2024 crop is projected to come in 7.1 percent larger than 2023's record short crop, but still 12.8 percent short of the five-year average. With carryover stock 7 million hectolitres lower this year versus last, many appellations arriving at harvest with very limited inventory, and producers seeking to offset two shorter crops and higher input costs, at least some prices are likely to rise. Lower volumes and the prospect of price rises means buyers are urged to secure the volumes they need sooner rather than later.

**South Africa.** Wineries are currently assessing

their sales and remaining stocks – if any – of 2024 wines in order to begin establishing 2025-vintage pricing; buyers requiring wines early in 2025 are urged to get in contact from this month. Lack of domestic availability and the Rand's strengthening – in from ZAR19/dollar to ZAR17/dollar – have stimulated discussions around importing Dry Red and Dry White. South Africa's limited availability and slow demand in Europe has led to worryingly low export volumes by historical standards. Early signs are positive for a better-sized vintage in 2025, although vineyard removals could limit potential.

**Australia.** The Australian bulk market remains slow while the international focus is on the Northern Hemisphere harvests and China works through the wines it secured earlier this year. Frosts have caused widespread damage in the vineyards of South Australia and New South Wales, exacerbated by a dry winter and early budburst in some areas. The value and volume of New Zealand's wine exports declined in the 12 months to June 2024, as a better January-June period struggled to offset a large decline in the second half of 2024; leading markets the US, UK and Australia have been buying less volume.

<https://ciatti.com>



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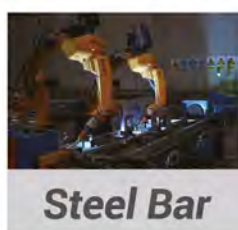
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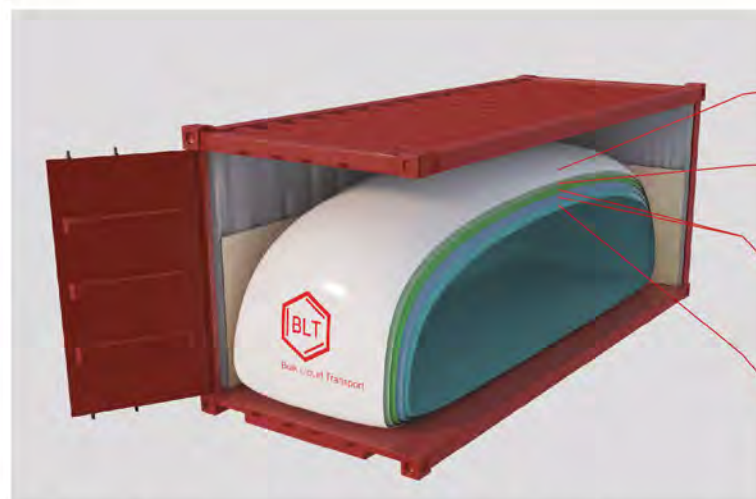
## Why are more companies choosing flexitanks for wine transportation?

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# FGN achieves flexitank carbon footprint verification

**Sustainability and environmental responsibility are becoming more important than ever.**

So, FGN Global Logistics recently announced that its flexitank manufacturer has obtained an SGS 'Product Carbon Footprint Verification' statement for its 24,000 litre flexitank.

Product carbon footprint verification is a process that quantifies the total greenhouse gas emissions associated with a product throughout its lifecycle. This includes emissions from raw material extraction, manufacturing, transport, and other stages up to the point where the product is ready for delivery, also known as 'cradle to gate'.

The verification was conducted in accordance with the ISO 14067:2018 standard. This international standard specifies principles, requirements, and guidelines for the quantification and reporting of the carbon footprint of a product (CFP). It ensures that the assessment is accurate, transparent, and consistent with global best practices.



The lifecycle assessment of the 24,000-litre flexitank revealed total emissions of 157.62kg of CO<sub>2</sub>e

## Results

The lifecycle assessment of the 24,000-litre flexitank revealed total emissions of 157.62kg of CO<sub>2</sub>e (carbon dioxide equivalent). This figure represents the total greenhouse gas emissions

associated with the production of one flexitank, from the extraction of raw materials to the final product ready for delivery.

FGN says achieving this verification is a testament to its team's ongoing efforts to minimise the firm's environmental footprint. By understanding and quantifying emissions, it can identify areas for improvement and implement strategies to reduce the impact further. This not only helps protect the environment but also aligns with the growing demand from consumers and businesses for more sustainable products.

"We are excited to share this milestone with our customers, partners, and stakeholders," FGN said. "Together, we can make a significant difference in reducing our environmental impact and promoting a more sustainable world. We will continue to improve our sustainability efforts and share more updates on our initiatives as we work towards a better tomorrow."

<https://fgn-net.com>

# Re-entry of the Sun

**Indian flexitank supplier Sun Flexitanks is re-introducing its Vinotanks into the wine flexitank market.**

The company says the re-entry is not merely a revival; it is a renaissance. Over the past year, the product has undergone rigorous testing, performing at the highest level of quality and safety in the wine transport sector. "This commitment to excellence ensures that Sun Vinotanks stand at the pinnacle of the industry, offering solutions for wine producers and distributors worldwide," the company states.

The decision to bring back Sun Vinotanks stems from careful market analysis and strategic foresight. Under the leadership of new VP Rishab Lalwani and the guidance of veteran CEO Bharat Lalwani, Sun Flexitanks has aligned its product offerings with emerging market trends and customer needs.

Sun Vinotanks are modified flexitanks used for potable liquid cargo that needs to be protected from sunlight and external elements to avoid spoilage. To ensure longevity and quality of the product Sun uses an EVOH barrier to prevent loss of flavour and aroma. Sun Vinotanks can also be manufactured with an additional layer of aluminium-plastic composite film to provide further protection from UV light, temperature fluctuations and moisture absorption.

"Among the ever changing currents of global trade and evolving consumer preferences, Sun Flexitanks' resilience is a true testament to the company's adaptability, innovation, and unwavering commitment to meeting the industry's highest standards," the company says.

<https://sunflexitanks.com>



The decision to bring back Sun Vinotanks stems from careful market analysis and strategic foresight

# Hillebrand Gori integrates VignoblExport

**Hillebrand Gori says it has full integrated VignoblExport, a French logistics marketplace specialising in shipping small quantities of beer, wine and spirits (BWS).**

Following a majority stake acquisition in May 2021, the remaining 30 percent of VignoblExport shares were acquired earlier this year. The marketplace is now integrated within Hillebrand Gori - a company within DHL Group - as a specific product under the name 'Hillebrand Gori eShipping', leveraging both its specific expertise as well as the Hillebrand Gori network and know-how.

"This acquisition creates a powerful logistics alliance," said Dominique von Orelli, CEO Hillebrand Gori. "By combining Hillebrand Gori's extensive network and expertise with VignoblExport's specialised services, we can provide our customers with an unmatched range of solutions - from shipping full containers to single bottles. Beyond B2B, this also includes direct-to-consumer (D2C) shipping for smaller quantities, a key factor in today's e-commerce landscape. Furthermore, the combined strengths of Hillebrand Gori and VignoblExport will unlock new growth opportunities for our customers with



our one-stop-shop offering. Through strategic cross-selling and up-selling, we can enhance the value proposition for each client and drive long-term profitability."

By offering a dedicated eShipping service for small quantities, starting from a one bottle

shipment, Hillebrand Gori says it is expanding its reach and caters to the growing demand for efficient e-commerce solutions and online delivery options in the alcoholic beverage industry.

This includes e-commerce, direct-to-consumer online sales, and the booming wine tourism sector, which is experiencing double-digit growth in some regions. Furthermore, the service extends to supporting prestigious customers for wine tastings, competitions and trade fairs, handling fine & rare shipments as well as auction post sales.

Hillebrand Gori eShipping has its own teams of specialists strategically located in France, Spain, Italy, Germany and Austria to ensure in-depth industry knowledge and customer support. In the future, Hillebrand Gori eShipping is poised to expand its reach to more countries around the globe, enhance its service offerings.

Hillebrand Gori eShipping has a powerful app that puts customers in control. This user-friendly application, accessible 24/7, lets them manage their entire shipping process - from getting real-time quotes and generating invoices to tracking shipments online.

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



## ENTERPRISE STRENGTH

Qingdao LET Flexitank Co., Ltd., founded in 2008, is a modern high-tech enterprise covering container flexitanks, railway flexitanks, truck flexitanks, dry bulk liner, paper IBC, etc. It has realized the layout of the entire and supporting logistics services. It has nearly a hundred different production chains ranging from flexitank production, blown film production, injection molding processing, bolt production, steel pipe processing, rubber production, etc. It has realized the layout of the entire industrial chain from raw material procurement, supporting processing to product delivery.

LET has more than 300+ service partners around the world and has more than 50 branches and agent networks covering Europe, RUSSIA, South America, North America, the Middle East, Southeast Asia, Africa, Oceania and other regions, and can respond quickly to customers' service requirements. Over the years, LET has been learning and growing, constantly maintaining and improving its industry competitiveness and influence. Its market share has been at the forefront of the industry for many years. It has won the trust of many cooperative customers with its consistent stable quality and excellent service.

## PRODUCT INTRODUCTION



Food Grade Flexitank



Railway Special Flexitank



Wine (Juice) Flexitank



Non-hazardous Chemical Flexitank



Grease Flexitank



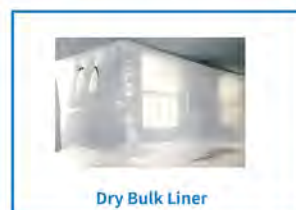
Truck Flexitank



40FT Container Flexitank



Paper IBC



Dry Bulk Liner



High temperature (Bitument) Flexitank



Steam Heating Pad



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# UMI issues flexitank best practice guide

**The International Union of Marine Insurance (IUMI) has published a comprehensive best practice guide for the safe use of flexible tanks for the transport of liquid cargoes.**

Its objective is to provide underwriters, brokers and their clients with practical guidance to ensure cargoes transported by flexitanks arrive intact at their chosen destination.

The guidance defines flexible tanks – or flexitanks – as “poly film bladders that are filled with a liquid cargo (such as dairy products, wine, fruit juice or non-dangerous oils) and then placed into a standard IOS container for transport”.

According to the Container Owners Association (COA), the number of flexitanks in use worldwide rose from around 400,000 in 2010 to around 1.1 million in 2020 and is now more than 1.5 million.

Growth in flexitanks is outpacing dedicated tank containers due to significantly lower transport costs. Today, transported volumes are around 36 billion litres of liquids, with a strong upward trend, the IUMI paper states.

There are a number of benefits that have led to the development and growth in use of flexitanks including: larger transport volumes per container compared with single packs or containers; no requirement to return or dispose of reusable containers such as drums, canisters or IBCs; use of standard ISO containers without the need to return tank containers; greater flexibility, availability and simplified access to transport capacity compared to using tank containers; and elimination of cleaning costs for reusable containers.

However, despite their economic advantages and widespread use, flexitanks are only lightly regulated, IUMI continues. There are a range of risks associated with their use, not least the likelihood of damage. This makes them a specific focus for the insurance industry.

Explaining the issue, Lars Lange, secretary general of IUMI, says: “The use of flexitanks has grown significantly in recent years mainly due to reduced transport costs when compared with a tank container. But this method, if not correctly managed, is easily prone to damage. And once a flexitank is ruptured a total cargo loss usually occurs. This impacts not only on the insurer, the cargo owner and carrier, but there is a very real risk of third-party and possible environmental impact as well.”

The paper outlines a range of potential risks including poor stowage, incorrect installation, overloading, material deficiencies, transport issues and others. It goes on to highlight the potential impact which might include additional costs incurred over and above the loss of the cargo and consequential damage such as ESG or third-party issues.

## General risk

In general, if a flexitank is not properly installed and loaded, or if it is overloaded, damage to the flexitank and/or the ISO container can occur. Damage includes bulging/deformation of the container walls which can further damage the poly material of the flexible tanks.

Repaired areas within a container often have sharp edges and sharply shaped points of contact such as those caused during welding.

These sharp areas, if not addressed prior to loading the flexitank, may cause punctures and leaks. Even if the container is not obviously damaged and no material loss has occurred, an overloading of the container can lead to structural damage that becomes problematic much later.

The issue of maximum safe total weight of a flexitank continues to be reviewed and debated by various stakeholders, as are the various forces acting on a CTU (cargo transport unit) as a result of the route, stow position, vessel size, or fluid density of the cargo.

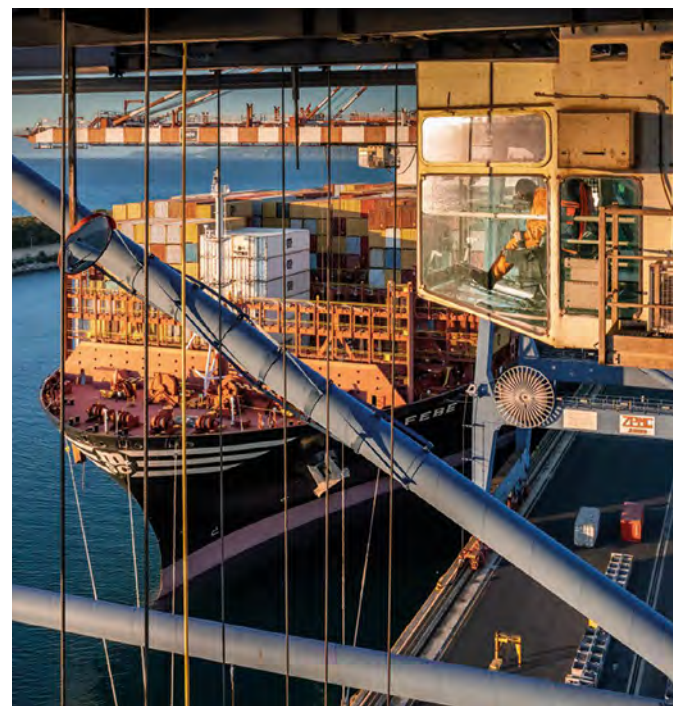
## Specific risks

In addition to the general risks, the paper outlines additional specific risks which must also be taken into account.

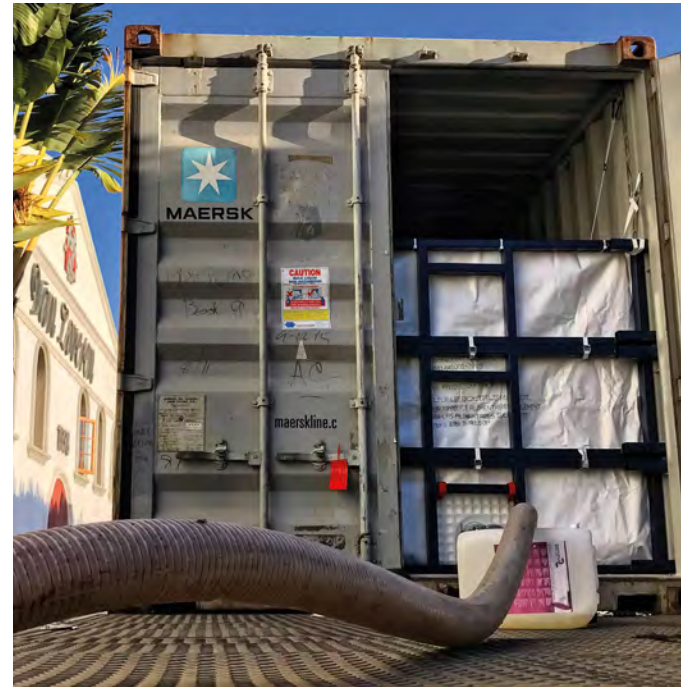
Namely, use of unsuitable containers, various installation errors, pre-existing damage, material and production deficiencies, unusual transport stresses/handling damage, over or underfilling, and risks resulting from the goods being transported.

## Consequences

The transport of liquid bulk cargoes in flexible tanks is naturally prone to total loss. In addition to the loss of the cargo, further costs may be incurred due to: cleaning of seagoing vessels, operational



Marking the container with appropriate labelling will indicate to the crane operator that a flexitank containing liquids is loaded



The report points to a number of recommended measures for using flexitanks

areas and public areas; the use of liquid collection containers (drip trays); transloading; environmental damage; storage, detention and container demurrage; container damage; and destruction or disposal.

The use of flexitanks must also be critically examined from an ESG (environmental, social, governance) perspective and their environmental impact must be compared with that of tank containers, IUMI states.

Paired transports (where cargoes are moved in both directions with no ‘empty leg’), if they can be arranged, are often more sustainable and safer when using tank containers. If unpaired transports are arranged, the use of disposable flexitanks can make economic and ecological sense.

The biggest point of criticism from the insurance industry's perspective is the accepted overloading of the containers which can lead to damage. This can be the cause of container losses at sea years later. In addition, leaking tanks in harbour can lead to environmental damage.

As damage to a flexitank will almost always lead to a total loss of the cargo, the overall economic risk is significantly increased. In a road traffic situation, for example, the consequences of a leak can be particularly significant or even fatal for third parties.

Root cause analysis is difficult and costly and is not always successful or possible. The involvement of various parties involved in the process with different areas of responsibility makes successful recovery more difficult.

## Recommendations

To minimise risk and costs, the report points to a number of recommended measures:

- Selection of flexible tanks and containers: ensure the flexitanks comply with the COA Code of Practice.
- Check the suitability of the product to be transported in a flexitank and verify product-specific requirements for such transport.
- Choose flexitanks made of materials compatible with the liquid being transported. Verify chemical compatibility to prevent contamination or degradation.
- Select the appropriate size and capacity of the flexitank based on the volume of the liquid and the dimensions of the container.
- Choose 40ft containers instead of 20ft containers for the same product volume and thus tanks with a lower loading height to reduce strain on the container side walls.

## Container preparation

- Thoroughly inspect the shipping container for any damage, sharp edges or contamination that could compromise the integrity of the flexible tank.
- Record the suitability of the container and its condition both inside and outside before transport by using checklists supplemented with photographic material.
- Follow the COA Code of Practice, i.e. ensure the container is clean, dry, suitable and undamaged before installing the flexitank.
- Mark the container with appropriate labelling in the door area (work safety) as well as on the roof. This will indicate to the van carrier/crane operator that a flexitank containing liquids is loaded and that necessary care should be taken during handling operations.

The paper concludes with further recommendations for flexitank installation, transport and emergency preparedness.

Lars Lange concludes: “One of IUMI's central roles is to gather and share knowledge among the international marine insurance community to enhance the safety and efficiency of seaborne trade. These guidelines focus on a specific issue that, in our view, will benefit from a change to current practices so that liquid cargoes transported by flexitanks remain safe and free from damage.”

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# Greif Green Tool Lite on show

**G**reif showcased its carbon emissions reduction calculator, The Greif Green Tool Lite at the recent Scanpack.

This marked the debut of Green Tool Lite in the Scandinavian market, offering customers an interactive way to assess and reduce their carbon footprint in their packaging choices.

The Green Tool Lite uses independent lifecycle data to evaluate the environmental impact of Greif's most popular industrial packaging solutions, including IBCs, plastic and steel drum products. With its user-friendly interface, the tool provides carbon footprint metrics quickly, allowing customers to make informed sustainability decisions.

"Customers need to make informed decisions about their industrial packaging to reach their sustainability targets successfully, and that's what the Green Tool Lite offers," explained Bengt Wallentin, technical sales specialist at Greif Scandinavia. "At Scanpack, visitors were able to try out the software first hand, analyse their current CO2 footprint, and explore ways of reducing it in partnership with Greif."

Greif also exhibited its newly redesigned GCUBE Flex 2.0, an innovative IBC engineered for the safe transport of sensitive products such as pharmaceuticals, food and cosmetics. The GCUBE Flex 2.0 features a composite design, combining a protective steel cage and a flexible inner liner that automatically expands to maintain liquid stability and product quality during transit.

"Listening to our customers' needs is essential to creating packaging solutions that not only fulfil their specific requirements but also drive progress in sustainability. Trade shows like Scanpack offer a valuable opportunity to engage directly with customers, understand their challenges and drive innovations that support both their business success and our shared commitment to protecting the environment," added Jacob Demen, sales director Scandinavia at Greif.

## Dilovasi's first year

In Turkey, Greif marked the first anniversary of its IBC plant in Dilovasi, Turkey.

Opened last year, the facility at Dilovasi offers a comprehensive range of IBC solutions, including the GCUBE Shield, which uses barrier technology to combat product permeation issues, and the GCUBE Elektron, designed for the safe packaging and transport of highly flammable liquids.

Additionally, the GCUBE IBC for Food is a food-grade IBC designed to meet the highest standards of hygiene and safety in the food industry, effectively eliminating risks of contamination.

"A key focus for us this past year has been increasing the visibility and recognition of our GCUBE IBC brand in Turkey. We have achieved this through strategic marketing efforts, strong partnerships, and a commitment to consistent product quality," said Tugrul Karalar, sales director Turkey at Greif.

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



Greif's facility at Dilovasi offers a comprehensive range of IBC solutions



Bengt Wallentin, technical sales specialist at Greif Scandinavia



PBLA says it facilitates fluid partnerships among members

# PBLA broadens scope

**The Premier Bulk Liquids Alliance (PBLA) global network of independent bulk liquid operators has expanded to more than 110 locations across 65 countries, forming a strong alliance of ISO tank and flexitank partners.**

In response to evolving market dynamics and the commitment to delivering value to our members, PBLA is broadening its scope, embracing greater diversity under the banner of the PBLA-Bulk Liquids World.

By creating a unique environment, PBLA says it facilitates fluid partnerships among members to aid them in attracting new opportunities and so increase their business flow.

Not only is it an alliance of bulk liquid logistics professionals, but a community of related service providers, trading companies, manufacturers and trade media partners that all have bulk liquids as part of their core business.

"Whether you want to ship lubricants from Houston to Ghana, find a certified ISO tank cleaning station in Vietnam or storage depot in Nava Sheva, a flexitank fitting depot in Finland, specialised chemical handling in São Paulo, maintenance and repair services in Saudi Arabia, find cargo for your idle tanks in Rotterdam, purchase flexitanks from a regional storage hub, connect with a latex trader or wine broker to help your customer...and an abundance of other bulk liquid supply chain solutions under one roof... then look no further, the PBLA Bulk Liquids World is for you," the alliance claims.

To enhance the membership experience and make sure members don't miss out on an opportunity, the PBLA community is supported by free access to two bespoke platforms:.

First, HubX360: a dedicated and global ISO tank portal where one can find a tank container; share tanks on demand; manage a tank container fleet; find a tank depot; find related services; or advertise a company.

Second, Flexitankfinder.com: Offering the global market place a more simplified and efficient way to source flexitanks and related products serving the bulk container packaging industry. This will be multi-brand and custom-cleared supply in regional hub depots to facilitate smaller orders.

PBLA partners meet up once a year on different continents. Here, bulk liquid logistics members, with a community of related service

providers, manufacturers and trading companies get together to create strategic partnerships at their events in the PBLA Bulk Liquids World.

The next event will be taking place in Miami, Florida, USA on 21-23 January 2025, and PBLA expects a record attendance. There has been an excellent response in terms of registrations, and it will be the perfect occasion to network with senior industry representatives from the tank container and flexitank world.

The 16th World Bulk Wine Exhibition takes place in Amsterdam on 25-26 November 2024. Here, PBLA bulk wine logistics specialists from seven different wine producing countries and additional members from the key bulk importing countries will be present and exhibiting together.

By creating a multinational logistics booth, PBLA aims to showcase a one stop shop bulk logistics hub where wine shippers, buyers, brokers, and traders can have all their bulk wine shipment needs covered.

<https://pblaglobalnetwork.com>



PBLA expects a record attendance at its next event in Miami in January 2025

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SCAN ME





# Starlinger takes action against copyists

**Austrian packaging machine manufacturer Starlinger & Co has sued Chinese machine manufacturers and their customers (packaging producers) based on infringement of several of Starlinger's patents.**

The legal proceedings have now been settled with strict obligations for the machine manufacturers.

"Only the best are copied, as the saying goes. However, this is little consolation if it has economic consequences for innovative machine manufacturers like us," said Harald Neumüller, CSO of Starlinger. "Starlinger is strong in research and development. This ensures our technological leadership. Due to plagiarism, novel technologies have to be brought to market faster and faster in order to maintain a technological lead."

"Patents protect our developments and enable us to sell innovative machines over a period of time. It is therefore a great and important success that we were able to enforce our claims, and the machine manufacturers had to stop producing and selling the copied machines. Intellectual property rights are to be respected."

The out-of-court settlement was reached during the course of lengthy proceedings before both a civil court and a court specialised in intellectual property in China. The machine manufacturers in question confirmed the patent infringements and immediately ceased production and sales of the copied

machines.

Starlinger, which has production plants in Austria, Germany and China, noted that customers of such machine manufacturers can be sued, too. As purchasers and users of copied machines they are also considered as patent infringers as well.

In the case in question, the machine is a replica of the ad\*starkON sack conversion line for producing woven plastic sacks marketed under the brand name 'AD\*STAR'; Starlinger holds several patents on this line.

Many packaging producers, especially in Asia, use Starlinger's ad\*starkON conversion lines to manufacture AD\*STAR block bottom valve sacks made of polypropylene tape fabric for the cement and construction industries, but also for other dry bulk goods such as rice, flour or chemical granulates.

"We see that our legal action against copyists and users of copied technologies in China, but also in other countries, is showing effect, and we expect people will refrain from misappropriating intellectual property in future. By this, we are not only protecting ourselves from plagiarism, but consequently also our customers and their markets where they sell high-quality products manufactured on our machines," Neumüller added.

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

## AHS & AMP opens in Darwen

**Bulk handling and processing group AHS & AMP (Automated Handling Solutions/Advanced Material Processing) has officially opened its new 60,000 sq ft state-of-the-art manufacturing facility in Darwen, Lancashire, UK.**

The new site was opened by Mayor Councillor Brian Taylor of Blackburn with Darwen, who joined company leaders, customers and suppliers to mark the milestone in AHS & AMP's continued growth and expansion.

The facility is a significant upgrade from the company's previous site in Clitheroe, now representing 25 percent of AHS & AMP's global manufacturing capacity. Designed to serve customers across the UK, continental Europe, Africa and Asia, the Darwen site supports the company's strategic focus on growth and global reach. The larger facility is a major step forward for AHS & AMP, allowing the company to improve lead times, increase efficiency and support its growing operations.

Ben Ayrtton, managing director/VP operations supply chain Europe for AHS & AMP, said: "This isn't just a new building, it represents the future of our business. We've outgrown our previous site, and this state-of-the-art facility provides us with the space to increase capacity, streamline operations and deliver enhanced services to our customers. The improvements will allow us to implement lean manufacturing practices, reduce lead times and create a safer, more efficient working environment for our engineers."

The Darwen facility will be used to manufacture equipment across AHS & AMP's four key brands – Spiroflow, Cablevey, Marion and Kason. The expanded space includes dedicated build bays for each piece of equipment, greater storage capacity and improved areas for quality control. The investment will lead to enhanced production efficiency, with space allocated for pre-assembly, allowing engineers to complete tasks with fewer constraints.

The test bay, covering 10,000 sq ft, will allow customers to witness AHS & AMP's equipment in action, with one of every key product available for demonstration. The facility also features modern, employee-friendly amenities, such as spacious kitchens, breakout areas and improved meeting rooms, enhancing the overall working environment for the team.

The Darwen facility follows the establishment of a Centre of Excellence in Friedrichsdorf, Germany, in 2023, which focuses on pre-sales testing and aftermarket support. In 2025, further investment in the Darwen site will enhance the company's testing capabilities, matching the offerings of the German test lab.

<https://amp-ahs.com>

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# E-SAF hub set for Rotterdam

**Power2X and Advorio are developing a production and storage hub for sustainable aviation fuel (e-SAF) and synthetic, ultra-low carbon fuels in Port of Rotterdam.**

The Power2X production facility will have the capacity to produce over 250,000 tonnes a year of e-SAF, a non-fossil, synthetic fuel made from green hydrogen. It will be the largest e-SAF facility announced to-date, making sufficient ultra-low carbon fuel to fully power approximately 7,000 flights between Amsterdam and New York annually.

The facility will use imported green methanol produced from green hydrogen and biogenic carbon as feedstock as well as locally produced green hydrogen. Green methanol will be imported from locations where renewable energy and green hydrogen are abundant.

Advorio will develop a storage and logistics facility with a capacity of around 230,000 cbm, supported by marine and rail facilities, to ensure a stable supply chain for the green molecules.

The location in Port of Rotterdam offers direct access to European airports, including Amsterdam Airport Schiphol, making it a key hub for the distribution of sustainable aviation fuels and e-fuels.

Advorio acquired the 26ha former Aluchemie site in Rotterdam in April 2023 and has since been working with Power2X to transform it into a hub for new energy solutions. With its waterfront access and proximity to the key hydrogen pipeline, the site is positioned as a prime location for the development of sustainable energy within one of Europe's major energy and chemical hubs.

Proponents claim that SAF could cut lifecycle carbon emissions by 90 percent compared with conventional jet fuel.

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

[www.power2x.com](http://www.power2x.com)



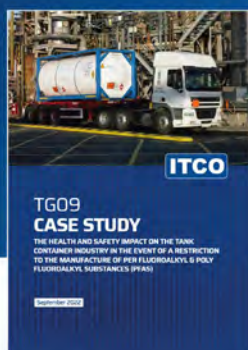
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## UM Terminals recruits two apprentices

**B**ulk liquid storage specialist UM Terminals has recruited two apprentices as part of the expansion of its in-house maintenance team.

Paulie Twigg and Harry Cain, both 18, will undertake a four-year apprenticeship based at the company's Regent Road head office in Liverpool, UK, but also spending time at UM's other UK terminals in Hull and Portbury.

Jake Ellis, UM Terminals' maintenance manager, said: "I am delighted to welcome Paulie and Harry as our first two apprentices in the maintenance department."

"We had considerable interest in the apprenticeship programme with 12 candidates attending final interviews. Paulie and Harry were the standout candidates from a strong field."

The apprenticeship programme is run in conjunction with Liverpool-based North West Training Council, the premier North West and Liverpool City Region Advanced Manufacturing Engineering Apprenticeship and Commercial Trainer Provider.

The two will spend four days a week working at UM Terminals and one day attending college.

Paulie, from Stockbridge, Liverpool, and Harry, from Bootle, Liverpool, will be supported in their development by mentors from the maintenance team at UM Terminals.

Ellis added: "While the apprentices will primarily work out of our Liverpool terminals, they will also spend time working with colleagues at our other terminals in Hull and Portbury."

"This is the first time we have recruited apprentices and is an important element of our strategic decision to expand our in-house maintenance capability."

"With other appointments in recent months it means we now have an eight-strong team including technicians, fitters and an electrical controls and instrumentation specialist giving us the capability to run an ongoing programme of maintenance across all of our assets."

UM Terminals is also creating a dedicated maintenance workshop in a former boiler house at its Regent Road terminal including a bespoke workshop, storage area and staff kitchen.

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



UM Terminals' maintenance manager Jake Ellis with new apprentices Paulie Twigg (right) and Harry Cain (left)