

BULKDISTRIBUTOR

Your single information source for bulk and semi-bulk logistics

Tank Containers • Flexitanks • IBCs • Drums • FIBCs • Bulk Liners • Road Tankers • Loading/Bagging • Bulk Logistics • Cleaning & Repair Depots • Components



Some 33,620 tank containers were added to the global fleet in 2024

Tank fleet growth flattens out

Growth in the global tank fleet has slowed down over the past couple of years.

The latest ITCO Tank Container Fleet Survey shows that following several years of significant expansion – particularly between 2018 and 2023 - the industry's growth trajectory has flattened out.

This year's ITCO survey calculates that a total of 42,123 tanks were manufactured and 8,500 disposed of. Thus 33,620 tank containers were added to the global fleet in 2024, compared to 46,600 in the previous year.

These figures represent annual growth rates of 3.96 percent in 2024, and 5.81 percent in 2023. By comparison, the global tank fleet grew 8.65 percent in 2022 and 7.3 percent in 2021.

On 1 January 2025, the fleet stood at 882,023 units, against 848,400 tanks 12 months earlier.

Huge demand for new tanks in 2021 and 2022 can to a large extent be attributed to the disruptions caused by the Covid-19 pandemic, with newbuilds having to take up the slack caused by problems in repositioning.

But with supply chains returning to normal post-Covid in 2023, the tank industry has, in the meantime, been impacted by issues in the chemical industry over the past two years.

Europe's chemical industry faced significant challenges in 2024, continuing a downward trend from previous years. High energy and feedstock costs, coupled with increased regulatory expenses and weak demand, led to a contraction in production.

Reports indicated a 6.6 percent decline in European chemical production in 2023, with only a modest 1.9 percent growth in 2024. Several major chemical producers announced plant closures and

IN THIS ISSUE

Bulk Logistics	3
Tank Containers	4
Leasing	7
Depots	9
IBCs & FIBCs	11
Road Tankers	13
Logistics	14
Ports & Storage	15

FEATURES IN THE NEXT ISSUE

Tank Containers
Tank Container Operators
Components
Industrial Packaging
Asset Management/IoT
Rail Tanks

To advertise please email
anne@bulk-distributor.com
To contribute please email
news@bulk-distributor.com

downsizing to mitigate financial losses.

In contrast, the North American chemical industry, particularly in the United States, demonstrated resilience and growth in 2024. After a 0.6 percent contraction in 2023 due to high inflation and restrictive monetary policies, the sector rebounded with growth of 3 percent in 2024, and a similar figure estimated in 2025.

Asia remained a pivotal player in the global chemical market, with China and India at the forefront. However, the Asian market faced challenges related to overcapacity, particularly in China, leading to intensified competition and consolidation efforts among producers. The global oversupply of petrochemicals prompted companies to shut down older plants, sell assets, and explore cheaper raw materials to maintain profitability.

Despite the slowdown, massive supply chain disruption and the chemical industry challenges, ITCO points out the past four years have proved that the tank container plays a critical role in the 'just-in-time' business philosophy of the major end users – the shippers.

The industry continues to be dominated on a global level by a relatively small number of major tank container operators and leasing companies. The top 10 operators accounted for more than 301,750 tanks, representing just under 50 percent of the operators' fleet (619,741 tanks), while the 10 biggest lessors accounted for 322,733 tanks, about 84 percent of the total leasing fleet (381,781 tanks).

A feature of the latest report is the impact of an ageing fleet, ITCO says. There is evidence of a trend towards increased disposal of fully depreciated tanks which have reached the end of their useful life, and where the cost of refurbishment is no longer an attractive economic proposition.

Most of the 2024 growth has come from operators, whereas leasing companies have consolidated their positions, or in some cases actually reduced their fleet size.

"Nevertheless, considering all of the challenges of the marketplace, geopolitical tensions, weak investment and productivity growth, and ageing populations, it is encouraging to see the tank container fleet continuing to grow ahead of global GDP growth," the report states.

As in previous years, there is much more to unpack in the Global Fleet Survey, and *Bulk Distributor* will drill down into the data over coming issues.



WWW.TANKCONTAINER.COM

Worldwide UN and IMO Portable Tanks
2-1/2 and 5 Year Periodic Testing
New Construction Certification

- ✓ E-Test Approval & Scheduling
- ✓ Global 24/7 Report Database Access
- ✓ Cloud-Connected Reporting Devices
- ✓ Automated E-mail Reports

- ✓ On-Hire/Off-Hire Inspections
- ✓ Estimate Verifications
- ✓ Cleanliness Inspections
- ✓ CSC Inspections

Worldwide Staff and Permanent Personnel Using Common Global Quality System

AMERICAS	americas@silvercims.com	JAPAN	japan@silvercims.com
AUSTRALIA	australia@silvercims.com	KOREA	korea@silvercims.com
CHINA	china@silvercims.com	SINGAPORE	singapore@silvercims.com
EUROPE	europe@silvercims.com	(and other far east)	
INDIA	india@silvercims.com	UAE/SAUDI	uae-saudi@silvercims.com

Bertschi faces up to challenging landscape

The global economic landscape in 2024 presented both challenges and opportunities, according to Bertschi.

The year began with stable margins supported by consistent demand. However, rising costs, ongoing geopolitical tensions, and shifts in global trade patterns affected profitability as the year progressed.

Bertschi Group achieved a turnover of CHF1.01 billion, representing a turnover growth of 5 percent. Last year, a considerable CHF90 million was invested in global expansion projects, including the construction of new multimodal logistics facilities in Antwerp and Rotterdam as the two major European ports, and in digitalisation.

This all added up to a positive financial performance, albeit at a significantly lower level compared with previous years.

In Europe, the chemical industry faced weak demand from key sectors such as construction and automotive, alongside persistently high energy costs. This contributed to Europe's continued shift from a net export to a net import market and significantly altering supply chain dynamics.

"Chemical production in major European markets has significantly dropped over the past two years, with a considerable number of permanent plant closures announced in 2024," said Hans-Jörg Bertschi, chairman of the board of directors. "With our global presence, Bertschi was able to offer customers agile and cost-efficient door-to-door solutions from worldwide diversified sourcing points into Europe's receiving markets."

Infrastructure and market expansion

Bertschi made significant strides in addressing the worldwide evolving chemical logistics landscape.

The newly built Antwerp Zomerweg Terminal, opened in August 2024, has become a major hub for chemical imports to Europe from overseas. Located in Europe's largest integrated chemical cluster, the 60,000 sqm terminal focuses on the storage of dangerous goods (DG) and non-DG products in tank containers and trimodal services by rail, barge and truck.

Equipped with state-of-the-art storage, heating, and multimodal transport solutions, the terminal was designed with global supply chain resilience in focus, integrating energy-efficient processes and modal shift from road to rail and waterways.

Complementing this investment, Bertschi's significantly expanded Rotterdam Botlek facilities now offer an additional 30,000 tonnes of DG ISO tank storage capacity, integrated rail and barge connectivity, and enhanced operational efficiency.

The significant infrastructure investments in ISO tank farms at the two leading European seaports support the shift of chemical imports into Europe from drums and parcel tankers to tank containers, also substituting classical warehouses and port storage tanks for the more flexible, sustainable and cost-efficient storage of specialty chemicals in tank containers.

In Asia, adding to Bertschi's existing tank operations in Shanghai, Tianjin, and Singapore, and the supply chain solutions hubs in Singapore and Zhangjiagang (China), the group expanded its footprint by launching new operations in Japan, Korea, and India.

A joint venture in Tokyo with Japanese partner Uyeno Group and a wholly owned subsidiary in Seoul were opened in the first half of



2024. They have already delivered promising results, with increasing tank transport volumes and deeper customer relationships. In addition, a partnership with the Samsara Group has been successfully initiated in India.

Looking ahead to 2025, Bertschi aims to expand its presence in support of its global growth strategy. With its tank and supply chain solutions network, Bertschi can leverage its strengths to position itself successfully with innovative solutions for the rapidly changing flow of goods resulting from the new geopolitical situation, the company believes.

Digitalisation and diversity

Bertschi has significantly enhanced its customer service capabilities by automating its quotation, order tracking, and invoicing processes. This enables teams to focus on personalised customer engagement, improving reliability and strengthening customer relationships.

To enhance the industry's gender balance, Bertschi co-initiated the Women in Logistics (WIL) consortium with 10 partners from the chemical and chemical logistics industry. Recognising the measurable benefits of diverse teams on decision-making and operational outcomes, the consortium is actively working to increase diversity in its operations and leadership.

"Women in Logistics is all about meaningful change through collaboration beyond competition," added Hans-Jörg Bertschi. Through collective efforts, targeted actions and ongoing collaboration with other stakeholders, WIL aims to drive equality and promote and empower women at all levels of employment.



Zhangjiagang liquid hub, Bertschi's largest supply chain solution hub in China

Decarbonisation

Bertschi also strengthened its focus on the transport and storage of decarbonised chemical products. Supporting the chemical industry's shift from fossil fuels to recyclates and renewable raw materials, the company is enabling its customers to align with global climate goals, including those set by the Paris Agreement.

Through its Bertschi Renewables initiative, the company provides logistics solutions for sustainable chemicals like SAF (sustainable aviation fuel), HVO (hydrotreated vegetable oil), and pyrolysis oil.

These products are critical for decarbonising industries and reducing greenhouse gas emissions. Bertschi offers insetting options, such as deploying certified e-trucks and implementing a mass balance approach to further sustainability efforts.

With more than 90 than of European container transports executed via rail or barge, Bertschi continues to lead the shift from traditional road transport to intermodal solutions, reducing carbon emissions in European distribution by up to 85 percent. Additionally, the gradual rollout of HVO- and electric-powered trucks for first- and last-mile delivery of containers from rail terminals further reduces the emissions within the supply chain.

"These initiatives build on Bertschi's history of intermodal transport, which combines rail, ship, and road transport to reduce reliance on emission-intensive road logistics," said Jan Arnet, group CEO, noting that in 2024 the company celebrated 60 years of intermodal transport since founder Hans Bertschi pioneered it in Europe in 1964.

Outlook

The economic situation is likely to remain challenging for Bertschi in 2025, influenced by geopolitical and economic developments. The current shifts will pose some risks but also offer opportunities, the group reckons. The global business is working on positioning itself to take advantage of the expected stronger geopolitical fragmentation. It is focusing its growth on 'bridge countries' in between major blocks, as these might develop economic advantages from the new situation.

A continuation of China's export strategy of chemical products to global markets is anticipated. Through its strengthened presence in Asia, Bertschi is able to offer intra-Asian tank container logistics and serve customers with comprehensive solutions in these markets.

The United States, with its favourable feedstock-costs, will remain a key focus of Bertschi's strategic development. As trade between the US and China will most probably undergo "certain import tax-related disturbances", Bertschi is prepared to provide sufficient and competitive door-door solutions through 'bridge countries'. The company's global organisational integration of both sea- and land-transport will ensure an efficient route and inventory management avoiding the need of safety stocks in receiving markets.

In Europe, many of the announced chemical plant closures as a result of Europe's non-competitive high energy costs will be executed during 2025. In consequence, Bertschi's European organisation will focus on the logistics of chemical import flows into Europe, which are expected to grow considerably, compensating for the European production losses.

It is expected that the significantly expanded storage and multimodal transportation infrastructure in major ports in combination with the dense intermodal rail network across the European hinterland will compensate for the transport volume losses resulting from European plant closures.

Sustainability will be another key topic in 2025. Bertschi plans to expand its position in logistics for renewable chemicals and energies. And the company is planning next steps towards its goal of carbon neutrality by 2050. Electric trucks may become available in the market from 2026, with approval to transport dangerous goods in tank containers by road in Europe. Bertschi plans to prepare the electric loading infrastructure at the first European company site to accommodate it during 2026 for this new sustainability opportunity.

www.bertschi.com

The best bulk truck loader in the world



Dino advantages:

- + Saves time and money
- + High capacity, 40 or 80 m³/h
- + Safe and easy to operate
- + Low-dust and hygienic
- + Easy to clean
- + Mobile and flexible in use
- + Low maintenance
- + Steel or stainless steel version
- + ATEX versions available
- + Modular expandable



The Dino is the world's best bulk truck loader for loading powders efficiently using a screw conveyor. For more info visit www.dino.nl

vanBeek
THE STANDARD IN SCREW CONVEYING

Hoyer buys Chile flexis business

Hoyer Group has acquired Chilean company Inter-Tank. The Hamburg-based logistics group said the acquisition strengthens Hoyer's market presence not just in Chile, but also its capabilities in the liquid bulk and flexitank logistics sector. Inter-Tank, based in Santiago de Chile, is a renowned provider of flexitank logistics solutions in South America.

"The acquisition of Inter-Tank is a crucial step for the Hoyer Group to expand our global network and solidify our position as a global flexitank logistics provider," said Björn Schniederkötter, Hoyer's CEO. Paco Koudstaal, regional director Latin America for Hoyer, added: "We are excited to integrate Inter-Tank's expertise and welcome over 30 new colleagues with extensive experience in Chile's wine and oil markets."

Chile is one of the world's biggest wine exporters, with much of the country's output shipped in bulk for bottling in the destination countries.

Philip Fell, commercial manager of Inter-Tank, said of the partnership: "Being part of the global network of the Hoyer Group will create additional value-added for our customers in South America and worldwide."

With Inter-Tank's thermoliner technology, Hoyer can now offer new innovations to its customers first-hand on a global level.

Additionally in South America, Hoyer opened a new office in Colombia in February, focusing on its ISO tank business and expanding its portfolio locally to include flexitank, gas, IBC tote, and trucking services.

"I am thrilled to offer our services to our current and new customers in Colombia," said Isabel Londoño, country manager Colombia for Hoyer.

www.hoyer-group.com



The acquisition of Inter-Tank is a crucial step for the Hoyer Group to expand its global network

Schmidt, Kombiverkehr boost partnership

Schmidt has intensified its collaboration with Kombiverkehr. The Heilbronn-based company is actively participating in the KV 4.0 data hub, an innovative project that aims to increase efficiency and transparency in combined transport.

In addition, Schmidt is implementing customer demands for consistent tracking and tracing of transport orders for intermodal transport.

This initiative is in line with Schmidt's corporate goals to advance digitalisation and promote sustainable transport solutions. By exchanging data and information with Kombiverkehr, the company not only wants to optimise its internal processes but also make a contribution to reducing CO2 emissions in the transport sector.

For example, at Schmidt's site in Ludwigshafen, the firm has set up an HVO (hydrotreated vegetable oil) filling station with a capacity of 5,000 litres.

By using HVO, Schmidt says it is actively contributing to reducing greenhouse gas emissions and support the transition to more environmentally friendly mobility solutions.

Also at Ludwigshafen, four high-rise silos have been added to the site, bringing the total to 59 units, including two homogenising silos with 60 cbm each, a mixing silo (231 cbm) and a packaging silo (60 cbm). Commissioning of the new silos brings the total storage volume to 20,000 cbm.

A large portion of the additional capacity has already been rented.

www.schmidt-heilbronn.de



Schmidt's site in Ludwigshafen now has an HVO filling station

All for one and one for all



Technologies were combined to create the CES



WWTec's combined unloading station for silo trucks and sea containers

If you are responsible for a plant receiving raw materials and primary products, you have been particularly affected by the changes in the global economic situation in recent years.

Just a few years ago, many basic products came from the same continent as the plant's location. Deliveries were made in silo trucks with direct unloading into production or an intermediate silo. Due to various factors such as increased wages and energy costs, 'domestic' products have become so expensive that the more complex imports from overseas now pay off.

Goods from overseas arrive in the world's most widely used transport medium: the ISO container. Sacks, octabins, big bags or liner bags are available for packing goods in the container.

Liner bag advantages

The liner bag is increasingly gaining acceptance as the most efficient packaging, as it offers three decisive advantages.

First, a container liner enables optimum utilisation of the container volume. Particularly for materials with a low bulk density, entire container trips can be saved by maximising the payload.

Simplified handling during loading and unloading is another crucial point; just think of the forklift truck journeys for a container with 24 big bags. The liner bag is connected to the unloading device once and unloading can be carried out with the appropriate machine and a high degree of automation.

A saving in plastic along the entire supply chain is also becoming increasingly important. A loaded container whose goods are transported in a liner bag requires less than 50 percent of the amount of plastic compared to a container with big bags.

Employees from logistics, production and purchasing must work hand in hand to master the new challenges. Many companies have started working with completely new suppliers.

The advance of trust that companies place in new contacts from overseas is enormous. There is a great temptation to keep the familiar suppliers from domestic markets in the portfolio, at least in part. However, the technology must be able to cope with the balancing act between tried and tested deliveries in silo trucks and new units in containers. Some companies are even forced to decide on a single method for the future.

Double added value

WWTec has risen to this challenge. As a result of two cancelled orders, the technologies were combined for a new order, creating double the added value for the customer. The 'CES' (container unloading station) is a tried-and-tested product that has already enabled many customers to unload sea containers without having to go through building applications and complex approval procedures.

The technology has now been extended with a connection for silo trucks, which makes use of the air and energy supply of the CES container unloading system.

By simply selecting the unloading mode on the touch panel the machine automatically sets all the parameters for container or silo truck unloading. The customer was thus able to kill two birds with one stone.

New suppliers deliver goods in liner bags, while established suppliers can continue to deliver in silo trucks. The purchasing department is also pleased to be able to enjoy full flexibility in the choice of suppliers and delivery methods.

Thus, the company is ideally equipped for future developments in the global economy. Operators are also happy with the new weather-protected workplace. Communication with existing silo systems enables an up-to-date overview of production supply at all times and additional safety technology has eliminated former hazards.

WWTec has been developing solutions for container loading and unloading for more than 20 years. Its machines not only enable customers to benefit from the advantages of liner bags, they also go one step further.

With safety in mind, WWTec offers machines with various additional options such as inflatable seal connections, liner pressure monitoring, dust filter and re-direction systems, oxygen monitoring and much more.

When it comes to safety, WWTec also specialises in explosion protection and offers container loading and unloading systems with ATEX certification.

<https://wwtec-solutions.de>



DINGES
LOGISTICS

Comprehensive service
from a single source.

Transport | Tank Cleaning | Workshop | Container Terminal



Meet us in Hall B4 at Booth 129 from 02. June to 05. June 2025 in Munich

inquiry@dinges-logistics.com | www.dinges-logistics.com

Mega-Inliner, Baetsen team up

Mega-Inliner International Group has announced a partnership with Dutch logistics firm Baetsen-Groep.

As conventional liquid bulk logistics service providers struggle to keep pace with innovation, Mega-Inliner, which makes liner bags for tank containers, says it recognised a pressing demand among shippers for improved cost efficiency and sustainable solutions.

After conducting extensive market research, Mega-Inliner identified a compelling opportunity to integrate business operations with a logistics partner capable of providing comprehensive all-in-one supply chain solutions. This vision included establishing a well-located depot equipped for tank container operations and capable of future warehousing for Mega-Inliner drop shipments in Europe.

Baetsen-Groep, founded in 1960 and based in Veldhoven, near Eindhoven, was thought to be the ideal partner for this initiative.

Known for its customer-centric and sustainable approach Baetsen-Groep is a leading provider of logistics and transport services, offering an array of solutions, including transport, warehousing, and dedicated logistics management. The company prioritises technological innovation and streamlined operations to ensure reliability and competitiveness in the market.

The synergy between Mega-Inliner and Baetsen-Groep should deliver cost efficiencies and sustainable practices for shippers.

Baetsen's has the capability to electrify all non-hazardous bulk liquid transport movements within the Benelux region, combined with a fleet of state-of-the-art conventional trucks.

"By incorporating the Mega-Inliner system, shippers can expect proven significantly lower costs and reduced CO2 emissions per tonne, or hectolitre of product transported," the two companies stated.

"This partnership is not just about logistics; it embodies a commitment to sustainability. Both companies recognise that collaboration is essential for transforming the industry. Mega-Inliner Supply Chain Services, with the backing of Baetsen-Groep, is set to introduce this groundbreaking proposition to customers and prospects in the Benelux region."

The collaboration aims to drive sustainability, competitiveness and innovation in logistics, particularly for Mega-Inliner customers and prospective shippers of non-hazardous liquids, such as AB-InBev, Heineken, Döhler, Cargill, Royal Swinkels, and Asahi, among others, that are seeking cutting-edge costs and improved solutions in an evolving marketplace.

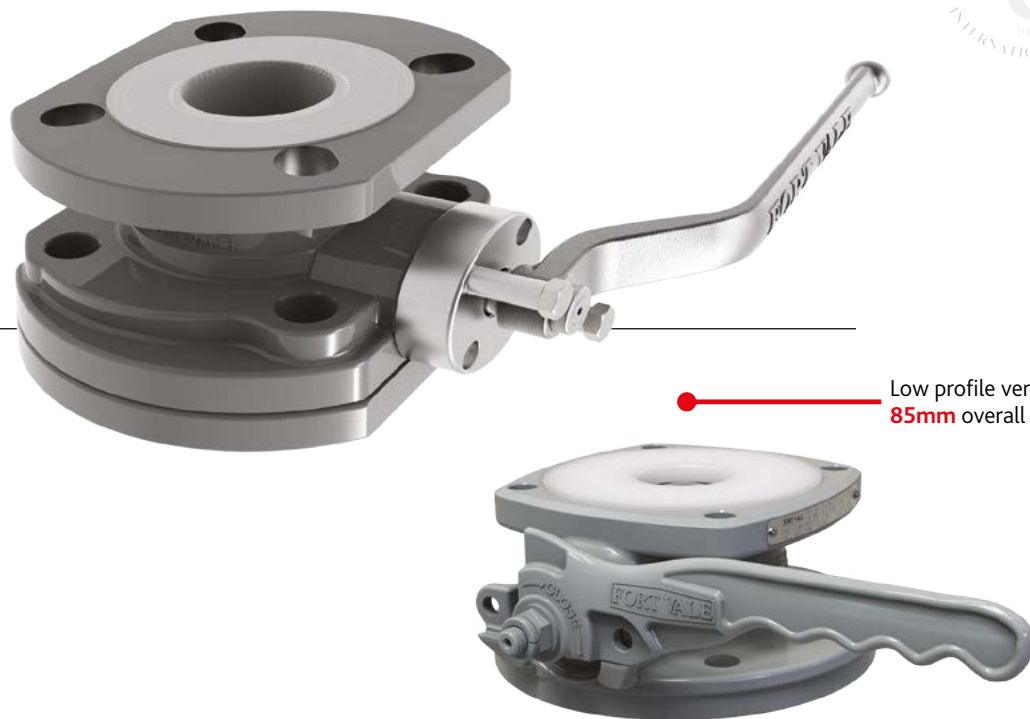
www.mega-inliner.com

www.baetsen.com



The synergy between Mega-Inliner and Baetsen-Groep should deliver cost efficiencies and sustainable practices for shippers

Standard ball valve is **120mm** overall height



Low profile version is **85mm** overall height

DOES THE SAME JOB. IN MUCH LESS SPACE.

35mm might not seem like much, but in a tank container with space at a premium, it's rather a lot - ask any engineer. Fort Vale's new low-profile PFA lined DN40 and DN50 ball valves have been designed with the space constraints of tank containers in mind - valve corrosion is a major problem for fuel and chemical transfer systems and PFA lined equipment is an essential step in counteracting its effects.

Our starting point is to always use the best products - designed, cast and manufactured in our purpose-built facility. We use 316 Stainless steel base material as standard and add PFA lined internals to give excellent corrosion resistance against aggressive products.

We can also offer chemical-resistant painted external parts (to give increased corrosion resistance against product splash or vapour), left or right handed manual operation or the option of GOVR remote operation, as well as multiple options on main ball material, to give flexibility on products and operating conditions.

So when size is an issue, and you need complete safety and reliability in the most demanding environments, stay safe, and accept no substitutes - and join us at the head of the pack.

FORT VALE.
FOLLOW THE LEADER.

Visit us at www.fortvale.com



MAK joins ITCO

MAK Container has officially joined the International Tank Container Organisation (ITCO) for 2025.

Membership of ITCO underscores MAK Container's commitment to upholding "the highest global standards of safety, efficiency, and innovation", the company stated. "By aligning with ITCO, the company aims to enhance its ability to deliver reliable, cutting-edge solutions to customers worldwide."

Dubai-based MAK specialises in non-vessel operating common carrier (NVOCC) services through a network of ports. Starting with dry box containers, the company has steadily built a fleet of tank containers in the past couple of years.

MAK also offers a one way charter service, position charters, ordered in volumes, for a one way shipment from the Kingdom of Saudi Arabia to the client's choice of destination in the Far East.

www.makcontainerline.com



Klinge's new tank reefer unit

Klinge has unveiled its latest tank container unit, the TCR-111.

This new system has been available from January 2025 and incorporates a new refrigerant (R-134a) with lower global warming potential and designed with future-friendly, lower-GWP options in mind.

An optional inverter kit delivers power savings and reducing carbon footprint, while the optimised design fits both 25,000 litre tanks and select 26,000 litre units.

Enhanced serviceability allows for easy component removal and replacement while the unit remains mounted on the tank.

<https://klingecorp.com>



Stolt focuses on balancing margin and volume

Stolt Tank Containers (STC) reported fourth quarter revenue of US\$162.1 million, up 8.1 percent from \$150 million in the fourth quarter of 2023.

Transport revenue increased by 10.7 percent due to an increase in ocean freight rates as a result of space constraints with carriers, partially offset by a decline in shipments. Demurrage revenue was also down versus prior year.

Fourth quarter operating profit was \$16.6 million, an increase of 16.8 percent from \$14.2 million in the fourth quarter of 2023 as liner space constraints, out of Asia in particular, increased transport margins.

During the full year 2024, STC increased volumes 9 percent in a market that grew just 3 percent, the company noted in Stolt-Nielsen's annual report.

Full-year operating profit was \$59 million, compared with a \$37.8 million loss in 2023. The loss in 2023 included a provision of \$155 million related to the MSC Flaminia. Excluding the impact of the provision, operating profit for 2023 was \$117.2 million.

In 2024, STC handled 154,721 tank container shipments, compared with 142,522 in 2023, an 8.6 percent increase in volumes and reflected a focus on growing market share in 2024.

Average monthly utilisation was 63.9 percent, consistent with



In 2024, STC handled 154,721 tank container shipments

2023. STC's fleet increased by 0.9 percent to 51,407 tanks at the end of 2024, compared to 50,928 at the end of 2023.

Although the operator saw a record number of shipments, this

was offset by lower margins and demurrage, driven by weaker market conditions as rates returned to pre-Covid levels and customers closely managed their inventories.

During the second half of the year, space constraints on container ships from Asia positively impacted margins. Transport revenue remained relatively flat as the impact of volume growth was offset by lower rates, having dropped 7.7 percent from the prior year. Lower ocean freight and trucking costs also had a positive effect on results. As STC grew its business, it was able to reduce the cost per tank shipped by 1.1 percent.

STC president Hans Augusteijn noted that the operator expects continued volatility in supply chains during 2025 due to the macroeconomic climate, and demand growth will likely remain relatively modest.

"However, there are opportunities as customers convert from bottles, drums and flexibags to ISO tanks, and look to increase operational flexibility by splitting larger parcels into smaller loads," he stated.

He added that the slower growth in the ISO tank fleet will gradually reduce oversupply in some markets.

www.stolt-nielsen.com



AlişanDenHartogh marks 20 years of partnership

20 years of AlişanDenHartogh

In February, AlişanDenHartogh marked two decades of partnership and innovation. The joint venture between Alişan Group and Royal Den Hartogh Logistics was formed to deliver creative logistics solutions in Turkey.

Since its establishment, AlişanDenHartogh has been at the forefront of chemical logistics in the country, combining Alişan's local expertise with Den Hartogh's global operations. Over the years, the joint venture has grown into a trusted logistics partner, continuously adapting to market evolution and changing customer needs.

The JV celebrated this milestone, it announced that the expansion of services, introducing SQAS-certified bonded and non-bonded ISO tank container terminals and advanced depot and filling services.

To strengthen the partnership, Alişan Logistics is continuing its strategy of investing in freight transport in accordance with the ADR protocol and updating its fleet. In 2025, new investments in warehouse capacity are taking place, and the company recently added 30 new ADR tank container carriers and 40 new tanks to its fleet.

Mehmet Emin Çelenli has also taken over the JV as CEO. Çelenli has 35 years of expertise in financial management, ERP systems, commercial structures and logistics operations.

Gold rating

Separately, Den Hartogh achieved a Gold rating on EcoVadis. The recognition highlights the firm's commitment to environmental, social, and governance (ESG) standards.

EcoVadis is a recognised sustainability rating platform that analyses more than 100,000 companies annually, evaluating performance across four critical areas: environment, labour & human rights, ethics, and sustainable procurement.

These evaluations aim to provide a transparent view of how sustainability practices are being implemented across industries. The EcoVadis sustainability scorecards offer detailed insights into ecological, social, and ethical risks in 200 categories across 175 countries, and the ratings are accessible to business partners via an online platform.

In the past year, Den Hartogh's score increased from 55 to 75 points, placing it in the top 5 percent of all EcoVadis-rated companies. The company made significant strides in environment and labour & human rights, with both categories improving by more than 25 points. Notably, it achieved an impressive 86 points in the environment category - Den Hartogh's highest score to date.

www.denhartogh.com

CIMC SAFEWAY

GREEN INTELLIGENT DIGITAL



Leader in Global Chemical Logistics Equipment
Pioneer of Green & Intelligent & Digital Manufacturer

CIMC SAFEWAY TECHNOLOGIES CO., LTD.

Global Sales Contact

NO.159 Chenggang Road, Nantong, Jiangsu, China 226003
Tel: +86-513-85066022
www.cimctank.com
E-mail: tanks@cimc.com

European Sales Contact

Middenweg 6 (Harbournr.397-399)4782 PM Moerdijk, The Netherlands
Tel: +31 880 030 860
www.cimctankcontainers.nl
E-mail: info@cimctankcontainers.nl



EXSIF®

A Marmon | Berkshire Hathaway Company

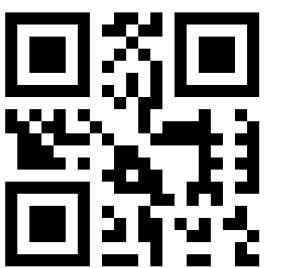
Global reach. Local expertise. Trusted solutions.

When it comes to bulk liquid and gas, EXSIF leads the way. As the world's largest intermodal tank container lessor, we provide flexible leasing solutions, a diverse fleet of premium, strategically located equipment, and deep industry expertise. Our commitment to safety and sustainability ensures seamless, efficient transport for your cargo—wherever your business takes you.



transport
logistic

Meet the EXSIF Team at
Transport Logistics Munich
Stand: B4.217/318



EXSIF.COM

TWS looks to India

TW**S Tank Container Leasing is expanding into India.** The Hamburg-based tank rental firm believes the market for ISO tanks in India could nearly double in size by 2027, reaching US\$290-310 billion.

India's chemicals and petrochemicals (CPC) industry aims to double its global share by 2030, driven by both domestic demand and export growth.

The chemical sector attracted US\$844 million in FDI for FY241, buoyed by policies like the Production Linked Incentive (PLI) scheme, and Remission of Duties and Taxes on Exported Products (RoDTEP).

There is rising demand for specialty chemicals and a push for bioplastics and biodegradables as industries adopt sustainable practices and decarbonisation.

As a consequence, major petrochemical players have made capex commitments to expand capacity and R&D initiatives.

The domestic scope for the CPC sector is also increasing. India's per capita consumption of chemical products remains significantly lower than that of developed countries, highlighting potential for growth. The chemical industry is targeting a market size of \$1 trillion by 2040, supported by a CAGR of 9.3 percent.

As happened in China a decade ago, Indian industry is rapidly looking to the benefits of using ISO tanks to move product and around the vast country, not least because of an increased awareness of safety, health, environment, and quality (SHEQ) standards.

Manufacturers are looking for more efficient logistics solutions to optimise their operations. "We believe that ISO tanks are the right choice to meet the needs of chemical producers, as they offer a safe, reliable, and efficient way to transport liquids in bulk, thus helping to increase operational efficiency," says Sidhanth Lalwani, director of Sun Logistics, TWS's chosen partner in India.



India's chemicals industry aims to double its global share by 2030

Sun Logistics, a company well-known in the chemical industry and with the technical expertise required for local support, will primarily assist TWS in meeting the regulatory and compliance requirements of the shipping and logistics industry in India.

To meet the needs of customers there, several considerations and adjustments were made. First, simple modifications to the tanks are offered to meet particular customer requirements. This ensures that users can customise the tanks according to their needs and preferences. Furthermore, employees in India have access to an established product and tank compatibility database, enabling them to offer precise and efficient solutions.

Two key considerations reinforce the customer-friendly approach. First, Sun offers specialised technical expertise to help customers optimise their use of ISO tanks. A team of experts is always available to provide guidance and support, ensuring smooth operations and maximum efficiency. In addition, a flexible business model for rental terms allows customers to choose the rental term that best suits their specific requirements. This flexibility ensures that customers have the freedom to adapt their leasing arrangements to their changing needs and circumstances.

Since technical expertise and an understanding of customer needs are key prerequisites for TWS, a strategy has been developed to build partnerships and relationships with important stakeholders, such as chemical manufacturers and tank operators, in the Indian market.

This allows the leasing company to work directly with manufacturers to understand the intricacies of their products and tailor services accordingly. Furthermore, being open to flexible and short-term lease terms gives manufacturers the chance to tailor lease agreements to their production cycles and operational requirements.

A local network in India is particularly important for building such



TWS aims to offer solutions to improve the supply chain of food grade bulk liquids

partnerships and relationships with the groups.

To ensure the safety and protection of tanks and the goods they transport in the Indian logistics sector, a multi-factorial approach has been implemented. First and foremost, this involves close collaboration with depot partners to ensure the highest standards of safety and security. This includes comprehensive training and regular audits of repair and maintenance facilities to ensure compliance with safety protocols.

Moreover, the tanks already have a high standard of safety – including handrails, full walkways, and floor-operated valves. The equipment used is designed to withstand the harsh conditions commonly encountered in the Indian logistics environment. By using robust and reliable tanks built to last, risks can be mitigated and safe transport of ensured. These built-in safety features, combined with tightly monitored storage partnerships, contribute to the overall safety and security of activities in India.

The future strategy to compete with existing ISO tank rental companies in India includes innovation and diversification. The plan is to establish a unique position in the market by introducing new products, including temperature-controlled and lined tanks.

In addition, the company aims to offer solutions to improve the supply chain of food grade bulk liquids, tailored to the specific needs of customers in the food and beverage industry. With a diverse range of specialised tanks, value-added services, and a focus on niche segments, TWS aims to establish a unique position in the market and attract customers seeking innovative solutions to their logistics challenges.

www.tws-gmbh.de

Exsif's communication skills

Lead**ing tank container lessor Exsif is always looking for new ways to make things run smoother and deliver more for its customers.**

By teaming up with Dutch IT firm Synda, Exsif has been able to simplify communication and manage repair estimates more efficiently, making the entire supply chain experience better.

Synda works like a central hub for sharing repair estimates and logistics data. It connects depots and partners seamlessly — even if they aren't using the same software as the client. This kind of flexibility helps to deliver solutions that meet the diverse needs of partners and customers.

The firm integrates with client systems without any change in the latter's code, and Synda can connect with any nominated stakeholder. Data is provided in any format required by the receiver.

Available system integrations are: Depot Software (repair estimate request & response, gate move, and workflow); DocWolves (repair estimate request & response); Bureau Veritas (intermediate certificate change); and OneToBeOne (preannouncement request).



By teaming up with Synda, Exsif has been able to simplify communication and manage repair estimates more efficiently

Even if there is no system in place with which to integrate, Synda simply works with Microsoft 365.

For Exsif, this isn't just about adopting new technology — it is about using it to create real value. Features like two-way communication, photo transmissions and gate activity tracking are just the start of what is possible as the industry works towards a more connected and responsive future.

The leasing company says partnerships such as that with Synda are key to helping Exsif provide practical, efficient tools that boost performance and simplify the supply chain for everyone.

For its part, Synda notes that the tank container industry is rapidly digitising, with many custom (EDI and API) data integrations between parties. This forces software development to connect new parties, which is both time-consuming and expensive.

Every time you want to start a new co-operation, both parties have to navigate the question of who will pay for the development of the required data integration.

The usual interface landscape like EDI between actors in the transport and tank container industry is cluttered and riddled with variation.

Synda claims to transform the way the tank container industry connects. As a value added network (VAN), it simplifies and optimises electronic data interchange (EDI) between stakeholders, creating seamless collaboration and unlocking the full potential of tank container data.

"We envision a container industry where all stakeholders can profit from the availability of data, providing a new centralised approach to manage the exchange of data effectively," the company states.

"With Synda's innovative platform, managing API and EDI data flows becomes effortless - empowering customers to stay ahead in a fast-paced industry."

www.synda.global



BELGIUM
Michael Govers
+32 468 34 30 43
michael.govers@mimu.be

SWEDEN
Steve Govers
+46 739 37 08 75
steve.govers@mimu.be



Chemical liquid tanks, gas tanks and now also MEGCs for Hydrogen transport and storage

www.mimu-tankleasing.com

Unlocking efficiency in storage

Recently, Trifleet was able to devise a solution for a customer that enabled it to economise on storage costs.

The client bought large quantities of materials to ensure availability when required for production. Initially, it was using operator tanks to store the aromatics. However, due to the long-term storage requirements, the client saw an increase in demurrage costs, so turned to Trifleet for help.

Trifleet was able to provide a more economical solution for the client with its leased tank containers. These additional tanks provided the client with the flexibility to use the same equipment for other desired projects, including low cost additional storage when production sites need to start new campaigns, local delivery between regional sites and to meet additional demand from customers.

"The right tank container creates a massive difference in your company," Trifleet concluded. "It is not only cost-effective and creates flexibility."

Fourth EcoVadis Gold

Trifleet has been awarded the prestigious Gold Medal for the fourth consecutive year in recognition of outstanding performance in the EcoVadis Rating.

The leasing company said the accomplishment highlights its continuous commitment to improving and excelling in key areas that matter most for the future: environment, labour and human rights,



Trifleet was able to provide a more economical solution for its client with its leased tank containers

ethics, and sustainable procurement.

In 2025, Trifleet remains focused on advancing practices that prioritise sustainability and ethical business practices across all operations.

"This Gold Medal is a testament to our ongoing efforts to lead by example in creating a more sustainable and equitable world," Trifleet commented. "We will continue to push boundaries and innovate in ways that align with our core values and the global need for responsible business practices."

<https://trifleet.com>

Tarmac renews VTG agreement

In the UK, construction materials company Tarmac has committed to a five-year agreement renewing a lease for 30 VTG JGA-M tank wagons.

The renewal will see the tank wagons retrofitted with the innovative VTG iWagon technology.

Marc Hurn, interim managing director of VTG Rail UK, said: "The renewal of this lease demonstrates the value of the long-standing partnership between VTG Rail UK and Tarmac. Retrofitting these wagons with iWagon technology reflects our shared commitment to innovation, sustainability, and operational excellence in rail freight."

The JGA-M wagons play a vital role in transporting powdered cement from Tarmac's Dunbar cement plant in Scotland and its Tunstead Quarry in Buxton, Derbyshire. Each wagon boasts a gross laden weight of 101.6 tonnes, contributing to Tarmac's operations across the UK's rail network. With more than 60 rail-connected sites, Tarmac is one of the country's largest rail freight users, transporting approximately 9 million tonnes of high-quality construction materials a year to support regional and national infrastructure projects.

The retrofitting of the iWagon technology represents a major step forward in the integration of smart systems into Tarmac's rail operations. Tarmac was a key partner in the successful iWagon trial initiated in 2023. This four month pilot involved the deployment of three modified VTG JPA tank wagons, which underwent testing on Tarmac's daily service from Dunbar to their Seaham depot in County Durham.

Rolling stock adopting the iWagon technology benefit from axle generators, generating its own power and also have the ability to control wheelset slides in low adhesion conditions.

iWagon incorporates Wheel Flat Prevention (WFP), a patented system which monitors wheelsets to prevent wheel slides, protecting the network and increasing wheel lifespan and wagon availability as less maintenance is required. Ultimately, derailments are mitigated due to its locked axle detection and driver communication.

Brake condition monitoring (BCM) is another component that removes the need for annual brake tests, promoting maintenance flexibility and better customer service. BCM analyses the health of brakes, leading to better visibility and reliability.

Wireless communication is a facet of the system, as it allows full connectivity to upload data real time to VTG offices and those with iWagon in their fleet. VTG Connect boxes are permanently powered by the generators and have full Bluetooth enabled to allow further innovation and connectivity.

Among the iWagon's capabilities that can be exploited is gauging a wagon's conditions with improved visibility.

Chris Swan, Tarmac's head of rail, stated: "Rail freight is central to our efforts to drive sustainability and reduce carbon emissions across our business. The renewal of this lease and the addition of iWagon technology will help us further enhance the safety, efficiency, and sustainability of our rail operations."

Archie Lucas, sales manager at VTG Rail UK, added: "This agreement marks a significant milestone as Tarmac places its first order for wagons fitted with iWagon technology."

Tarmac's involvement in the iWagon trial and subsequent lease renewal of wagons featuring the technology aligns with its ambition to reduce transport-related CO2 emissions across its operations. By leveraging smart monitoring and maintenance technologies, Tarmac is paving the way for a greener, more efficient supply chain.

Rory Higgins, rail contracts manager at Tarmac, explained: "The successful trial of the iWagon on our flow was a significant achievement. Extending the deployment of this technology to our tank wagon fleet is an exciting step forward as we continue to explore innovative ways to improve rail freight operations."

<https://uk.vtg.com>



The JGA-M wagons play a vital role in transporting powdered cement

**WHATEVER YOUR
CONTAINER NEEDS,
WE'VE GOT YOU
COVERED**

Trusted by customers worldwide, CS Leasing's team builds partnerships that last. With container leasing and ownership options to support the growth of your business, it's our job to find container solutions that are right for you.

So if it's containers you're looking for, CS Leasing has you covered.

CS Leasing – here to help you build and succeed.



[CSLintermodal.com](https://uk.vtg.com)
info@CSLintermodal.com

Altreia opens ‘chem hotspot’

In October 2024, Altreia Logistics Group put into operation a new logistics ‘hotspot’ –ALOCHEM - for chemical products in Meerhout, Belgium.

The facility is on a 50,000 sqm site on the border of the provinces of Antwerp and Limburg and close to the Albert Canal.

Altreia Logistics Group is among the five largest logistics service providers in Belgium and a specialist in chemical logistics. The group is expanding its logistics services beyond full-load transport, which is the speciality of its subsidiaries Trafuco and Haesaerts Intermodal (currently Altreia Bulk and Liquids), plus Alders International Transport.

The new ALOCHEM hub adds value to the logistics chain, specifically focused on liquid hazardous chemicals and high-value solid products. In addition to warehousing and distribution services for ADR goods, additional services such as repackaging, cooling and heating, filling, mixing or adding liquids according to recipes can now be offered to chemical producers. This is enabling the Altreia group to offer integrated supply chain solutions for bulk products.

The site encompasses four main activities: handling of tank containers using a gantry crane with a reach of 78m in an area that

can accommodate 600-700 transport and storage units; a production unit where products can be mixed and filled in IBCs, drums or small containers; a unit where solids are repacked and reconditioned; and a storage/cross-docking area where shipments are stored, prepared and changed from transport unit.

The reconditioned products are distributed by Altreia Distribution, the new name of Vandenbroeck, acquired by the Altreia Logistics Group, which has moved from Herent, Belgium to the new location in Meerhout.

An advantage of the ALOCHEM site is that is situated outside the congestion zone around Antwerp port. Located on the Albert Canal, some 40km from the port, the hub is well-located for the safe and sustainable movement of products via barge towards Meerhout.

The new hub cost around €25 million and is classified in the highest Seveso category.

The infrastructure is sustainably built according to the BREEAM-label.

www.altrea.com



The new ALOCHEM hub adds value to the logistics chain



Condaco established a tank container workshop in 2017

Trifleet approves Condaco

After an extensive trial and quality audit, Condaco & AKTD-M GmbH in Hamburg, Germany has become a Trifleet approved off-hire depot for standard tanks as well as ASME units.

The depot operator was formed in 2014 from the merger of container specialist Condaco and equipment trader KTD-Mobilbox GmbH.

It established a tank container workshop in 2017. Condaco has inspection and survey operations in South Africa and Brazil.

Services offered include estimation of a delivered container within 12 hours, repair, maintenance and restoration of containers and attachments, certified repair of tank linings, periodic tests, modification and conversions, heating of loaded tanks by means of stationary glycol heating, and tank cleaning.

www.condaco.de

PSC expands

In North America, PSC Group has announced a significant expansion of railcar repair operations through the acquisition of 32 Rescar sites located across the United States.

Founded in 1969, Rescar offers repair, inspection, cleaning, switching, and maintenance services for railcars and ISO containers.

“We are excited to welcome these operations and employees to the PSC family,” said Joel Dickerson, CEO of PSC Group, which provides logistics and repair services to the chemical, refining, agricultural, and pulp and paper industries.

“The breadth and depth of leadership expertise, strong reputation for excellent customer service, and expanded geographic reach coming with this acquisition will enable us to more effectively and efficiently serve our customers’ growing repair, cleaning, and inspection needs.”

Following the acquisition, PSC’s combined railcar repair, cleaning, and inspection business will span 40 states and provide on-site mini-shop repair services to 35 different facilities and will operate a network of 25 mobile repair hubs with more than 100 mobile repair

trucks.

PSC’s repair offerings include tank car and service equipment qualification, lining and coating repair, railcar cleaning, railroad repair agents, inspection services, and freight car running repairs.

The railcar repair headquarters will be housed at the company’s Bayport Rail Terminal close to the Houston Ship Channel. PSC bought the terminal in January 2024.

Rescar’s CEO, Joe Schieszler, commented: “I am extremely pleased to have worked with PSC and its leadership across the country, both in the field and at the corporate level. PSC is the ideal successor for this business and will be strong stewards of its customer relationships, employees, and the broader Rescar legacy.”

PSC Group also owns and operates a network of transloading and advanced recycling infrastructure to support chemical manufacturers in North America. The group was founded in 1952 and is based in Houston, Texas, with more than 5,500 employees.

The acquisition is PSC’s second since recapitalising with asset management outfit TJC and follows the Delta Petroleum acquisition completed in 2024.

www.pscgroup.com

HTC goes all-electronic

Belgium-based HTC became the first tank cleaning station in Europe switching entirely to the electronic EFTCO Cleaning Document (eECD).

HTC’s Haven Noord site in Antwerp, together with the cleaning software vendor LynX Automation, launched the eECD for all its tank cleanings. This supplanted the previous process in which an electronic eECD was only issued on the request of the carrier/shipper while a paper ECD was issued by the tank cleaning station and given to the truck driver.

The switch to 100 percent digital eECDs is a milestone within tank cleaning operations to start working electronically and reduce the administrative workload of paper-based systems.

It is also a leading example on how the digital transformation is taking place within chemical logistics by exchanging industry standardised data sets with respect for data ownership among all actors.

HTC says this digital transformation will enable cleaning stations to increase efficiency, sustainability and compliance levels in tank cleaning operations, leaving two decades of paper ECDs behind.

Haven Noord is the latest facility opened by HTC. The site has been operational for a year as a container depot and cleaning facility but has now added four additional cleaning lanes for manned operations.

The site comprises four lanes for container cleaning; four lanes for manned cleaning; a depot facility for more than 2,000 containers; parking for 90 trailers; a fully equipped repair shop; and four heating spots.

A high-tech monitoring system has installed to control consumption of water, steam and chemicals.

Energy use is minimised through hot water recuperation from the wastewater, gas cooling condensation and with an economiser on the steam boiler. All rainwater that drips from the roof is collected and, after special filtration, is re-used as part of the cleaning process. A 1,500 sqm part of the roof will be completely covered with solar panels.

All possible emissions are extracted from the tanks and the gas washing installation using an active carbon filter before it is released



HTC says digital transformation will enable cleaning stations to increase efficiency, sustainability and compliance levels

into the atmosphere.

Even the first wastewater basin is completely closed, which ensures that all of the air is extracted over the gas washing installation.

HTC has two other depots in Antwerp, plus further ones at Herenthout and Seneffe.

www.htctc.com

cleaning your world



- Tank Cleaning
- IBC Cleaning
- Service & Support



www.groninger.eu





Heniff buys Combo

The Heniff family of companies has acquired the Combo Group.

Based in Born, the Netherlands, Combo provides transport and logistics, food-grade tank cleaning, and maintenance and repair for its European customers. Terms of the transaction were not disclosed.

“We’re very pleased to welcome our new teammates from the Combo Group,” said Bob Heniff, founder CEO of Heniff. “Combo shares our customer-focused approach and brings immediate scale to our growing bulk services operations in Europe.”

The acquisition of the Combo Group is Heniff’s second deal in the European bulk transport services market in 2024. Combo is headquartered in the southern region of the Netherlands near the Belgian and German borders, one of the busiest transport connections in Europe.

From this location, Combo offers trucking, logistics, tank cleaning, and maintenance and repair. The company also operates a maintenance location in nearby Geleen, Netherlands, and an additional office in Straelen, Germany.

“Teaming up with Heniff marks a significant milestone for Combo,” said Jan Van Erp, founder and owner of the Combo Group. “Heniff is an inspiring organisation that shares our cultural values and strong commitment to service and safety. By joining forces, we continue to provide our customers, professional workforce, and other key stakeholders with a solid foundation to deliver high-quality solutions.”

Back in the USA, Heniff has also acquired the assets of a full-service tank wash operation in New Orleans from Destination Truck and Rail. Terms of the transaction were not disclosed.

“This tank wash acquisition strongly complements our existing footprint and varied service offerings in Port NOLA,” said Bob Heniff, Heniff founder and CEO. “Our three proximately located facilities now offer our customers ISO services, transloading, and tank wash capability in one convenient geographic area, which brings great efficiency to their supply chain management.”

The new Total Clean location is fully operational and offers chemical cleaning services for tank trailers, ISO containers, and rail cars. Total Clean plans to develop its food-grade service offering at the facility as well, Heniff stated.

The tank wash facility is located near Heniff’s existing ISO yard and transloading operation in Port of NOLA, which is the only deepwater port in the United States connected to all of the nation’s six Class I railroads.

Based in Oak Brook, Illinois, the Heniff family of companies operates approximately 2,000 tractors and 5,000 trailers through a network of more than 100 locations with expertise in chemical transport, food-grade transport, rail transloading, ISO depot operations, equipment maintenance, third-party logistics, and tank cleaning services.

www.heniff.com
combogroup.nl

Isotank ready for periodic tests

Recently, Istanbul-based Isotank Central successfully carried out a periodic (ie, every 2.5 years) air test of a T50 type gas tank for the first time at MCB facilities.

This means the logistics services provider is now ready to collaborate on conducting periodic tests (hydro and air) and maintenance of customers’ T50 tank containers arriving from the Far East, Europe, and the Middle East in Turkey.

In 2017, Isotank Central became an official distributor for Perolo components. The Turkish company was founded by Adem Arslan who has more than 25 years of experience in shipping and logistics at the likes of Eurotainer and GAC.

Isotank carefully monitors customer needs in Turkey, informing Perolo about particular requirements in the region. Because the distributor works closely with Perolo head office, it can then offer onsite training with Perolo engineers at the latter’s headquarters in France.

This joint effort has enabled Perolo to build a firm customer base in Turkey in three main sectors: rail tank car, ISO tanks and road tankers. Also, special components, like lined parts for very corrosive cargoes, are regularly ordered by customers of Isotank Central.



Isotank is now ready to collaborate on conducting periodic tests

Kanoo Tank Services

Sahreej

Jeddah Depot

Area: 15,000sqm
Location: SHAMS Container Terminal, Al Moulysa,
Al Khumrah Al Saif Beach Road, behind Guazain
Roundabout, Jeddah 22623,
Kingdom of Saudi Arabia. Postal Address: PO Box 1805, Al-Jubail 31951,
Kingdom of Saudi Arabia.

Facilities and Equipment:

- ★ 4 Cleaning Slots (Capacity 450 per month)
- ★ Inspection and Testing Area
- ★ Statutory Testing Repair Area with Rotator
- ★ Tank Heating

Services:

- ★ Tank cleaning and Tanker Cleaning.
- ★ Full repairs to frame, cladding and shell (including pitting and shell inserts)
- ★ Cross Loading.
- ★ Laden and Empty Tank Storage.
- ★ Steam Heating.
- ★ Tank Leasing.
- ★ Nitrogen Services.
- ★ On-hire/ Off-hire.
- ★ Off-site Emergency Response

Tank Types Serviced:

- ★ ISO Tanks
- ★ Road Tankers

Certification and Membership

- ★ ISO9001:2105
- ★ ITCO Member



Getting IBCs from A to B

Schütz has designed a new plastic frame pallet.

As customer demand for accurate, real-time visibility throughout the supply chain continues to rise, reckons Zim.

IBCs transported on automated logistics and production processes need to comply with very precise specifications. Schütz's new product is claimed to set new standards for in-house transport on conveyor belts and handling in fully automated high-bay warehouses.

A prototype of this pallet solution was presented at Fachpack 2023, and within the space of a year it was taken to readiness for serial production. Fachpack 2024 marked the start of worldwide sales at all Schütz sites.

Modern logistics with automated storage and transport require containers that function smoothly throughout the entire supply chain, and which unite technical performance with ecological efficiency. In addition to being eco-friendly thanks to the use of recycled plastic, Schütz's new plastic frame pallet has a stable, yet lightweight, construction and excellent transport properties.

With its single-piece construction and the wide, partially smooth contact surfaces, the pallet is said to be ideal for automated forward and sideways transport. On roller conveyors or chain-driven conveyors, the frame pallet enables a smooth horizontal movement, meaning that IBCs can be transported forwards and sideways safely and without jamming.



The plastic frame pallet from Schütz was specially developed for safe and smooth IBC transport on conveyor systems. Pic: Schütz

The frame pallet sets new standards for lifting and lowering filled IBCs thanks to the stable substructure. The forces acting on the pallet are optimally distributed, and sagging is minimal compared without other pallets, meaning that vertical conveying and transporting larger loads present no problems. The pallet can also be lifted and lowered from all sides.

All IBCs with the new pallet have optional UN approval and, as well as a version with a steel bottom plate, is also available as a full-plastic frame pallet with a bottom plate made of plastic.

It is manufactured in a single piece, including the corner blocks. The robust design and the use of particularly impact-resistant recycled plastic ensures maximum stability and durability. Optimised for the circular economy, the pallet offers maximum reusability, which is guaranteed by the company's own Schütz Ticket Service collection system.

Schütz recylate is made out of used industrial packaging in a complex and carefully controlled process. One of advantages for customers is that by using recycled plastic, depending on the configuration up to 64.8kg of CO2 per pallet can be saved compared with a conventional steel frame pallet.

Combi drum

Schütz's new Combi steel drum unites the benefits of steel and plastic to create a smart, innovative full solution.

The demands on packaging that arise from the filling product and the processes in the supply chain can be highly complex and often contradictory. In the drum sector, the conventional choice is between steel or plastic drums with their specific properties.

The Schütz Combi steel drum takes a new approach and combines a standard coated steel drum as the exterior with an inner liner made of high-quality HDPE plastic. Customers have a choice of a 205 litre version with a 3kg inner liner or a 202 litre version with a 6kg plastic liner, as well as a range of different steel drum sheet thicknesses.

This combination is a smart solution for many applications: the two independent containers provide double leakage protection. The steel exterior effectively prevents permeation; at the same time, the issue



The Combi steel drum combines the corrosion resistance and cleanliness of a plastic drum with the stability and permeation protection of a steel drum. Pic: Schütz

of corrosion is eliminated as the filling product does not come into contact with the steel drum, thus also helping to protect product quality.

The new drum variant also offers many advantages along the process chain, for example, hot filling, a process that requires careful timing when using conventional PE drums to avoid the risk of collapse. This is not an issue with the Schütz Combi drum, which, unlike PE drums, can also be stacked immediately after filling.

Serial production started in autumn 2024 at the Schütz plant in Sellers. On request, customised branding can be screen printed on the drums. The company also offers a further customisation option: as an alternative to a standard coated steel drum, Schütz's Laser Drum can be used for the exterior.

www.schuetz.net

New rPET plant for India

Packem Umasree, a joint venture between Brazil's Packem and India's Umasree Texplast, has officially inaugurated India's first manufacturing plant dedicated to producing 100 percent sustainable rPET (recycled polyethylene terephthalate) FIBCs.

Situated in Gangad village near Ahmedabad, Gujarat, the facility leverages cutting-edge technology, enabling Packem Umasree to transform post-consumer PET bottles into high-performance FIBCs.

Under way, Packem Umasree is shipping clear rPET flakes and FIBCs to customers worldwide. The facility ensures a closed-loop manufacturing process that minimises waste and maximises resource efficiency.

The production process follows three key stages:

- Collection & cleaning: post-consumer PET bottles are collected and cleaned to remove impurities, ensuring high-quality raw materials;
- Extrusion & weaving: PET flakes are extruded into high-strength tapes and woven into durable fabric;
- Bag manufacturing: woven fabric is then sewn into FIBCs, customised to meet industrial requirements.

The facility is poised to create some 700 direct and 1,200 indirect jobs, boosting local employment and reinforcing India's position as a global hub for sustainable bulk packaging. Furthermore, the project aligns with the Indian government's 'Make in India' initiative, strengthening the country's self-reliance in sustainable manufacturing.

"The launch of Packem Umasree's rPET FIBC plant marks a pivotal shift towards circular economy principles in bulk packaging. By diverting plastic waste from landfills and repurposing it into high-

quality industrial packaging, the company is setting new sustainability standards in the industry," the JV stated.

"As global demand for environmentally friendly solutions continues to grow, Packem Umasree's commitment to sustainable innovation ensures that industries worldwide can transition to greener alternatives without compromising on quality or performance. With a clear vision for the future, Packem Umasree is not just manufacturing bags — it is shaping the future of sustainable packaging."

www.packem-umasree.com



Packem Umasree will transform post-consumer PET bottles into high-performance FIBCs



The facility is creating some 700 direct jobs

PGF[®]

FLEXITANK SPECIALIST

"Specialists in Flexitanks Manufacturing, Experiences in Global Services".

24-H Services: +86 158 6473 1850(whatsapp)/sales@flexitank-system.com

Chinaplas – Starlinger focuses on sustainability

At Chinaplas 2025, Starlinger put the focus on its technologies for sustainable and efficient polypropylene tape production as well as food-safe recycled PET and polyolefins.

With a maximum melting capacity of 1,000kg per hour and production speeds of up to 550m per minute, Starlinger's starEX 1600 tape extrusion line unites high efficiency with resource-saving state-of-the-art design. It produces top-quality PP or HDPE/LLDPE tapes for high-performance packaging applications for dry bulk goods such as woven PP sacks or FIBCs.

Specially developed and unique machine components, such as the eqoSTRETCH stretching and annealing system, ensure energy-saving production and uniform tape characteristics, while the eqoCLEAN filter system enables the processing of high shares of recycled

polypropylene for producing more sustainable woven PP packaging.

"We have gathered decades of expertise both in woven plastic packaging production as well as in plastics recycling," said Harald Neumüller, chief sales officer at Starlinger. "By combining this know-how, we have developed technology that helps packaging manufacturers to establish closed packaging loops and make plastic packaging circular."

Starlinger has already realised lighthouse projects with customers in the FIBC sector, proposing a closed-loop economy for big bags made from rPP and rPET.

"We consider used plastics as a resource, not waste," Neumüller continued. "This is the only way to get a grip on the increasing amount of plastic waste worldwide. By collecting used plastics and reprocessing it we protect our environment, conserve natural resources, and at the same time save money that would need to be spent for waste treatment facilities and environment clean-ups."

With its high-speed winding technology, the twinTAPE+ automatic precision winder is Starlinger's top-scale tape winder model. It ensures that the produced PP tapes from the starEX tape extrusion line are wound into packages that improve productivity and fabric quality on the looms. The bevelled bobbin edges avoid that tapes come off during doffing, transport and handling and increase loom efficiency during weaving.

The automatic bobbin change procedure of twinTAPE winders reduces operator work significantly, and the patented linear traverse system features an infinitely variable stroke, allowing a wide variety of bobbin designs. As the winder does not need lubrication, maintenance work is reduced to cleaning, which saves significant amounts of operator time.

When it comes to turning post-consumer plastic scrap into top-quality recycled materials that meet highest food safety criteria, Starlinger's recycling technology division offers well-proven technical solutions.

Starlinger's recoSTAR PET art PET bottle-to-bottle recycling systems

produce rPET with highest purity and ultra-low levels of acetaldehyde, ethylene glycol and VOCs (volatile organic compounds) while featuring low energy consumption and a compact footprint. The Starlinger PET recycling process has been approved by national and international authorities such as FDA and EFSA for its food safety, and many multi-national brand owners rely on rPET produced on Starlinger recycling systems for more sustainability in their packaging solutions.

With the recoSTAR product line, Starlinger offers a proven system for the challenging task of food-grade recycling of post-consumer HDPE packaging. High-performance cascade degassing in the C-VAC module, combined with ozone-enhanced air flushing in the PCUplus unit at the end of the recycling process ensure best decontamination results and food-safety for food packaging made from HDPE such as bottles and caps.

Starlinger's twinTAPE+ automatic precision tape winders



Starlinger rPP big bag. Closing packaging loops with Starlinger technology

www.starlinger.com



Starlinger's recoSTAR PET art recycling systems produce food-contact rPET that has been approved by national and international authorities



Starlinger's twinTAPE+ automatic precision tape winders

Est. 1990
BULKDISTRIBUTOR

Your single information source for bulk and semi-bulk logistics

www.bulk-distributor.com

Bulk Distributor's website is regularly updated with the latest news, analysis, product reviews exclusive interviews and industry events. With growing global traffic, the website is becoming a hub for the bulk logistics industry.

Bulk Distributor's fortnightly email newsletter is one of the most widely read in the industry.

For more information on how to promote your brand online and in print, contact:

Anne Williams: Anne@bulk-distributor.com

Bulk Distributor is also on X (@bulkdistributor) and LinkedIn



At the Oktoberfest a Mercedes-Benz eActros 600 was able to contribute to the supply of the one of the giant beer tents



Munich goes for greener beer haulage

Anyone who has driven around Munich will know that the Bavarian city operates a very strict vehicle emissions regime.

In the past that posed a problem for the industry for which Munich is world famous – brewing.

In recent times the city's beer-makers have turned to electric trucks to haul their renowned products, to meet both local demand and further afield.

At last year's Oktoberfest a Mercedes-Benz eActros 600 was able to contribute to the supply of the one of the giant beer tents while another truck delivered fresh pretzels.

During the night, Lettl Transportation delivered beer on behalf of the state-owned Hofbräuhaus Brewery. The eActros 600 with tank semitrailer carrying 27,500 litres was deployed for this purpose. As part of a practical test at the customer's premises, the electric truck set off towards Theresienwiese – a large fairground where the Oktoberfest is held – over three days, each evening, after being filled at the brewery. The truck had to stop at four stations at the Hofbräu tent to get the beer in the right barrels.

In addition to beer, the eActros 600 was also used for the delivery of pretzels. The Höflinger and Müller bakery produces pretzels in two shifts at an extra bakery on the Olympic terrain close to the Oktoberfest, so that they can be served fresh from the oven.

The company, which already has two eActros 300s in its fleet, used the long-distance electric truck with refrigerated semitrailer for transporting the baking blanks.

Mercedes-Benz premiered the eActros 600 for long-distance haulage at the end of 2023. The high battery capacity of over 600 kW hours and a new, particularly efficient electric drive axle developed in-house enable the truck to achieve a range of 500km without intermediate charging.

This range is accomplished under very realistic and practical conditions with a gross combination mass of 40 tons and can also be significantly exceeded depending on the driving style and route.

Mercedes-Benz claims the eActros 600 will even be able to cover well over 1,000km per day.

Intermediate charging during statutory driver breaks – even without megawatt charging – makes this possible, provided that charging options are available. In addition to CCS charging with up to 400 kW, the eActros 600 will later also enable megawatt charging.

Augustiner, too

Across town, Augustiner Bräu (which in *Bulk Distributor's* humble opinion makes the city's best beer) supplies its bottling plant on the outskirts of Munich with electric trucks from Volvo.

Two Volvo FM Electric trucks are used between the brewery in the city centre and the bottling plant in Freiham.

For almost 700 years, the people of Munich have been drinking Augustiner beer, which is still brewed exclusively at the site in Munich's central Westend district. At the brewery everything revolves around quality. Equally important is smooth processes, as in the case of the new, large bottling plant on the outskirts of Freiham to which the brewed beer must be transported.

Since the beginning of January 2024, the two semi-trailer trucks have been operating in two shifts between the city centre and the bottling plant. The heavy trucks do not generate any noise that could disturb the nearby residents.

Sven Bröker, head of Augustiner's dispatch department, explains why the brewery's fleet managers chose Volvo Trucks: "There wasn't such a wide selection of electric trucks available. Volvo already offered us a practical series solution, including the latest safety systems. Other manufacturers are only now entering field testing."

The decisive factor was an early trial run with a Volvo Electric, which Augustiner completed with positive results. The modular battery system played a key role. Five battery packs, each with 90 kW hours, instead of the usual six, are sufficient for this specific transport solution. The resulting lower tare weight increases the payload of the two trucks, so improving transport efficiency.

In addition to the fleet managers, the drivers at Augustiner are also impressed by the trucks. "It's

really super quiet, getting in is super comfortable," says truck driver Wolfgang Käsweber. "It makes driving fun, and I can't think of anything to complain about."

There's no shortage of power; three electric motors deliver 666 hp of continuous power to the automated I-Shift transmission, which shifts imperceptibly and only a few times. During braking, the motors act as powerful continuous brakes and generators. In addition to wear-free deceleration, they recuperate the braking energy

and use it to charge the high-voltage batteries of the tractor units. This proves particularly advantageous in local transport.

Because demand for Augustiner beer is constantly increasing and Augustiner's logistics processes still have room for improvement, they are already considering a three-shift operation. The purchase of another electric truck from Volvo for Munich's oldest brewery is also conceivable.

www.daimlertruck.com

Free to attend

MULTIMODAL
2025
NEC BIRMINGHAM UK 17-19 June



Sustainable transport, logistics & supply chain management event for cargo owners

Celebrating 18 years of providing shippers and cargo owners with solutions to optimise their supply chains by improving efficiencies and sustainability goals



**300 Exhibitors
60+ Conferences
Digital sessions from Google
Interactive AI Clinic
Networking Drinks Party**

Register Free



Since the beginning of January 2024, two semi-trailer trucks have been operating in two shifts between the Augustiner brewery and the bottling plant

Supported by





Since November 2024, Bettembourg-Dudange has been operating four MOL electric tractors

Bettembourg terminal in energy transition

The Bettembourg-Dudange intermodal terminal is continuing with its investment plan in favour of sustainable energy.

This change began with the installation of the third portal crane at the intermodal terminal in Luxembourg. The next stage involves replacing thermal tractors with MOL electric tractors. This initiative makes a significant contribution to the electrification of the terminal's activities and reduction of the carbon footprint.

In 2022, CINEA and CFL terminals in partnership with CFL multimodal signed a co-financing agreement for the PULSE investment project (capacity, automation, digitalisation, decarbonisation and modernisation). A grant has been awarded by the European Commission under the Connecting Europe Facility (CEF) programme for the modernisation of Bettembourg-Dudange.

Since the beginning of November 2024, the intermodal terminal has been operating four MOL electric tractors. Thanks to this new fleet, the terminal expects to reduce diesel consumption from 144,770 litres in 2022 to around 30,000 litres in 2025. At the same time, CO2 emissions will fall significantly, from 449 tonnes in 2022 to around 90 tonnes in 2025.

In addition to their environmental benefits, these

new electric tractors offer other advantages, including a significant reduction in noise and vibrations, which means less noise pollution in the vicinity of the terminal, the absence of exhaust fumes, a smooth transition from one gear to another without jerking, improved driving conditions for the operational team, and technological advances that allow the machines to be remotely diagnosed and reprogrammed, thereby considerably reducing the need for technicians to visit and work on site.

The new tractors are also equipped with smart tablets connected to the 5G network, representing a major technological advance. The tablets are particularly useful for the operational team, who can now better anticipate orders thanks to the devices, as well as optimising workflow.

"With the introduction of our new electric tractors, we are taking a decisive step towards a sustainable energy transition, while reducing our carbon footprint and modernising our operations," said Laurent Erhard, managing director CFL terminals. "We still have one last step to take to decarbonise our operations fully, and we hope to achieve it by 2027."

www.cfl-mm.lu

Abbey expands through Gussion acquisition

Late last year Abbey Logistics Group acquired the Gussion Transport UK and Widnes Tank Container Services businesses, which are both based in Widnes, UK.

The transaction includes the property and operating facilities located at Ditton Road, Widnes, which is ideally situated next to the Mersey Multimodal Gateway and complements Abbey's current Liverpool base, which acts as the main service and support depot in the Liverpool city region.

This marks the first acquisition for Abbey Logistics since being acquired in October 2023 by Sitra Group, which has an aim of consolidating the UK and European logistics markets through further acquisitions and organic growth.

The newly acquired facility provides the wider group with the ability to continue serving its clients to the highest standards through additional office space, a wash bay and workshop facilities as it continues to grow.

Commenting on the acquisition, David Patten, Abbey's CEO, said: "This is an exciting time for Abbey Logistics Group and we welcome the customers and employees of the two businesses to our wider group. Acquiring this space for our development is not only a significant step in our growth journey, but also a key enabler of our future success. It has been a pleasure working with the Gussion family to help close this deal, and we look forward to leveraging this new space

to strengthen our operations in Liverpool and the North West. This facility is perfectly positioned to support our expanding team and growing customer base."

Since joining Sitra, Abbey has focused on strategic growth and expansion. Sharing similar values rooted in a family-owned business background, Abbey continues to operate with a customer-centric approach while benefiting from the scale and resources that come with being part of a larger group.

The new Widnes facility is a key component of Abbey's long-term strategy. The company aims to capitalise on the opportunities presented by the facility's location and size, enhancing its service offerings and operational capabilities.

The family of Gussion Transport UK & Widnes Tank Container Services added: "We are delighted to be partnering with Abbey Logistics Group through this acquisition. Our shared commitment to high service standards and a customer-first approach makes this collaboration a natural fit. The Gussion Transport facility is located to enhance operations across the Liverpool and North West region, with excellent motorway connections."

The acquisition forms part of Abbey's broader plan to expand strategically and strengthen its presence in key logistics hubs across the UK.

www.abbeylogisticsgroup.com



Buying Gussion marks the first acquisition for Abbey Logistics since being acquired by Sitra Group

Plastic fantastic

Greiwing has completed the latest construction project in Wesel and opened a new warehouse.

In order to be able to serve increased demand for depot solutions in the plastics processing industry, the existing logistics complex with a silo tower and four integrated filling silos was expanded by a further 4,000 spaces.

With the expansion of the site, Greiwing now has a total of 14,150 pallet spaces in Wesel.

"By expanding our site in Wesel, we are offering our customers from the plastics processing industry even more dedicated solutions," said managing partner Jürgen Greiwing.

In addition to the 14,150 pallet spaces, the site has modern shelving technology enables the combination of different systems and optimal use of the available resources. Traceability and the best possible utilisation of storage capacity are ensured by IT-supported tracking.

Greiwing paid particular attention to energy management during the expansion. The new plant, built in accordance with KfW guidelines, is a so-called Efficiency House 40 EE. This consumes less than half the primary energy of a building that meets the legal minimum standard. The new building also has a photovoltaic system for the

power supply and an air-water heat pump for efficient heat distribution.

"We are a quality-oriented logistics service provider with a long tradition," Jürgen Greiwing continued. "This means that we not only bear responsibility for our employees and our customers' products, but also for our environment. Our sustainability strategy therefore also includes taking sustainable energy concepts into account when planning new facilities."

At the Wesel site, Greiwing offers extensive services related to the handling of plastics. Equipped with 112 tower silos as well as filling silos, plus a granulate technology centre that is unique in Germany, the service portfolio in Wesel ranges from storage, sorting, homogenisation and drying to packaging, palletising and labelling.

www.greiwing.de



With the expansion of the Wesel site, Greiwing now has a total of 14,150 pallet spaces

CORK to DUBLIN

24-28 SEP 2025

Scan for more info!

3 days' cycle

328km, 2900m elevation

Registration fee: £149

Fundraising @: £1750

transaid.org

Registered charity number 1072105

Patron: HRH The Princess Royal

MOL expands along bulk value chain

March saw an interesting move in the storage terminal sector. Japanese shipping group MOL acquired 100 percent of Netherlands-headquartered LBC Tank Terminals for US\$1.7 billion.

LBC is one of the world's largest independent chemicals focused storage businesses. It owns and operates seven storage terminals at locations in the United States (Houston, Baton Rouge, Freeport) and Europe (Antwerp, Rotterdam), offering loading and unloading services for various transport modes such as pipeline, vessel, barge, rail tank car and truck.

Total current storage capacity accounts for 3.3 million cbm located at major chemical production hubs and connected to chemical processing plants via pipeline infrastructure networks.

The deal was made possible by the sale of private investment house Ardian's 35 percent stake in LBC, which prompted fellow investors APG and PGGM – both Dutch pension fund managers - to offload their stakes as well.

Ardian's infrastructure team has been supporting



The acquisition of LBC allows MOL to gain onshore storage capabilities the company's development since 2017. During the partnership, LBC improved operations and safety as well as its sustainability performance to reach "industry leading performance" as recognised by its Platinum EcoVadis rating and 5-star GRESB rating.

Building on its available landbank, LBC also completed significant expansion with capacity growing by 63 percent since its acquisition, and new projects being developed across chemical and new energies storage. These projects allowed LBC to strengthen its capabilities and address the rising demand for storage facilities capable of handling a

broader array of new energy products.

Announcing the deal, MOL Group said it sees chemical logistics as a growth business, and the LBC acquisition is part of that strategy. The Japanese group has already expanded its chemical tanker business by acquiring shares in Nordic Tankers in 2019 and Fairfield Chemical Carriers in 2024, boasting one of the largest fleets in the world.

The acquisition of LBC allows MOL to gain onshore storage capabilities at tank terminals while also expanding its portfolio to include everything from maritime transport to small-lot transport using tank containers.

"This enables us to meet diverse customer transport needs flexibly and establish a 'total chemical logistics service' system, aiming to lead the global chemical logistics industry," the group said in a press release.

In addition, with demand for transporting ammonia and CO2 expected to grow as a result of more decarbonisation, MOL can "accelerate the development of its next-generation energy business

by adding onshore storage to its logistics offering".

LBC plans to expand its business by increasing tank capacity, and based on these plans, MOL expects the return on equity from the acquisition to be approximately 10 percent. Going forward, MOL aims to achieve further growth by leveraging synergies with the chemical tanker and tank container businesses, as well as advancing its next-generation energy business.

It is also in line with MOL's 'Blue Action 2035' management plan to become a 'social infrastructure group' as it will rebalance the group's portfolio to non-shipping revenues and assets, and a more stable revenue business by reducing exposure to market-driven shipping.

Headquartered in Tokyo, Japan, MOL is one of the world's largest shipping companies. It specialises in marine transport and logistics, operating a global fleet that includes container ships, bulk carriers, oil tankers, chemical tankers, LNG carriers, and car carriers.

www.lbctt.com



VTTI will host largest Pyrum recycling plant to date

Rubber off the road

Port of Antwerp is rapidly becoming a centre for converting waste to energy.

Storage operator VTTI has entered into an agreement with Pyrum Innovations, a specialist in the recycling of waste tyres via thermolysis, to develop a recycling thermolysis plant at VTTI's Antwerp Terminal (ATPC).

The agreement marks a significant step towards

integrating sustainable waste management solutions into VTTI's infrastructure and another step in Pyrum's international expansion plans.

The project entails the construction of a waste tyre recycling thermolysis plant with a processing capacity of up to 90,000 tonnes a year of end-of-life tyres (ELT), implemented in two phases of 45,000 tonnes each.

VTTI will hold full ownership of the plant, while Pyrum will act as the development partner, providing its proprietary and patented thermolysis technology. Following a comprehensive evaluation, Pyrum was selected as the development partner due to its advanced, proven thermolysis technology and successful track record of industrial-scale operations in Europe.

As part of VTTI's commitment to achieving 50 percent of its earnings from transitional and sustainable energies, the development of the plant represents a milestone in diversifying its portfolio. VTTI aims to develop similar plants at its existing sites across the globe.

close access to Europe's largest ELT markets, including Germany, the UK, and France.

The waste tyre recycling plant directly supports the European Union's Green Deal objectives. The European Commission's Circular Economy Action Plan (CEAP), a cornerstone of the Green Deal, seeks to reduce pressure on natural resources, foster sustainable economic growth, and contribute to the EU's 2050 climate neutrality target.

With the agreement in place, VTTI has already allocated land at its Antwerp site for the project, and preparations for the permit application process are underway. Market consultation where relevant in relation to feedstock and offtake of TPO and rCB will follow in due course.

With the signing of the contract, Pyrum will now start the engineering phase, during which the plant design for a capacity of 20,000 tonnes a year of ELTs will be revised and expanded. The aim is to optimise the plant so that it can process up to 90,000 tonnes a year in Antwerp.

"By integrating cutting-edge thermolysis technology into our existing infrastructure, we are not only diversifying our energy portfolio but also contributing to the circular economy" said Guy Moeyens, CEO of VTTI. "This project reflects VTTI's commitment to innovation and responsible energy solutions, reinforcing our role in the transition towards a greener and more sustainable energy landscape."

The thermolysis process will transform waste tyres into valuable by-products, including tyre pyrolysis oil (TPO) and recovered carbon black (rCB). By leveraging its existing infrastructure and expertise, VTTI aims to facilitate the transition to a circular economy while enhancing the sustainability of industrial side streams.

Pascal Klein, CEO of Pyrum, added: "The collaboration with VTTI marks the next important milestone in modern tyre recycling and offers great potential for the future. We are very proud of the trust placed in us and our technology."

"With the construction of our largest Pyrum recycling plant to date, which will have a capacity of up to 90,000 tonnes of ELTs a year, we are collectively making a strong statement for the circular economy in Europe. Our goal is not only to actively contribute to a more environmentally friendly future but also to create a sustainable recycling system for used tyres."

The new plant will be situated at ATPC within Port of Antwerp and Bruges (PoAB). VTTI Antwerp's position within the PoAB ensures connectivity through an extensive pipeline network and proximity to both upstream and downstream industrial hubs. Furthermore, the location provides

Standic, Pryme

Meanwhile, Standic Antwerp is partnering with Dutch firm Pryme to store pyrolysis oil, a circular product derived from plastic waste.

Pryme converts plastic waste into petrochemical products using pyrolysis enhanced with proprietary characteristics.

The collaboration positions Standic as one of the pioneers in the storage of this sustainable material within Port of Antwerp.

Pryme selected Standic for its cutting-edge infrastructure, flexible and proactive approach, and value-added services, all of which align with the innovative requirements of handling circular products.

www.vtti.com
www.standic.com



Standic Antwerp

Advertisers Index

CIMC	5
CS Leasing	8
Dinges Logistics	3
Exsif	6
Fort Vale	4
Groeninger Cleaning Systems	9
ITCO	16
MIMU Tank Leasing	7
Multimodal	13
Sahreej/Kanoo	10
Shandong PGF Packaging	11
Silver/CIMS	1
Transaid	14
Van Beek	2

For information on advertising contact us on: +44 (0)7739 823659 or anne@bulk-distributor.com

Published 6 times a year.
Reproduction in whole or in part without written permission is strictly prohibited.
ISSN 1462-0731

Events

transport logistic
2-5 June 2025
Munich, Germany
<https://transportlogistic.de>

Multimodal
17-19 June 2025
Birmingham, UK
www.multimodal.org.uk

Road Transport Expo
24-26 June 2025
Stoneleigh, UK
<https://roadtransportexpo.co.uk>

Fecc Annual Congress
10-12 September 2025
Hamburg, Germany
www.fecc.org

59th EPCA Annual Meeting
22-25 September 2025
Berlin, Germany
<https://epca.eu>

Intermodal Europe
21-23 October 2025
Barcelona, Spain
www.intermodal-events.com

World Bulk Wine Exhibition
24-25 November 2025
Amsterdam, Netherlands
<https://worldbulkwine.com>

Hutchison offloads Panama terminals to BlackRock

The early days of March saw a surprise announcement by global container terminal operator CK Hutchison that it proposes to sell much of its terminal assets to a consortium led by American investment giant BlackRock.

The agreement in principle, worth US\$22.8 billion, is with BlackRock's infrastructure arm Global Infrastructure Partners (GIP) and Terminal Investment Ltd (TIL), a portfolio company with GIP that owns and operates terminals receiving vessels owned by Mediterranean Shipping Company (MSC).

The shock announcement came just weeks after President Donald Trump made threatening noises to the Republic of Panama, falsely

claiming that "Chinese soldiers were operating the Panama Canal", and that the US could look to take back direct ownership and control of the vital waterway, which was handed to Panama at the end of 1999.

The BlackRock-TIL Consortium will acquire: HPH's 90 percent stake in Panama Ports Company (PPC), which owns and operates the ports of Balboa and Cristobal in Panama; and CK Hutchison's 80 percent stake in Hutchison Port Holdings (HPH), which owns and operates a total of 43 ports comprising 199 berths in 23 countries, together with all HPH's management resources, operations, terminal operating systems, IT and other systems.



Hutchison denied that President Trump's claims of Chinese state involvement in the Panama Canal prompted the sale of its port assets

The HPH sale does not include any interest in the HPH Trust, which operates ports in Hong Kong, Shenzhen and South China, or any other ports in China.

The PPC Transaction will proceed separately on confirmation by the Government of Panama of the proposed terms of the purchase and sale.

The involvement of Hutchison in the Panama terminals is largely an accident of history. Hutchison was among the earliest container terminal investors in Panama's infrastructure, but it needs to be pointed out that at the time Hutchison was (and still is) part of a Hong Kong conglomerate founded when Hong Kong was still a British colony, and the group's investment in Panama dates back to when the USA still controlled the canal zone.

BlackRock chairman and CEO Larry Fink commented: "This agreement is a powerful illustration of BlackRock and GIP's combined platform and our ability to deliver differentiated investments for clients. These world-class ports facilitate global growth. Through our deep connectivity to organisations like Hutchison and MSC/TIL and governments around the world, we are increasingly the first call for partners seeking patient, long-term capital. We are thrilled our clients can participate in this investment."

Despite the background of the Trump presidency, CK Hutchison, co-managing director Frank Sixt denied this had prompted the sale.

"I would like to stress that the transaction is purely commercial in nature and wholly unrelated to recent political news reports concerning the Panama Ports," he stated.

"This transaction is the result of a rapid, discrete but competitive process in which numerous bids and expressions of interest were received. As a result, the transaction valuation agreed in principle is compelling and is clearly in the best interest of our shareholders. After adjusting for minority interests and repayment of certain shareholder loans due from HPH to CK Hutchison, the transaction would be expected to deliver cash proceeds in excess of \$19 billion to our group."

In Europe, Hutchison owns and runs some of the biggest container terminals on the continent, such as ECT in Rotterdam and BEST in Barcelona, as well as Port of Felixstowe, UK.

The importance of the ports to MSC's wider business is quite different to that of BlackRock, pointed out Thomas Cullen, of Ti, a logistics consultancy.

"For example, it is unclear what sort of relationship MSC's shipping business will have with these newly acquired port assets. If MSC is able to merge the former Hutchison Port assets into its existing portfolio of container terminals it will become one of the largest, possibly the largest, container terminal operator in the world. Combined with its huge fleet of ships it will make MSC enormously influential in the shipping market," Cullen said.



The Globally Recognised Association of Choice for the Tank Container Industry



ITCO promotes Tank Containers as the safest, most efficient, reliable, and sustainable intermodal transport equipment for liquids, powders, and gases.

- Over 180 Members Worldwide
- Representing 90% of the World's Tank Container Fleet
- International events
- Technical Work Groups and Regulatory Advocacy



TG08
TANK CONTAINER
SUSTAINABILITY:
REPURPOSING AND
RECYCLING



TG09
CASE STUDY
THE HEALTH AND SAFETY IMPACT ON TANK CONTAINERS AND NEW IN THE FIELD OF A NEW DIRECTION TO THE MANUFACTURE OF NEW POLYETHYLENE (PE) FLANGELESS, SUBSTITUTED PE

Planning ITCO Events in 2025

ITCO will be arranging three important events in 2025:

- Tank Container Digitalisation and Efficiency Conference - Antwerp, April 2025
- Tank Container Village at transport logistic 2025 - Munich, June 2025
- ITCO 2025 Annual Members Meeting - Singapore, November 2025

Further details on www.itco.org

EDUCATION • INFORMATION • COMMUNICATION • REPRESENTATION • NETWORKING

www.itco.org

Celebrating storage careers

The UK's Tank Storage Association recently ran a 'Careers Week' campaign aimed at showcasing the career and apprenticeship opportunities available in the bulk storage and energy infrastructure sector.

The industry offers a wide range of career paths across various fields, including business, operations, engineering, safety, marketing, IT, supply and trading, TSA says. The campaign ran from 17-21 February and sought to inspire everyone to explore, discover, and get excited about a career in the bulk storage and energy infrastructure sector.

CEO Peter Davidson said: "The bulk storage and energy infrastructure industry offers a wide range of rewarding career pathways. It represents an important opportunity to celebrate and champion our industry's talent as well as encourage everyone to consider the possibility of a career in the sector for themselves."

<https://tankstorage.org.uk/>