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## Tanks tackle Trump tariffs

**B**ulk logistics stakeholders are among many trying to navigate US President Donald Trump's on-off tariff regime.

As *Bulk Distributor* went to press the smorgasbord of US import taxes included: an initial 145 percent on all Chinese imports, tentatively cut to 30 percent on 12 May; 25 percent on steel, aluminium, and automobiles; and a 10 percent universal duty on all imported goods.

Of particular concern to bulk cargo shippers and carriers – whether using tank containers, IBCs or drums – is the potential damage to global shipments of chemicals, pharmaceuticals, base oils, foodgrade liquids, and the like.

This is not the first time the tank container industry has had to deal with potential tariffs. In June 2018, the first Trump administration attempted to impose a 25 percent duty on a wide range of industrial equipment manufactured in China, including ISO tanks.

On that occasion, ITCO, through the offices of some US-based members, successfully argued that the absence of domestic US tank manufacturing capacity was not materially related to the dominance of China's container industry, and the tariff was eventually rescinded.

But, just as damaging as the tariffs themselves is the uncertainty they are creating. Since the first announcement of swingeing duties in early April the White House has flip-flopped on their implementation leaving businesses and financial markets unsure of what will transpire.

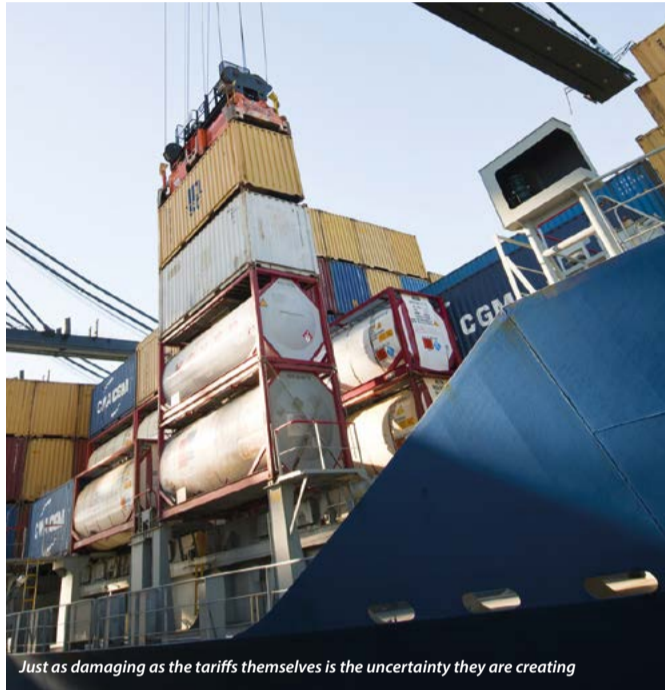
In the first of a series of trade briefs on the possible impact on the tank container industry, ITCO reiterated that the tank sector is likely to be among the most affected.

"The higher import tariffs are increasing product costs, so dampening demand, especially for chemicals and petroleum products, which make up the bulk of tank container cargoes," ITCO said.

Shipping companies face steeper operational expenses, leading to elevated freight rates. These higher costs could reduce competitiveness in the international market.

To bypass tariffs, carriers are rerouting shipments through alternative ports or countries. However, while this can offer short-term relief, it introduces delays and complicates supply chain planning.

In response there has been a stockpiling surge as companies rushed to increase inventory before the tariffs kicked in, creating a brief boost in shipment volumes. But businesses are now renegotiating supply contracts and delivery terms, with potential



Just as damaging as the tariffs themselves is the uncertainty they are creating

legal and financial ripple effects.

"Now is the time to reassess risk strategies, review contractual terms, and prepare for further shifts in trade policy. Staying informed and adaptable will be key to managing the months ahead," ITCO stated.

### China syndrome

The most consequential battle is that between the US and China. Ironically, chemicals is one of the few sectors in which the US has a trade surplus with China.

According to the ICIS supply and demand database, in 2024 China exported around 500,000 tonnes of chemicals to the US. However, the US exported 4.2 million tonnes to China, around eight times more.

So, US chemical exports, which are mainly in the ethylene and polyethylene (PE) value chain, would need to find new homes should the 100 percent-plus tariffs hold (the final figure remains uncertain at time of writing).

US exports of PE to China accounted for 15-20 percent of total US PE exports in 2024. That implies a lot of material now looking for new customers, and could result in a flood of cut-priced chemicals

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heading to other regions, such as Europe, which are already reeling from overcapacity and slumping demand.

In addition to whatever tariffs end up being imposed on goods imported into America, the Trump administration also intends to charge extra fees on Chinese-owned, operated, and built vessels arriving at its ports from 14 October 2025.

For Chinese operated vessels the fees will be based on net vessel tonnage, increasing incrementally over time: Fees will begin at US\$50 per net ton of the arriving vessel and will rise to \$140 per net ton over the course of three years. These will be collected at the first US port call of affected vessels on a particular string.

For China-built ships, fees will be based on net tonnage or containers, increasing incrementally over the following years. Fees will begin at \$18 per net ton of the arriving vessel and will move up to \$33 per net ton over the course of three years. Alternatively, fees will be charged based on containers discharged, starting at \$120 per container, increasing to \$250 per container. The higher of the two fees will be due.

In early May, container shipping analyst John McCown said that based on the current impact of the tariffs on US imports, container volumes at US ports could be down as much as 25 percent year-on-year "if nothing else changes".

McCown said he expected the drop to start generally impacting American ports by July, with West Coast ports seeing earlier effects. A 25 percent drop-off would be unprecedented, McCown was quoted as telling the American Journal of Transportation. Even during the financial crisis of 2008 and later the Covid-19 pandemic, volumes fell back by around 10%.

Alan Murphy, CEO of Sea-Intelligence, noted on 8 May that there had been a sharp week-by-week increase in the number of blank sailings on Transpacific trades.

Container volume data for Asian exports in April will not be available before early June, he continued, "but indications from carriers and forwarders suggest a Chinese booking downfall in the 30-50 percent range", much greater than the net 4-5 percent reduction in capacity likely to be due to the rise in blank sailings.

"While the Chinese volume drop will be partially offset by uptake elsewhere in Asia, it does not seem likely that gains in the rest of Asia can offset the loss from China," Murphy added. "This could result in even more blank sailings in the coming weeks, and possibly lead to a significant drop in spot rates."



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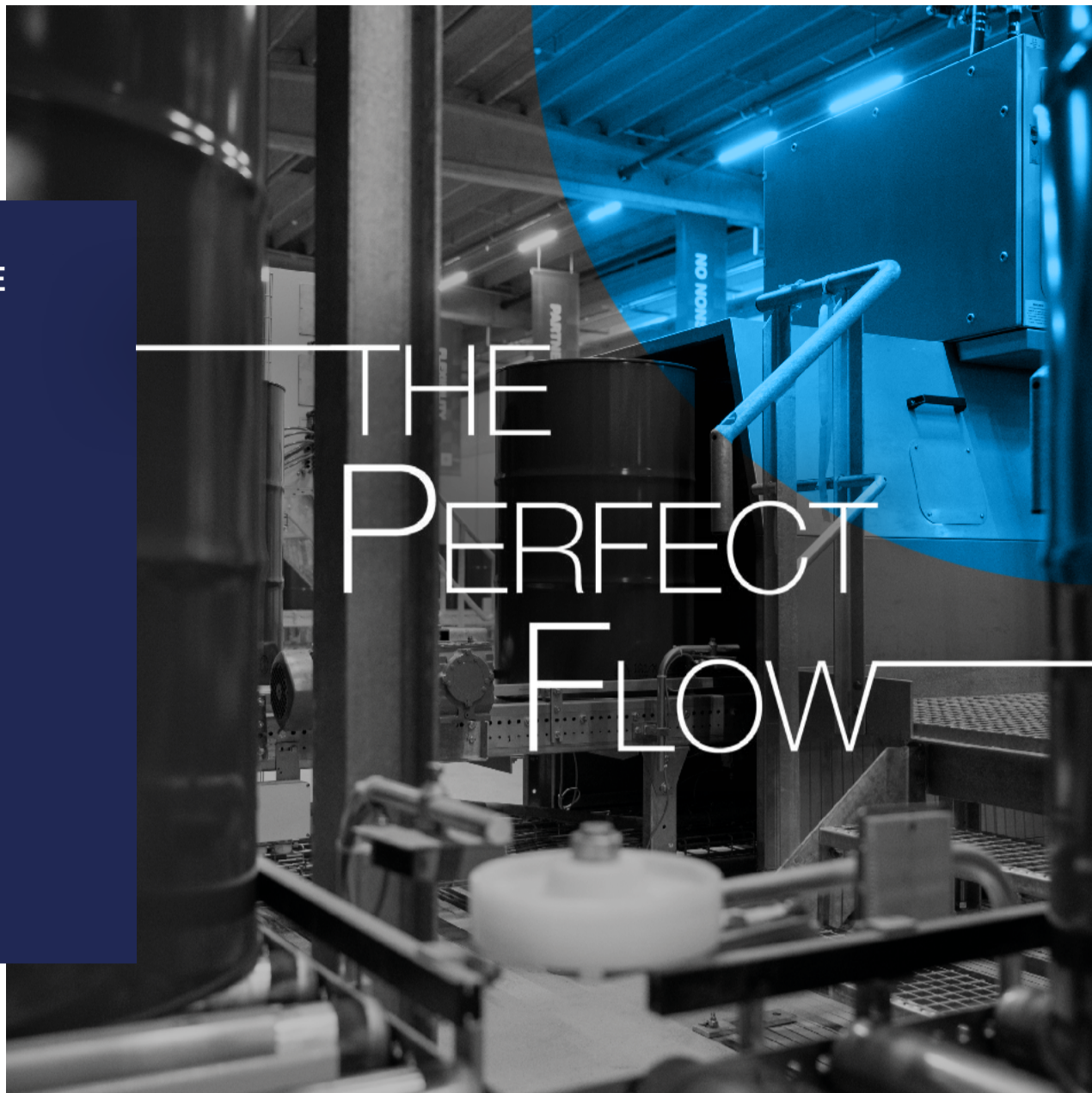
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**INEOS**  
TOM ROELANDT  
SUPPLY CHAIN PLANNING LEAD

INEOS is one of the largest employers in Belgian chemistry. From Zwijndrecht, where the company started its first activities in 1998, INEOS built its position in Belgium and as a global player. In Belgium today it has 12 production and R&D sites and over 3,000 employees.

We're talking with Tom Roelandt, Supply Chain Planning Lead at INEOS Oxide. The global player in chemicals recognized early on that logistics was not their core competency, so they turned to Van Moer Logistics to streamline their logistics operations. This partnership has not only helped them optimize their processes but has also contributed to reducing costs and carbon emissions. Today, Van Moer Logistics remains a trusted partner in helping INEOS focus on its core business while continuing to meet high standards of safety, quality, and sustainability.

**CHALLENGE**

Tom: "INEOS and Van Moer Logistics have been working together for many years. Since 2006 to be exact. Jo Van Moer then anchored his company in Zwijndrecht on the grounds of INEOS. We then asked Van Moer Logistics to expand their logistics activities to the chemical industry. Since then we have built a very strong relationship and together we have made a nice growth trajectory.

INEOS is a chemical company. The logistics part of our activities is not our core business. That is why we have always appealed to Van Moer Logistics, a real logistics specialist.

But our filling activities to drums and IBCs also put a great strain on our operations in recent years. Moreover, when capacity problems arose, we had to use external warehouses. This involved extra travel and therefore extra truck kilometers. So we also looked to our neighbors for those very specific filling activities."

**SOLUTION**

Tom: "The state-of-the-art filling installation that Van Moer Logistics has realized in one central ADR (full) warehouse on one central SEVESO certified site relieves INEOS of its logistical needs.

Van Moer Logistics can also handle a lot of capacity. The company has well-trained ADR drivers and it also invests continuously in its truck fleet. That is why they always drive the newest and most environmentally friendly trucks. Meanwhile, they are also looking at alternatives in the form of trucks running on hydrogen and/or electricity. This innovative reflex is ingrained in Van Moer Logistics. They share that sustainable culture with INEOS."

**RESULTS**

Tom: "I think "The Perfect Flow" is a unique concept in Europe. Storage, heating, cleaning, repair and now also filling are all done at one site. All inspections of the tank containers, pressure tests, etc. are also part of their one-stop shop principle. By taking maximum advantage of that short chain, INEOS saves costs and it significantly reduces our CO<sub>2</sub> emissions. Moreover, the new state-of-the-art filling hub has enabled us to switch to more sustainable packaging materials. So the effect on our carbon footprint is not minus.

In short, we can put our focus purely on chemistry and concentrate on further anchoring INEOS in the port of Antwerp."

**CONCLUSION**

Tom: "Right from the start, we outsourced our logistics to an experienced specialist who does it better and more efficiently than we do ourselves. INEOS sets very high demands on its suppliers in terms of safety, quality and sustainability. Van Moer Logistics proves every day again that they are worthy of our trust by always raising the bar for themselves.

The cooperation between Van Moer Logistics and INEOS was already very strong. Today it has come full circle.

**"The Perfect Flow" is also a "Perfect Match" for us."**

**DISCOVER THE PERFECT FLOW**



# AI and sustainability at transport logistic

**Despite the weak economy, transport volumes had been rising, at least until US President Donald Trump's on-off tariff programme.**

Nevertheless, sustainability is becoming mandatory, while the logistics engine is running. The industry will be discussing how artificial intelligence can help at transport logistic in Munich from 2-5 June 2025.

With international exhibitors and high-calibre speakers, the leading trade fair provides an overview of the diverse approaches to sustainable logistics.

In the future, many companies will not only have to act more economically, ecologically and socially, but also have to meet reporting obligations. For that, the logistics industry is increasingly relying on AI systems that optimise planning and forecasts, calculate efficient routes, or control inventories.

AI is a strong lever for sustainability and hence a key topic at transport logistic.

## Logistics affects everyone

In view of the ambitious climate targets, supply chain players need to network along the entire logistics chain and collect, analyse and exchange information more efficiently. That applies to anyone who transports or handles goods.

The topic of AI in connection with sustainability is therefore not concentrated solely on the exhibitors with an IT focus in Hall B1. It runs through all 12 halls. 150,000 sqm of exhibition space will become a huge platform for infrastructure providers, transport companies, equipment suppliers and service providers to network with shippers from all over the world.

The forums will focus on how the environment, business and people can benefit from AI. The Campus Plaza is devoting an entire day to both topics. International representatives from business and science meet at the trade fair to discuss the potential of AI and sustainability as exhibitors, speakers or visitors.

## AI on the rise

More and more logistics companies are investing in new technologies for greater sustainability. The more complex the relationships, the more AI can help. The conference programme is showcasing innovations and effects across all sectors, modes of transport and logistics disciplines.

Fraunhofer (IML) is working on AI in transport logistics for small and medium-sized enterprises. The German Transport Forum (DVF) will be discussing AI in connection with platforms under the title 'Next Generation Logistics' and highlighting its use in complex logistics chains in the context of 'Reshaping Combined Transport'.

The AI approaches for more sustainability on the last mile, which the German Parcel and Express Logistics Association (BPEX) is highlighting, are similarly complex.

Sustainability and AI will be the focus for transport carriers, for example, at the air cargo Europe conference, and for industry logistics providers, eg, in the Lebensmittel Zeitung panel.

Additional effort for reporting obligations ESG requirements such as the European CSR and CSDD directives and the EU taxonomy are placing increasing demands on the industry.

Low threshold values and trickle-down effects in the market are also putting more pressure on medium-sized freight forwarders, who have to disclose sustainability measures and absorb the additional costs for reporting obligations and CO2 monitoring.

Frank Huster, managing director of DSLV Bundesverband Spedition und Logistik eV, explains: "Although the logistics industry will not let up in its sustainability efforts, the current level of bureaucracy is tying up too many resources and reducing productivity in companies. However, value creation is a crucial prerequisite for being able to act sustainably."

Against this backdrop, the DSLV will be discussing the special challenges facing medium-sized freight forwarding companies in a forum at transport logistic. The German Logistics Association (BVL) will also be addressing this topic under the title 'Bureaucracy or opportunity? Deciphering the added value of CSR.'

## Leading the way

Artificial intelligence is conquering everyday logistics. According to Trendradar, the exhibitor DHL sees the key trends in this area primarily in generative AI, AI ethics, audio AI, computer vision, and



AI and sustainability are among the top topics at transport logistic

advanced analytics.

"Logistics companies are often among the pioneers. After new drive technologies, sustainable fuels, and renewable energies, the industry is currently focusing on artificial intelligence as a top topic," says Dr Robert Schönberger as global industry lead transport logistic exhibitions, and continues: "A leading international trade fair like transport logistic is the platform for all the players to discover new fields of application together."

## Focus on skilled workers

Finding, integrating and retaining employees. That is also the focus of transport logistic 2025.

The exhibitors as potential employers and a conference programme with experts from research and practice make the trade fair a hub for personnel and management topics.

"The trade fair is all about the future of logistics. And because that

is inconceivable without people, the trade fair is increasingly also about a future in logistics. That is reflected in the numerous personnel topics in the conference programme and the special areas," says Robert Schönberger.

In the run-up to the event, the new 'transport logistic audible' podcast addresses topics such as young talent, diversity and training.

## Employer opportunities

HR topics run through the entire conference programme and will even occupy three of the four forums on the last day of the trade fair.

Companies take advantage of the potential for young talent and skilled workers at the trade fair. At the last transport logistic, every tenth visitor was a trainee or student (9 percent), almost a fifth came as a trade visitor with no staff responsibility (18 percent), and two thirds (69 percent) as a manager, from team leader to managing director.

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## Campus Plaza

On Thursday 5 June, Campus Plaza will network exhibitors and trade fair visitors on the topic of 'Employer in the Spotlight'.

Thirty-minute presentations will provide stimulus in the area of personnel management and personnel development. The speakers will talk about topics including employer branding, new work and modern working environments, employee retention and development, and sustainability as an employer issue.

For one day, the Campus Plaza will thus become a networking platform for employers, a job platform for potential young talent, skilled workers and managers, and a stage for the working world of logistics.

## More momentum, less personnel

Service providers, infrastructure operators and shippers along the supply chain are looking for personnel. Employees are becoming a critical factor for the long-term success of a company. Not only finding, but also integrating and retaining employees are the topics of the conference program at transport logistic.

The highlights include

- Resilience through HRM (Forum Hall B1, June 5, 10:00): The Bundesvereinigung Logistik will discuss mental health and resilience in the face of growing pressure and momentum.
- Looking for Talent (Forum Hall B1, June 5, 11:30): Verkehrsrundschau magazine will discuss the best strategies to tackle the shortage of trainees and skilled workers with transport companies.
- Fully Automated Transport (Hall B1.232, 4 June, 10:00) and other forums on the trade fair topics of digitalisation and sustainability will raise awareness of where humans remain irreplaceable and what they need.
- BKF - Immigration - Just Do It! (Forum Hall A2, June 2, 14:30): Accelerating and simplifying the immigration of skilled workers. The Chamber of Industry and Commerce for Munich and Upper Bavaria will present reforms.
- Driver Motivation (Forum Hall A3, June 4, 15:00): Augsburg Technical University of Applied Sciences will use research findings to show what drivers value and what can make the profession more attractive.
- On 5 June from 10:00 to 14:00, the topics 'Employer Branding' (Wirtschaftsmacher initiative, Forum Hall A2) and 'Developments in the Working World, Focus on Women (LogWork Pink, Forum



The Campus Plaza is also a career platform

Hall A1) will be on the agenda.

"transport logistic offers more than just innovative technologies and processes – logistics as a field of work places the focus on people," says Schönberger. "In this context, transport logistic is developing into a career platform. On the one hand, the share of training providers is growing. On the other, the exhibitors are presenting themselves as employers. That appeals to young talent, but also to skilled workers and managers, who are interested in logistics as a career."

## Industry thinking

An online survey of registered exhibitors and visitor conducted from February 18 to March 4, 2025 found markets worldwide shaped by uncertainty.

None of the 1,851 visitors and exhibitors surveyed described their



# The World's First ESG-Driven Flexitank Industrial Park Has Been Newly Launched

In April 2025, LAF Technology—the global pioneer in industrial packaging solutions—officially launched the world's first ESG-driven flexitank industrial park in Qingdao, China. Spanning 51,000 sqm, the state-of-the-art facility integrates smart manufacturing and sustainable practices, setting new benchmarks for high-quality development in the industrial packaging sector through intelligent production, automated workflows, and people-centric design.

## LAF's Integrated Smart Flexitank Manufacturing Hub

As an industry pioneer merging cutting-edge technology with green innovation, this specialized park extends LAF's vertical integration to raw material production, enabling end-to-end control from polymer pellets to finished flexitanks. The result: a fully traceable, customizable quality management system that ensures precision at every production stage.

## Clean Energy Powers Sustainable Production

The park features a 15,000-sqm monocrystalline solar photovoltaic system, supplying renewable energy for all operational, workshop, and office needs. Complementing this, a solar thermal system provides constant-temperature hot water for production processes and staff facilities, creating a closed-loop "Solar Power + Thermal Energy" ecosystem. These solutions embody LAF's commitment to ESG principles, driving carbon-neutral manufacturing forward.



Monocrystalline solar photovoltaic system

## New Industrial Version: People-oriented Ecosystem

LAF prioritizes "People-Oriented Operations" through a dual-support framework:

**Employee Development:** The campus includes wellness zones, professional gyms, and a dedicated training academy, offering skills enhancement programs to empower team members with both technical expertise and customer-centric mindsets—building a "Workplace Excellence + Career Growth" community.

**Partner Care:** A 24/7 "Driver Wellness Hub" provides resting areas, free meals, and refreshments for logistics partners, reflecting LAF's focus on seamless supply chain collaboration through thoughtful service.

"This park marks a milestone in LAF's journey from manufacturing to smart manufacturing," said the company owner. "As the flexitank industry's first ESG-compliant smart complex, we invite partners to tour our facilities—witness our precision material processing, renewable energy systems, and automated production lines—and co-create the future of sustainable logistics together."

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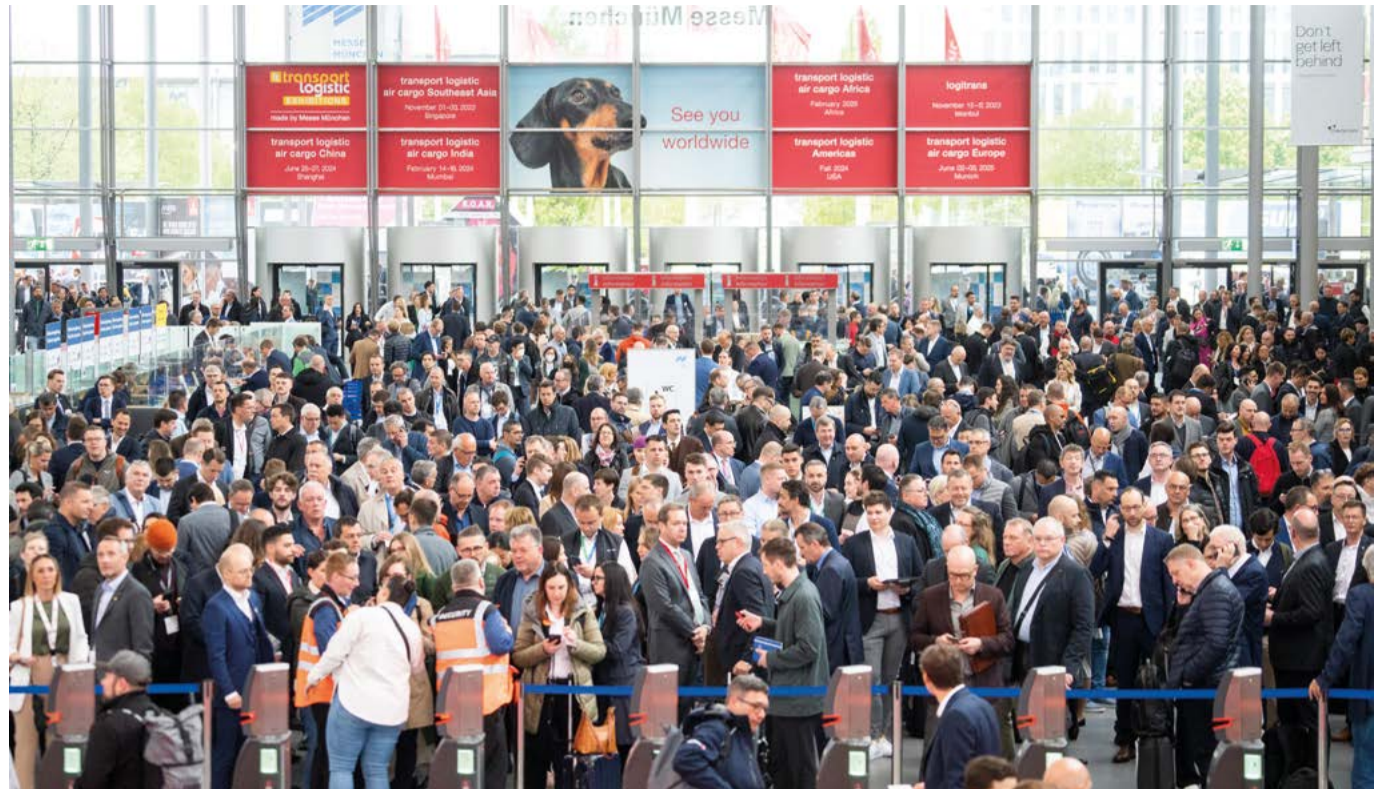
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LAF ESG-Driven Flexitank Industrial Park



current market situation as very good. Nevertheless, nine out of 10 respondents were confident about the future. Of these, 43 percent describe the current situation as good, 48 percent as average, and just under 10 percent as poor. Europeans assess the situation as worse, especially in Germany.

The most important issue worldwide is cost pressure, which is exacerbating the market situation for more than three quarters of the companies. The second limiting factor is where opinions differ. While the main complaint in Germany is bureaucratic burden (58 percent), abroad it tends to be geopolitics (49 percent). The third most common obstacle to success, at 48 percent, is the lack of skilled workers.

Despite the difficult conditions, the exhibitors and visitors surveyed tended to be optimistic overall. One in two (52 percent) expect the market situation to improve in the next two years. Germany (46 percent) is somewhat more cautious than other countries (60 percent), while Asians (80 percent) are particularly confident.

A large proportion (76%) of the sector is actively engaged in cybersecurity, first and foremost industry. Here, 85 percent of respondents are actively arming themselves against cyber-attacks.

Respondents from the forwarding and transport sector are at the bottom of the list at a high level. Here, only 70 percent are active or very active. Of those surveyed, 37 percent do not know whether they have already been the victim of cyber-attacks. Of the remaining 63 percent, one in two have been targeted by cyber criminals at least once.

The sector is preoccupied with sustainability reports (68 percent) at a similar level. Many respondents from industry (83 percent) and trade (75 percent) are actively addressing the issue. The figures are lower for logistics service providers (68 percent) and respondents from the forwarding and transport sector (64 percent). Reporting is not limited to Europe. At least one in two respondents worldwide are also active or very active in this area.

### Into the future with AI

Artificial intelligence has been adopted by an average of 54 percent. Among those surveyed, industrial companies and logistics service providers are the leaders in the use of the new technology with 58 percentage points each. The main areas of use worldwide are administration, customer service, and controlling. In terms of

production processes, industry at 26 percent is ahead of rail freight transport (19 percent), logistics service providers (18 percent), forwarding and transport (9 percent), and trade (5 percent). In Germany, two out of three respondents use AI at least in part. For 60 percent of those surveyed, humans are the most important success factor.

### Tear down silos

Alongside cybersecurity, AI and sustainability, the conference program also focuses on multimodal supply chains, drive technologies, data mining or analytics. "The sector is dealing with many issues and is already very active. However, many things can only be tackled together," said Robert Schönberger. "Although the sector is under pressure, the mood is improving because industry, trade and service providers are moving closer together. transport logistic is the ideal platform for that, where ideas for sustainable supply chains can be developed and silos broken down — with a view to the environment, people and companies."

<https://transportlogistic.de/en/>



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**Occupied Area**

Workshop: **120,000m<sup>2</sup>**    Container Yard: **20,000m<sup>2</sup>**

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**Production Capacity**

Standard tank: **12,000 units/year**    Special tank: **6,000 units/year**

# 25<sup>th</sup> ANNIVERSARY

## *Partnering for Progress – 25 Years and Beyond*

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The vehicles are ADR compliant, and equipped with Premium Style Plus

## 30 S-Ways for Chemical Express

**T**ruck manufacturer Iveco recently delivered 30 S-Way tractors to bulk logistics specialist Chemical Express.

The vehicles, which represented an important moment in which a new supply agreement was signed, will be used to ship liquid chemical products on domestic and international routes. With a bright red livery the vehicles are ADR compliant, and equipped with Premium Style Plus, Living & Driving Comfort Plus, full LED packages.

In addition, testing and certification company TÜV SÜD confirmed that the S-Way has improved its fuel consumption compared with the previous model, with fuel savings of up to 10.54 percent.

Vincenzo Romano, of Chemical Express, commented: "This important supply agreement represents the confirmation of a fruitful relationship with Socom Nuova (the Iveco dealership that secured the deal) and in particular with the Iveco brand, which for us is synonymous with reliability and innovation."

"With the new MY24 range we immediately appreciated the new safety and connectivity systems, the latter being indispensable for improving the performance of our vehicles and drivers in terms of driving style, consumption and emissions."

Alessandro Novarese, Iveco medium and heavy range sales manager for the Italian Market, added: "Leading the path of change means offering the best product and service offerings, as in the case of these 30 new S-Way, high-performance vehicles. We are honoured to have been elected transport partner again by an innovative and reliable customer like Chemical Express and we thank the Socom Nuova dealership for its present and timely support in the area."

Chemical Express was founded in the late 1970s from the intuition of Salvatore Romano, who established a company dedicated to transporting liquid chemical products in tanks.

The new generation, represented by Salvatore's children,

understood that the future of transport was intermodal, and in 1995 the company purchased its first tank container.

The decision marked the beginning of a new era as, thanks to intermodal transport, Chemical Express extended its services to international markets. In recent years, it has paid greater attention to the issues of environmental sustainability, technological innovation and safety: the measurement of CO2 emissions related to transport activity and continuous investment in new-generation vehicles, which have the most modern safety technologies and have a limited environmental impact, make Chemical Express one of the major players in Europe in the field of bulk chemical transport.

Following the delivery ceremony, a training course was held for Chemical Express employees and drivers, as explained by Gennaro Formato, training manager for Iveco's Italian market.

"As Iveco, being at the customer's side means supporting them in the processes of transformation and technological innovation, by virtue of efficiency and environmental and social sustainability. In this sense, the training courses represent a moment of mutual advantage, useful for developing the business and productivity," said Formato.

Michele Valiante, of the Socom Nuova dealership, added: "We are happy for this important delivery to the Chemical Express customer, a further milestone in our solid partnership that has united us for many years in a common and shared vision. For Socom Nuova it is essential to be able to provide a fleet of cutting-edge vehicles, capable of responding to the challenges of modern transport with increasingly high-performance and eco-sustainable solutions. With Chemical Express we have established a strong and long-lasting partnership that fills us with pride and motivation."

[www.ivecpress.it](http://www.ivecpress.it)

## Mijnders buys Jenusch

**D**utch tank transport firm JL Mijnders Transport, based in Melissant, South Holland, is taking an important step in its European growth strategy by acquiring German company Jenusch Transporte.

As of 1 April 2025, the company now operates under the name Jenusch & Mijnders Transporte GmbH.

CEO Walter Mijnders said the acquisition was an important milestone: "Jenusch Transporte has built a strong reputation within the sector. By joining forces, we can offer our customers an even better service and more efficient transport solutions."

Despite the acquisition, Jenusch will continue to operate from its current location, Solingen, in Germany's Ruhrgebiet, and with the same team.

Majda Kranjc-Jenusch, CEO of Jenusch Transporte, emphasised the benefits of the collaboration: "After careful consideration, we have concluded that Mijnders Transport is the ideal partner for the future of Jenusch. I am convinced that this collaboration offers many benefits for both our customers and employees."

Both companies specialise in tank container and tanker transport for chemical products, gas and foodstuffs.

Majda Kranjc-Jenusch has been appointed operations manager.

Walter Mijnders affirmed that under the new name Jenusch & Mijnders Transporte, the company would explicitly focus on further European growth.

[www.mijnders-transport.nl](http://www.mijnders-transport.nl)



As of April the company has operated under the name Jenusch & Mijnders Transporte GmbH

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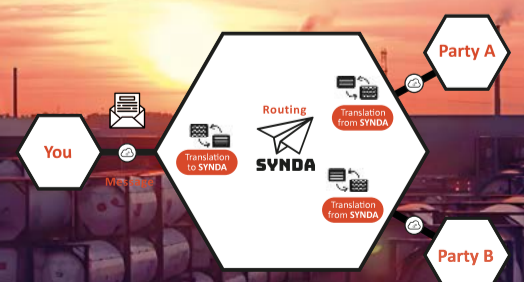
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# 40ft pressure tanks for DH



The acquisition of H&S Group marked an important step forward, introducing a new business unit focused on liquid food logistics

**A**s part of its continued investment, Den Hartogh Logistics is adding a further 50 brand-new 40ft pressurised tanks to its fleet.

Whether chemical or foodgrade dry bulk, the state-of-the-art tanks are designed to handle demanding supply chain requirements with ease, the company stated.

It also reflects Den Hartogh's focus on long-term partnerships and customer satisfaction.

"By continuously investing in fleet renewal and capacity growth, we ensure that we remain a reliable partner," Den Hartogh said. "Not just today, but also in the future. These pressurised tanks are fully compliant with the highest safety and quality standards, enabling us to meet both current and future needs of our customers."

In 2024, Den Hartogh recorded turnover of €708 million, compared with €603 million in 2023. EBITDA was €65 million against €67 million in the previous year.

Reviewing the year, managing director Pieter den Hartogh said that despite market challenges, the company remained focused on delivering value for customers. Nevertheless, those market conditions placed pressure on financial performance. Intra-European traffic faced lower than expected demand, with volumes staying below



Den Hartogh is adding 50 40ft pressurised tanks to its fleet

available transport capacity throughout all quarters. This surplus capacity, combined with pricing pressure in Europe, impacted profitability.

Globally, Den Hartogh managed increasing demand for chemical logistics while navigating fluctuating ocean shipping rates and disruptions in key trade routes, such as the Panama and Red Sea regions.

"While we adapted effectively to these volatile conditions, the industry-wide growth in tank container supply and declining global chemical flows put significant pressure on margins," he stated.

"Nonetheless, we maintained relatively stable consolidated revenue. While our organic turnover remained steady compared to the previous year, overall revenue growth was driven by acquisitions, strengthening our market position and expanding our service offering."

This strategic focus on growth was reflected in several milestones throughout the year. The acquisition of H&S Group marked an important step forward, introducing a new business unit focused on liquid food logistics. This addition broadens the firm's service offering and enables it to provide more comprehensive and integrated logistics solutions.

Another key achievement was the start of construction on the new Basecamp in Rotterdam – "a clear sign of our confidence in the future and our commitment to providing an inspiring and collaborative environment for our teams".

Basecamp is designed as a hub for connection, collaboration, and innovation. Located in the heart of the Port of Rotterdam, alongside the Maas, it will bring together teams from different business units under one roof, encouraging cross-functional teamwork while supporting both current operations and future growth.

Significant investments were made in expanding and modernising the fleet across various business units. In the global logistics business, 400 additional tank containers were added to meet growing demand, while dry bulk received 760 new 30ft bulk containers. The pressure tank fleet within dry bulk experienced notable growth to increase focus on speciality chemicals, minerals, and food/feed materials.

In Sweden, new electric trucks were delivered, and lightweight trailers were ordered to enhance gas logistics operations in the German market.

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

## Richter Italy offers HVO

**C**urt Richter SE has put into operation its own HVO filling station for its fleet at the company's Trecate site in Italy.

The necessary permits have been granted by the authorities. The first HVO delivery has already been made, so that it can now offer customers in and from Italy lower CO2 transport with the alternative fuel.

Richter also provides HVO100 at locations in Germany via mobile refuelling facilities.

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# Ultimate tank container claddings

**L**amilux Composites is showcasing its GRP solutions for the tank container industry at this year's transport logistic in Munich.

The company will present its ultimate tank container claddings, known for their exceptional lightweight construction, high strength, and long-lasting gloss. The specialist for fibre-reinforced composites can be found at the ITCO Village Hall B4/221-322 – Booth 29.

Tank containers of all types are subject to extreme mechanical stress during loading and transport, whether on cargo ships, trains, or trucks. Even under the harshest conditions, the service life of the entire construction is maximised. Furthermore, operators benefit from significantly lower fleet operating costs due to the reduced weight of the tank containers compared to those with conventional exterior cladding, Lamilux states.

With its two products, Lamilux High Strength X-treme Gelcoat and High Strength Impact Sunstain, Lamilux offers tank claddings specifically designed to meet the challenges of the modern tank container industry.

Specifically, they are claimed to be up to 400 percent stronger than conventional composite materials, ensuring superior impact resistance and damage tolerance.

In addition, they are up to 70 percent lighter than standard GRP, resulting in a significant weight reduction of up to 40kg per container – ideal for increasing payload and reducing CO2 emissions.

Finally, Lamilux states they have 20 times higher UV resistance, ensuring no loss of gloss or colour, even after years of use.

Customers benefit from the extreme durability of the tank claddings, which significantly reduce maintenance and repair costs, minimising downtime.

In addition, to the stand in the ITCO Village, Lamilux will announce another highlight. It will be exhibiting a fully equipped original tank container with Lamilux GRP in the courtyard between the halls.

Visitors to the trade fair will therefore be able to see for themselves how Lamilux GRP material is used in tank containers.

The fibre-reinforced composites are manufactured using a continuous, automated production process. Independent production



Lamilux offers tank claddings specifically designed to meet the challenges of the modern tank container industry

lines guarantee the shortest delivery times while maintaining high and consistent quality. The products are available in widths of up to 3m, and the length of sheets or rolls can be customised to meet customer needs.

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## Second silver for Falcon

**F**or the second year running Falcon Lease has been awarded a Silver sustainability rating by EcoVadis

This recognition highlights Falcon Lease's dedication to continuous improvement in environmental, social, and governance performance. While acknowledging that there is still much to learn, the company remains focused on integrating sustainability intelligence into every business decision.

By maintaining this Silver rating, Falcon Lease says it is reinforcing its commitment to fostering a more sustainable future within the ISO tank leasing sector. The company continues to explore new ways to enhance its sustainability efforts, ensuring that responsible practices remain at the core of its operations.

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# CIMC's 'green, intelligent' manufacturing

As technology advances and sustainability becomes imperative in the tank container industry, CIMC Safeway Technologies has invested in R&D, intelligent equipment, and green manufacturing, transforming itself from a traditional manufacturer to an industry-leading green and intelligent manufacturer.

These efforts were recognised with China's prestigious National Green Factory and National Intelligent Manufacturing Excellence Factory awards in Feb 2025 — a testament to the company's innovation leadership.

As a pioneer in green production, CIMC Safeway has implemented industry-leading initiatives, including its groundbreaking powder coating line, which eliminates VOC emissions and sets a new standard for eco-friendly manufacturing.

In intelligent manufacturing, the company leverages AI, 5G, IoT, and digital twin technologies to build a fully connected production



CIMC Safeway's powder coating line eliminates VOC emissions



CIMC's efforts were recognised with China's National Green Factory and National Intelligent Manufacturing Excellence Factory awards

ecosystem. Its advanced MES system and real-time data monitoring optimise efficiency, positioning CIMC Safeway at the forefront of digital transformation.

Looking ahead, CIMC Safeway aims for 100 percent automation in welding in the near future and plans to expand AI applications across production, quality control, supply chain management and customer service. As digitalisation reshapes the tank container industry, AI-driven innovation will play an increasingly vital role in shaping the industry's future.

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



The company leverages AI, 5G, IoT, and digital twin technologies to build a fully connected production ecosystem

# Changes to ITCO board

ITCO is making changes to its board structure.

In a note to members, president Paul Gooch said that since January 2024 ITCO has been operating with a small board with one representative from each of the four divisions.

In addition, it introduced a management committee at the beginning of 2024, with the aim of capturing a broad, diverse, and more representative body of opinion from the membership. During the course of 2024, ITCO also created a Finance Sub-Committee (FSC), reporting to the board, with the purpose of ensuring the oversight and governance associated with ITCO finances.

As a result of these changes, it became necessary to review ITCO's Rules of Administration, and to ensure that these were also aligned with the ITCO Vision and Strategy.

A final proposal was presented to the management committee on 9 April, with the following key decisions reached:

- The ITCO Board will be expanded to two board members per division, "offering the opportunity to bring motivated and committed fresh ideas onto the board".
- The divisions will each elect two candidates to become board members.
- All board members will be elected for two-year terms, with no limit on the number of terms. (This replaces the former system, whereby the vice chair automatically succeeded the chairman after two years.) The two-year terms begin on 1 January and continue until 31 December in the following year.
- The president will be elected by the board for a two-year term, with a maximum of three terms. Terms begin 1 January and continue until 31 December in the following year. The president is accountable to the ITCO board.
- Consistent with ITCO's regionalisation strategy, the board can, at its discretion, appoint regional vice presidents. These would not be members of the board.
- The management committee, in its present format will be discontinued. It will be replaced by the expanded board, together with FSC representatives who are not already on the board, the ITCO president, and regional vice presidents. Working Group chairs may also be invited by the board.

In order for the enlarged Board to be in place in time for the next presidential election (scheduled for November 2025), the divisional elections for two board members will, as an exception, be arranged in June 2025 (after transport logistic).

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# TGL strengthens growth in Europe with new investments

**S**pecialising in hazardous and non-hazardous chemical transport within the logistics sector, TGL has taken significant steps to enhance its operational efficiency and strengthen its presence in Europe through investments made over the past year.

The company aims to make logistics processes safer and more sustainable by expanding its fleet, implementing eco-friendly transport solutions, and conducting driver training programmes.

As part of its fleet modernisation efforts, TGL has invested 350 million Turkish Lira in purchasing 74 Ford tractors. This fleet expansion aims to improve transport efficiency. The tyre management partnership with Prometeon Turkey has been extended for another 4+4 years, integrating a 360-deg digital monitoring system for tyre usage and control. Additionally, 20 new Tirsan trailers, designed in accordance with ADR standards and offering high fuel efficiency, have been added to the fleet.

To train qualified drivers and promote gender equality in the logistics sector, TGL has launched the Women Truck Driver Academy in collaboration with Ford Trucks. This programme aims to encourage female employment in the sector, support women in logistics, and assist new drivers in their career development. The Professional Driver Programme, on the other hand, offers comprehensive training and employment opportunities for both male and female drivers, further increasing the number of skilled professionals in the industry.

## Operational expansion

As part of its European growth strategy, TGL has initiated TGL RO operations in Romania, strengthening regional logistics infrastructure. Investments in 20 new vehicles and equipment have improved intra-European transport efficiency.

To achieve its eco-friendly transport goals, TGL has launched a plan to expand its fleet by 100 percent. Sustainable logistics solutions are being developed in accordance with SQAS certification and European Cleaning Document (ECD) standards, ensuring high levels of safety and environmental compliance.

In Turkey, new storage facilities are being planned to strengthen operations further. Additionally, investments in tank container storage and cleaning facilities are being made to improve the safety of chemical transport processes.

## Collaboration at transport logistic

TGL will participate in the transport logistic exhibition to share industry innovations and growth strategies. At booth 415 in Hall B4, the company will engage with sector stakeholders to evaluate logistics developments and explore new partnership opportunities.

Cemil Can Yalçın, deputy general manager of TGL, commented: "At TGL, we focus on developing reliable, environmentally friendly, and innovative solutions in logistics. Over the past year, we have modernised our fleet and improved operational efficiency to strengthen our presence in Europe. We continue investing in sustainable logistics practices to provide the best service to

our customers. transport logistic will be a great opportunity to meet industry stakeholders, share our growth strategies, and explore new collaborations."

Going forward, TGL aims to maintain its leadership in the logistics sector by continuing its investments in sustainable solutions, offering environmentally friendly, innovative, and reliable services.

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TGL deputy general manager Cemil Can Yalçın

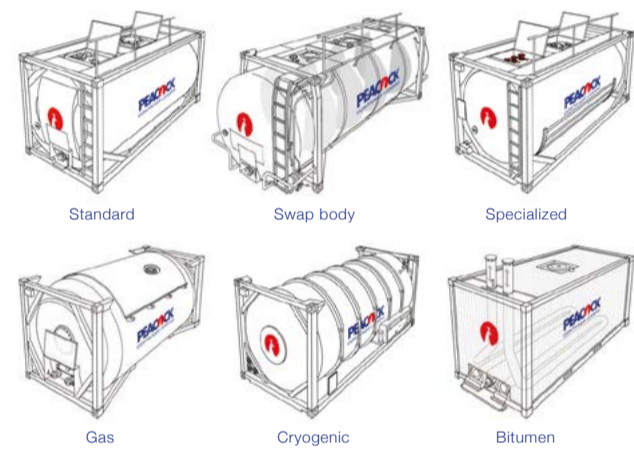


TGL has invested 350 million Turkish Lira in new Ford tractors



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# Talke strengthens in Italy

**T**alke is strengthening its European network. Its joint venture Global-Talke is expanding its presence in Italy with the acquisition of a new 20,000 sqm warehouse in Filago (Bergamo).

Located within the Covestro Chemical Park and just 50km from Milan, the site enhances operational capabilities and reinforces Talke's footprint in one of Italy's key chemical hubs.

"With the new site in Filago, we are significantly strengthening our presence in Italy and creating optimal conditions for specialised logistics solutions at the heart of one of the country's key chemical clusters," explained Victor Gil, general manager of Global-Talke. "Being located within the Covestro Chemical Park enables us to expand our services efficiently and in close proximity to our customers."

The new facility will complement Global-Talke's existing site in Bareggio (Milan) and is expected to become fully operational by June 2025. Preparations to obtain Seveso permits are already underway, ensuring that the highest standards for the handling of hazardous materials will be met.

Designed with state-of-the-art features, the warehouse offers 12m of free height and a storage capacity for 20,000 pallets across a total area of 30,000 sqm. Two compartments of approximately 5,000 sqm each, equipped with modern sprinkler systems, are currently available. Moreover, additional land has been reserved for the future construction of tanks and silos, enabling flexible expansion to meet evolving customer needs.

At the Filago site, Global-Talke will provide specialised logistics services tailored to the specific needs of the chemical sector. Core activities will include: storage and handling of hazardous and non-hazardous products; filling operations for liquids and solids; comprehensive supply chain support for chemical goods, including oxidisers, corrosives, and flammable as well as non-flammable materials.

The expansion in Italy represents a further step in Talke's strategy to strengthen its international presence and deliver first-class chemical logistics solutions across Europe. As Christoph Grunert, managing director of the Talke Group, emphasised: "Filago is a valuable addition to our international network and supports our strategy to grow Talke's European presence. With this investment, we are positioning ourselves even closer to our customers and expanding our

capabilities to meet the dynamic needs of the chemical industry."

## eActros test

In another move, Talke has partnered with Evonik Industries and Daimler Truck to test the all-electric Mercedes-Benz eActros 600 tractor unit under real-world conditions for the first time.

The trial run took place on the route between Wesseling and the container depot in Hürth, where around 800 transports are carried out annually.

The objective of the test run was to gather insights into range, charging times, and operational processes. While transports on this route will continue to be carried out with diesel tractors for the time being, the trial of the eActros 600 offers valuable findings for a potential switch to lower-emission alternatives in the future.

Christina Göhde, purchasing manager for dry bulk transport Europe at Evonik, emphasised the importance of such trials for the sustainable development of logistics. The use of electric trucks contributes significantly to reducing the ecological footprint. Testing and implementing new transport concepts is a key component of Evonik's logistics strategy.

Christian Hartmann, manager sales & business development at Talke, also sees the trial as a vital step in preparing for the future deployment of fully electric vehicles in chemical logistics.

"The path to zero-emission logistics presents challenges, but Talke is fully committed to testing innovative solutions early on and further developing them in collaboration with our customers," said Hartmann.

## Technical features

The Mercedes-Benz eActros 600 is equipped with a high-capacity battery exceeding 600kWh, allowing a range of 500km without recharging. The standard charging capacity is 400kW, with the potential to increase to up to 1,000kW, provided the necessary charging infrastructure is in place.

In addition to reducing CO<sub>2</sub> emissions (from 195,000km onwards, the eActros has a lower CO<sub>2</sub>eq footprint than a comparable diesel truck using the 2020 EU electricity mix), the electric drive also reduces noise pollution and offers a more comfortable driving experience. The immediate torque simplifies acceleration and merging into traffic, which is particularly beneficial in long-distance transport.



The Filago site features a warehouse with 12m of free height and storage capacity for 20,000 pallets

## Challenges

Despite the promising technology, several challenges remain for the widespread use of electric tractor units.

Charging infrastructure needs further expansion to ensure short charging times — both publicly and at company premises. Another hurdle in Germany is the still incomplete general ADR approval for hazardous goods transport. The vehicle used in the trial already had approval for transporting acids and alkalis. To achieve full ADR approval, electric trucks must be automatically de-energised in the event of a collision.

The trial was accompanied by Talke driver Czeslaw Wiczorek and driver trainer Ralf Gregor from Verkehrsinstitut Bayern GmbH. Their practical experience provided valuable insights for integrating fully electric vehicles into daily operations.

"I didn't have to adapt much since the cab is identical to that of the regular Actros. But what's really noticeable is the quieter ride and the absence of engine vibrations. I particularly like the direct torque when starting — it makes driving even more enjoyable. Overall, it's a great vehicle and I'm proud to have had the chance to test it," said Wiczorek after the test day.

Talke will continue to work closely with partners such as Evonik and Daimler Truck to develop sustainable transport solutions. While fully electric heavy-duty transport still faces obstacles, the direction is clear, and Talke is actively committed to future-proof and environmentally friendly transport concepts.

## Clean Sweep for Talke USA

In America, Talke USA, Inc has seen its Mont Belvieu facility become the first LSP to achieve the recently launched Operation Clean Sweep (OCS) Logistics Verification.

Developed by the Plastics Industry Association (PLASTICS) and the

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The Mercedes-Benz eActros 600 is equipped with a high-capacity battery exceeding 600kWh

American Chemistry Council (ACC), the OCS Logistics Verification programme establishes a new benchmark for resin loss prevention in logistics. It builds on the success of OCS Blue Verification and introduces rigorous, facility-level standards for trucking companies, warehouses, transloaders, and other service providers.

Talke USA is the first company globally to complete the full verification process. The company's team successfully implemented and demonstrated more than 25 required management practices designed to ensure proper containment, transfer, and handling of plastic resin materials throughout its operations.

"Becoming the first verified facility under this new programme is a proud moment for our entire team," said Richard Heath, president and CEO of Talke USA, Inc. "It reinforces our leadership in this space and shows what's possible when safety, accountability, and sustainability are built into every step of the supply chain."

This achievement is part of Talke's broader sustainability strategy, Crafting Responsible Logistics. From the introduction of hydrogen-powered trucks to its carbon neutrality target by 2040, every initiative is aimed at delivering high-performance logistics with the lowest possible environmental impact.

"I am very proud to have led the team tasked with receiving the first ever OCS Logistics Verification, a significant milestone for Talke USA and environmental protection as a whole," said Trey Pledger, regional HSSEQ manager. "Not only is this a testament to our team, but it also reflects our entire organisation's unwavering dedication to environmental protection. This is one of many major steps forward in our ongoing mission of Crafting Responsible Logistics."

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

# CemTainer tests

**A**ustrian rail wagon manufacturer InnoFreight has reportedly been testing an interesting new design of cement tank container.

Test runs have entailed rail movements across Germany and Austria, before trucks carried out the last mile deliveries of the 'CemTainers' to construction sites.

Among the innovative features of the CemTainer is its length. At 22.5 ft, four CemTainers can be carried on a 2x45 ft InnoWagon flatcar configuration. This provides an optimal 4 ton payload per meter of train length, according to InnoFreight.

In addition to shorter train lengths compared with 30 ft silo containers, the company claims the CemTainer is more manoeuvrable on the road among urban and construction site traffic.

It is also suitable for transport by electric trucks.

Each CemTainer holds 32 cbm of cement and carries a 31 ton payload capacity. Load is performed through three top hatches, aligning with Uacs cement wagon standards.

Pressure at 0.2 MPa unloads the cement, and tilting the container



Four CemTainers can be carried on a 2x45 ft InnoWagon flatcar configuration

accelerates the process. This system ensures fast delivery to meet construction demands effectively, the company states.

The tank containers come in an aluminium variant (tare weight 1.7 tons) and steel (3.3 tons).

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Trucks carried out last mile deliveries of the CemTainers to construction sites



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# Hupac keeps volumes stable

In 2024, the Hupac Group transported around 949,000 road consignments in combined road/rail transport.

The transport volume has thus remained largely stable. Hupac is countering the critical performance of the railway infrastructure in some areas with several measures.

The company takes a positive view of Switzerland's leading role in the newly created TEN-T North Sea-Rhine-Mediterranean corridor and the assumption of joint corridor responsibility by Switzerland and Belgium. The merging of the two Swiss transalpine corridors is another important step towards more efficient management of international rail freight transport.

The 949,000 road consignments translates 1,818,000 TEU in combined road/rail and maritime hinterland transport. This represents a decrease of 2.6 percent or 26,000 consignments compared with 2023. In its core business of transalpine movements through Switzerland, Hupac was able to keep traffic stable despite capacity restrictions in the Gotthard base tunnel (-0.2 percent).

The interruption of the Modane line and network adjustments in north-east Italy led to a sharp decline in transalpine traffic via France and Austria. Non-transalpine traffic with the markets in west, northeast and southeast Europe remained largely stable with a slight decrease of 1.2 percent.

## Freight-friendly construction

In addition to the cyclical decline in demand for transport, the problematic condition of the rail network was the main reason for the below-expectations development. The precarious performance of an ageing rail infrastructure, particularly in Germany, remains a burden on transport reliability. However, the recently completed refurbishment of the Riedbahn line between Frankfurt and Mannheim shows that freight-friendly construction is possible, Hupac says.

In its calculation the key factors are: sufficient capacity on the alternative routes in terms of available train paths, also by thinning out passenger traffic through the establishment of rail replacement services; electrified diversionary routes with few additional kilometres; identical production parameters for trains in terms of profile, train length and train weight; good technical quality of alternative lines thanks to preventive maintenance; no major simultaneous works on the international corridor concerned; and, sufficient time for the railways to prepare.

## Resilience

These criteria should be taken into account not only for the major corridor renovations, but generally for all construction sites, for example, also for the upgrade of the Rhine Valley line. The focus must be on performance and economic viability for rail customers.

"A diversion capacity of 80 percent is the absolute minimum to prevent freight traffic from migrating to the roads," said Michail Stahlhut, CEO of Hupac. "If there are significant additional costs, we expect infrastructure managers to make concessions. After all, the current performance crisis is the result of structural neglect and underfunding in the past."

Hupac itself is taking a number of measures to increase the resilience and stability of its services. On the occasion of the complete



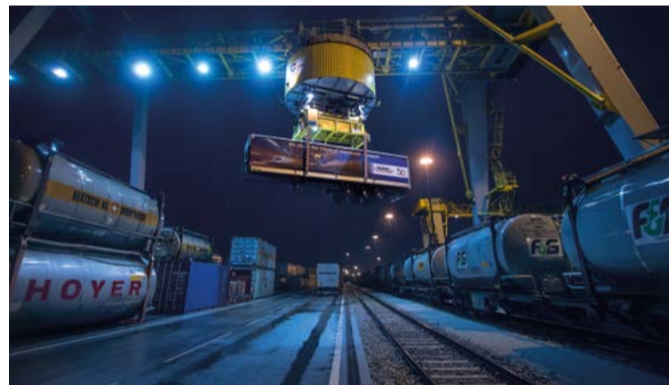
Since the beginning of 2025, Hupac has been routing some of its Belgium-Italy traffic through France instead of Germany

closure of the Rhine Valley Railway in August 2024 due to construction work, Hupac initiated a pioneering project involving Franco-German-Swiss co-operation. By setting up a diesel shuttle through Alsace, 20 freight trains a day in each direction were able to avoid the closure. The service was provided by SBB Cargo International and Captrain on a non-discriminatory basis.

"Since the beginning of 2025, we have been routing some of our Belgium-Italy traffic through France instead of Germany. This enables us to counter the risk of irregularities and increase the reliability of operations," added Stahlhut.

Other diversion concepts are in the pipeline. Operational measures include the provision of reserve compositions, the use of reserve locomotive drivers and the planning of additional capacity at weekends to deal with the backlog of train services cancelled during the week.

In addition to these internal efforts, Hupac expects the highest level of commitment from all parties along the transport chain in order to guarantee capacity in line with market requirements. On the infrastructure side, the company is advocating the installation of storage sidings along the north-south corridor through Switzerland, for example in Basel, Karlsruhe, Offenburg and Chiasso. "This is an important measure to reduce the impact of disruptions and maintain the flow of traffic," Stahlhut said.



Hupac transported around 949,000 road consignments in combined road/rail transport

## Future of combined transport

Despite the current difficult economic situation, Hupac is sticking to its strategy for the further development of combined transport. The focus is on expanding terminal capacities together with partners.

"This year we expect the new terminals in Piacenza and Barcelona to come on stream, followed next year by the Milano Smistamento terminal," explained Hans-Jörg Bertschi, chairman of the board of directors.

Hupac sees great potential in digitalisation. "Together with representatives from the entire value chain, we are working on standardising and optimising core processes. This will enable us to reduce complexity and operating costs and thus contribute to the competitiveness of climate-friendly combined transport," he continued.

Cross-border corridor management remains a decisive factor for the future of intermodal transport in Europe. Some 90 percent of combined freight trains cross national borders – a clear indication of the urgent need to internationalise infrastructure policy and management.

"The joint engagement of Switzerland and Belgium in the North Sea-Rhine-Mediterranean freight corridor is a step in the right direction. For a sustainable modal shift policy, we expect further improvements in corridor management, in particular greater coordination and reliability of international infrastructure measures," Bertschi added.

One concrete step would be the long-discussed widening of the Antwerp-Metz-Basel corridor to a 4m profile. The Commission's proposal, adopted by the Swiss Parliament in 2023, provides for the co-financing of the upgrading of the Vosges tunnels on the left bank of the Rhine.

"We support the dialogue between all parties involved in favour of pragmatic solutions in the interest of Europe's competitiveness as a business location," Bertschi concluded.

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

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# Dinges Logistics in 2025

*Founded in 2000, Dinges Logistics has established itself as a European player in the company's sectors.*

**W**ith a product portfolio of transporting, tank cleaning, an own workshop and container terminal with several heating and cooling options, Dinges has built the possibility of a one-stop solution for liquid chemical customers all around Europe.

Now the fleet counts more than 100 active tractor units, close to 130 tank container chassis, 100 chemical tanks and 1,000 tank containers. From its four sites in Germany - three in Grünstadt (Pfalz) and one in Dorsten - Dinges can deal with customers across Europe.

Combining all the sites, the total logistics area covers 52,000 sqm. The broad portfolio also enables it to meet the needs of customers with customised and comprehensive solutions, never shying away from challenges.

Reliability, flexibility and innovation play a major role. In this context, Dinges considers fast decision-making, direct communication, and the targeted use of telematics systems, which brings with it a high degree of transparency, to be critical to success.

Also, quality certification for 10 years is an important sign for customers that they can trust in the company and its proposal.

Dinges Logistics now employs more than 250 people and is operating in more than 30 countries all around Europe.

"We attach the highest importance to quality, sustainability, and safety," explains Michael Klopp, chief operating officer at Dinges Logistics. "For us, this means that we pay attention to ensuring that all our processes are carried out in compliance with all legal and internal company regulations, with the aim of always achieving the best possible result."

## Special anniversary news

Starting as a truck driver, the owner, Ingo Dinges, started with only a couple of trucks to build a transport company. But, over the past 25 years, there was always the aim and the mission of getting better and never standing still, even when successful.

This passion is also reflected in the offer to customers and business partners. With added value services in transporting, tank cleaning, workshop and the container terminal, Dinges is able to offer customers a one-stop solution both for companies and specific chemical products.



Dinges has taken on board 20 new trucks with the special Viking Design



The fleet includes almost 130 tank container chassis and 1,000 tank containers

In 2025, Dinges is celebrating 25 years of operation, and is doing so especially with some new trucks. These include 20 new trucks with the special Viking Design, which will be represented the whole year, starting with the special design for number 140 and new individual airbrush designs for the trucks.

Also, the new site in Grünstadt, which opened last year, is a sign of the company's professional work. Dinges never stops thinking about how it can perform better because standing still means that you're falling behind in the fast-growing sector. So, the company is always looking for young, professional and innovative people who want to start and improve the company in its daily processes and business.

CEO Ingo Dinges shares his thoughts about the anniversary: "When we are a European player and have grown up over the past 25 years, it's important that we don't forget our roots. Without our many truck drivers, our company wouldn't function. For us it's very important that when we celebrate success in our company, everyone should have the chance to celebrate with us, especially our drivers. They are the base of our company, and our success wouldn't be possible without them."

Another milestone in the history of Dinges will be a new logistics and office space at the site in Grünstadt. Next to the site at the Benzstrasse 15, opened in 2022, another site will open with a working space of 3,300 sqm.

COO Michael Klopp adds: "We want to continue positioning ourselves in a healthy way and increase the focus on value-added services. This is one of the goals that also goes hand in hand with short-term projects and lines but should continue to shape our future. We continue to see ourselves as a company that must focus on itself in order to meet the goals of our valued customers."

## Dinges @ transport logistic

For the second time in the company's history, Dinges Logistics will be represented at *transport logistic*. The trade fair takes place from 2-5 June at the Munich fairground.

At its booth (B4/129) visitor will get a lot of information about the company and its logistic solutions. The company will be represented by management and team members.

<https://dinges-logistics.com>



The new site in Grünstadt, which opened last year, is a sign of the company's professional work



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DEMI carries out high-quality repair work all types of tank container equipment, including liquid, gas and cryogenic



Investments include solar panels, capturing and re-using rainwater gas and cryogenic

# No half measures for DEMI

*Stroom is investing in DEMI Container Services to raise the bar across the tank container depot services sector*

**DEMI Container Services is looking forward to period of sustained investment and growth.**

Founded in 1996 in Heineoord, Netherlands, DEMI focuses on repair, modification, inspection and refurbishment of intermodal ISO tank containers, and small portable tanks.

In 2020, the company was acquired by Stroom (which at that time was named Ermewa Group). Since then, DEMI has opened a new facility in Houston, TX, and Stroom is continuing to invest in the company to 'transform' the tank container depot experience.

Originating from the initial need to provide more storage and maintenance capacity, as well as higher levels of service to the tank container industry, DEMI Container Services identified a number of issues in the industry to address:

- Limited focus on quality and safety.
- Lack of automation of the inspection, modification and repair process.
- Slow turn times due to inefficient operations.
- Shortage of container storage options.
- Limited systems integration with partners and suppliers
- Few options for maintenance services on specialised tank containers.
- A lack of environmental sustainability in tank container maintenance operations.

So, DEMI, through Stroom, has made investments in systems, infrastructure and people to tackle these challenges. The company is focused on delivering faster turnaround times for its clients, reducing supply chain disruption and enhancing their tank container fleet efficiency.

Moreover, as the process will be automated, the quality and accuracy of the data provided will be improved. "Debottlenecking the tank container maintenance process" has become DEMI's mantra.

These investments include renovation and infrastructure developments at both of DEMI's locations – Rotterdam and Houston. The changes are part of a bigger strategy to provide state-of-the-art essential infrastructure and skilled labour for the tank container industry, provide safe, high-

quality repair work for all types of tank container equipment, including liquid, gas and cryogenic, focus on improving the depot process with sustainable practices, and implementing innovative processes and systems to improve tank container maintenance work and empower clients' supply chains.

Stroom's strategic investments in DEMI are substantial and varied.

**Modernising Workshop Spaces:** this entails providing the largest interior workshop space in the industry, all recently constructed or refurbished.

**Sustainability Initiatives:** including investments in solar panels, capturing and re-using rainwater, a rechargeable electric container mover, high efficiency diesel container lifts and electric forklifts.

**On-Site Valve Rebuilding and Certification:** Each facility offers on-site valve rebuilding and testing, while certification services for PHONIX pneumatic valves are available in Rotterdam.

**Dedicated Repair Areas:** DEMI has expanded its dedicated and separate areas for repairing and modifying different types of tank containers. Allowing employees to specialise and dedicate their skills to servicing tank containers and small portable tanks by type.

**Overhead Crane with High Lifting Capacity:** Overhead crane(s) with 30-ton lifting capacity, smaller 10-ton cranes, and 2-ton cranes at workstations to make container and parts movement efficient.

**Robotics:** Robotics are being used for internal inspections of tank containers. This will simplify the process of taking ultrasonic measurements to determine steel thickness in tank containers. This technology delivers a tremendous increase in safety by reducing the need for technicians to enter the confined space of a tank container.

**Industrial tablets:** Industrial workbooks are located at each station in the tank container repair process. These tablets track the work completed on each asset in for service and immediately transfers the information to DEMI's operating system so that the next station in the repair or testing process is prepped with all the information needed.

**Efficient container handling equipment:** Custom built container movers, rotators on lifts to easily position tanks on their side and straddle carriers

with tight turning radii that move equipment with ease and efficiency.

In January this year, DEMI Netherlands took delivery of a rechargeable electric powered 'container mover'.

It can be operated by one operator standing at the control centre and viewing a built-in forward camera or standing nearby with a separate portable controller. The container mover will be used to move 20ft and 40ft containers in and out of the firm's new workshop, positioning them for lifting by a newly-installed 30 ton crane.

The equipment was designed specifically for DEMI and was manufactured locally in The Netherlands.

Going forward, DEMI and Stroom have plans for expansion and extension of this business model. Facilities in the Middle East and Asia Pacific are



Robotics are used for internal inspections of tank containers

part of the strategic plan. The issues impacting tank container service facilities in North America and Europe are part of a global challenge and the markets in the Middle East and Asia are no different.

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DEMI Netherlands took delivery of a rechargeable electric powered 'container mover' that can be operated by one person standing at the control centre and viewing a built-in forward camera or standing nearby with a separate portable controller

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Netherlands

# Eliminate your blind spot with ScanTank



The ScanTank automated camera inspection in action

*Abel Noordanus is the founder of ScanTank. During his time as tank terminal manager, he identified the need for improved and safe cleanliness inspection of tank trailers and tank containers, which inspired him to start ScanTank in 2023*

## Why did you start ScanTank?

I've always been puzzled by the fact that, in chemical and food production facilities, cleanliness protocols are strictly followed. Operators wear hairnets, gloves, and other protective gear, and product samples are taken at every step of the process. However, when the product is finally ready to be shipped, it's poured into a tank trailer or tank container without definitive proof that the tank itself is clean. Current inspection methods have a blind spot because the operator's view through the manhole is not comprehensive, leaving parts of the tank uninspected thereby implying potential cause of contamination.

Previously, I wasn't aware of the distinction between 'cleaned' and 'clean'. I always assumed that if a tank was cleaned, it was indeed clean, but that's not the case. Delving deeper into this, I discovered that the EFTCO Cleaning Document (ECD) is merely a support document that outlines the cleaning steps performed. It is not a certification and does not guarantee the tank's cleanliness.

This issue relates to liabilities and legal obligations, but ultimately, shippers expect the use of clean tank trailers and tank containers. I believe that the greatest value in the supply chain lies in product integrity and the producer's reputation. For this reason, we decided to develop ScanTank to eliminate this blind spot and enhance quality assurance throughout the entire supply chain.

## Can you explain ScanTank's technology in more detail?

ScanTank is an automated camera inspection system that provides an objective view of the interior of tank trailers and tank containers. Its real-time AI analysis offers the operator advice on what is being observed. The license plate or container ID is automatically recognised, and the paper ECD is scanned.

Together with the inspection images, this forms a complete record. Having proof that a truck or container is clean before loading offers significant benefits: not properly cleaned containers or trailers are identified and rejected early, and if a future claim arises, the stored images confirm the tank was indeed clean, ruling out that truck as the source of contamination.

## Why is the cleanliness of tanks before loading so important?

Everyone in this industry knows an ECD alone doesn't guarantee that a tank is actually clean. Producers work hard to uphold the highest quality standards for their products but often load them into tanks without certainty of cleanliness, which carries a risk of contamination.

We call this a 'blind spot' in the supply chain. Our system eliminates that blind spot by storing a visual record and making it possible to confirm the cleanliness of a specific tank at that specific moment. If contamination does occur, our customers can retrieve the ScanTank file and rule out the tank trailer or container as the root cause.

Over the past 18 months, having scanned more than 20,000 containers and trailers, we have seen the effect of the ScanTank check. The number of rejected trucks has declined, indicating a better cleaning job is being done—and also because the carriers know they will be thoroughly inspected for cleanliness.

## Does your technology remove the need for employees to enter the tank for visual inspections?

Yes, absolutely. With ScanTank, operators or truck drivers no longer need to position their head above the manhole or enter the tank. The system acts as an operator's 'smart eyes', providing an objective cleanliness check. This results in better working conditions, improved safety, and ensures that inspections are conducted objectively. We also have a short demonstration video available on our website ([www.scantank.com](http://www.scantank.com)) for anyone interested in seeing how it works.

## Do a lot of tank cleaning companies or depots use your technology?

Currently, our systems are mainly deployed at loading stations for chemical and food producers. However, we're in discussions with several cleaning and depot companies about installing ScanTank at their facilities. We are also developing a mobile version of the ScanTank Cleanliness module which can be used just after the cleaning process.

We believe that combining our system with an (e-)ECD benefits the



If contamination does occur, customers can retrieve the ScanTank file and rule out the tank trailer or container as the root cause

entire supply chain by reducing contamination risk and preventing rejections at loading stations — saving time and money in the process. We want to contribute to the supply chain by introducing the 'ECD-Plus' option for carriers. In addition to issuing an ECD, a ScanTank check will be performed before the container or trailer leaves the cleaning station. A cleaning station equipped with a ScanTank system offers a unique selling point to carriers and shippers.

## What is ScanTank's ambition?

We aim to eliminate the supply chain's blind spot regarding tank cleanliness and improve safety for operators and drivers in the field. Combining an ECD with a ScanTank scan into an 'ECD-Plus' will save time and money while reducing risks for all stakeholders in the supply chain.

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



We want to contribute to the supply chain by introducing the 'ECD-Plus' option for carriers



The technology aims to eliminate the supply chain's blind spots when it comes to tank cleanliness



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# TCP - a cleaning head for every situation

**T**ank cleaning is a specialised field. It requires precision, reliability, and a thorough approach.

Tank Clean Partner's (TCP's) own background as tank cleaning professionals means the company understood early on that the use of cleaning heads often leads to enormous costs, both in purchase and maintenance. It saw this as a problem and wanted to offer a solution. This practical insight forms the foundation of TCP Cleaning Heads: a range of cleaning heads developed with a focus on functionality, durability, efficiency, and cost-effectiveness.

The products are not simply designed on a drawing board, but the result of years of hands-on experience in daily operations. TCP has personally experienced where existing systems fall short and which aspects make the difference in the final result. This insight led to a series of cleaning heads, each capable of addressing a specific challenge.

TCP offers several cleaning heads, each with its own characteristics and applications:

• **TCP AquaGear – High pressure cleaner**

This cleaning head is designed for high pressure and high flow. The AquaGear 360 delivers powerful performance and is particularly suitable for thoroughly cleaning tanks with stubborn contamination.

• **TCP PneumaForce – High and low pressure IBC/Barrel cleaner**

A pneumatically driven cleaner, specially developed for smaller containers such as IBCs and drums. This provides efficient cleaning in hard-to-reach areas. Choose between 2 of 4 nozzles and the IBC or barrel will be clean within minutes.

• **TCP AquaFlow – Low pressure cleaner**

A robust and versatile cleaning head that offers a good balance between flow and pressure. Suitable for a wide range of applications where reliability and consistency are important. Lower pressure up to 20 bar, combined with a flow possible up to 280 lpm, makes this cleaning head suitable for the higher flow cleaning processes.

• **TCP AquaFlow S – Low pressure cleaner**

The compact variant of the AquaFlow, ideal for situations with limited space, without compromising on cleaning power. With this cleaning head, you can go as low as 40 liters per minute on 7 bar and still have a cleaning diameter of 5.5 meters.

TCP can offer a suitable solution for virtually every cleaning situation



TCP CLEANING HEADS  
TCPCLEANINGHEADS.COM

• **TCP TC-110 – Low pressure cleaner**

An all-round cleaning head that is widely applicable and known for its durability and easy maintenance. It is particularly suitable for CIP/Latex cleaning setups because of its reliability and extreme large flow.

Thanks to this broad range, TCP can offer a suitable solution for virtually every cleaning situation, whether it involves low pressure, high pressure, high flow, or low water volume.

The company is also continuously innovating, working on developing new types and models, ensuring the range remains optimally aligned with the changing needs and technological developments within the industry.

Maintenance and overhaul are inevitable, but this should not become an unnecessary expense. That is why TCP maintains fair

prices for parts and overhauls. In addition, it also provides training for customers' technical staff. This enables them to perform maintenance themselves, keeping operations efficient and manageable.

Currently, TCP supplies cleaning heads directly. But to serve customers better, it is in the process of establishing a dealer network, and is open to new collaborations and partnerships.

TCP's website contains comprehensive information about its products, technical specifications, and details about service and training options. "We are ready to advise you and work with you to find the best solution for your cleaning requirements," the company states.

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

## 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.
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- ★ Off-site Emergency Response

**Tank Types Serviced:**

- ★ ISO Tanks
- ★ Road Tankers

**Certification and Membership**

- ★ ISO9001:2105
- ★ ITCO Member





The new factory means that Perolo BIP is more than doubling the size of its manufacturing workshops

# Perolo expands in China

## Perolo BIP has opened a new factory in China.

Located in Jiangsu Engineering Technology, Rudong Economic Development Zone, the high-end valve manufacturing plant was opened just one year after breaking ground.

The project covers a land area of 36.2 acres and a new plant and ancillary facilities of 29,390 sqm.

Managing director Thierry Bourguignon explained that with the rapid development of Perolo BIP sales in China, there was a need to increase production capacity. "Additionally, we wanted to be fully integrated and automated in all our manufacturing processes from casting to welding to machining and warehousing, and we needed more space than what we had at our first facility in Jiangsu."

Perolo BIP has been doing business in China since the end of the 1980s, primarily servicing the refinery business, and the company began providing equipment for the transport industry in 2003.

The first local manufacturing operations started in 2007, in Hebei province, before moving to Jiangsu early 2015, when the French company completed the acquisition of a foundry workshop.

"We truly believe that Perolo BIP will continue to grow in China, and more generally in Asia, with our existing range of equipment, ie, valves and fittings for the fluids transport industry," Bourguignon

continued. "However, we are also forecasting new development, and with this new investment we are planning for this future.

"Jiangsu has a rich industrial tradition and the city of Nantong specifically gives us a competitive position, close to our main customers and a convenient location for export as well."

The new factory means that Perolo BIP is more than doubling the size of its manufacturing workshops which allow the company to supply initially about 3,000 sets of valves each month for ISO tank container market.

But on top of this Perolo BIP is also investing in a brand new research centre with state of the art equipment to support the company's development plan.

"And of course, we have allowed some space to accommodate manufacturing of future product lines," Bourguignon adds. "The existing workforce is now repositioned in the new factory and additional recruitment is in progress as well."

To begin with the new Jiangsu site will manufacture all equipment for transportable liquid tanks, including investment (lost wax) casting parts for the European market.

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

## SKL-E Pack – an alternative to conventional unloading

**W**ith the SKL-E Pack system, CVS engineering says it has introduced an energy-efficient solution for the rapid stationary unloading of silo vehicles.

The emission-free unit from the manufacturer of compressors and vacuum pumps for vehicles ensures a smooth unloading process for bulk goods. Typical customers are companies from the food production, construction, chemical and logistics industries as well as recycling and environmental technology.

One advantage of the system is that no engine or compressor of the delivering lorry needs to be running during the unloading of grain, sugar, flour, cement, lime, PVC granulates, soda or animal feed, ensuring a low-emission and low-noise process. The stationary system can also be operated independently of the vehicle and is continuously available.

The SKL-E Pack offers tangible benefits for haulage companies and fleet operators in particular. As no onboard compressor is required, the investment costs per vehicle are reduced.

In addition, there is no need for complex superstructures and maintenance costs are reduced as no additional technology is installed on the vehicle. The system also offers flexibility in daily practice: any truck can carry any load - regardless of whether it is equipped with a compressor or not. This means that subcontractors or rental vehicles can also be used without any problems.

Moreover, the stationary solution completely relieves the load on the truck engine, which extends its service life and reduces thermal and mechanical stress.

### Process reliability

There are also clear advantages for bulk goods receivers. The SKL-E Pack enables consistent unloading quality - regardless of which vehicle or subcontractor is used for delivery. The unloading process can be designed to be clean, quiet and efficient, which is particularly relevant in sensitive areas such as food factories, breweries or inner-city production sites.

In addition, customers remain independent of the haulage company's technology. Even if they do not use onboard compressors, unloading can still be carried out reliably. For companies with a high truck frequency, the system pays off in the long term thanks to standardised processes and the possibility of energy-efficient operation, for example with frequency converters.

The unit was developed not least because of the increasing demands for sustainability and efficiency. However, it also contributes to operational optimisation, as the compressed air can be used for pneumatic conveying in the company.

"Until now, unloading was mainly done via the compressor on



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In addition to storage, there are options for heating by steam, electricity, or hot water, as well as cleaning and repair.



More info  
[www.tankcleaningvenlo.nl](http://www.tankcleaningvenlo.nl)

the truck. However, truck-based systems have disadvantages such as a high noise level," explains key account manager Patrick Zettler from CVS engineering.

In addition to noise emissions, the truck engine also causes higher fuel costs and higher maintenance costs due to the higher mileage. The avoidable exhaust gases from a running diesel engine also contribute to CO2 pollution. The SKL-E Pack system, on the other hand, can simply be connected to a power source.

"It works quietly and uses the energy with a higher degree of efficiency," adds Zettler.

### User-friendly

This is also due to the components used by CVS engineering. Depending on the application, the power package consists of an oil-free screw compressor and a powerful electric motor with 22 to 55 kW. This combines the main advantages of stationary unloading in one product and offers users less downtime, reduced operating costs and user-friendly operation. An integrated control unit is used to adjust the volume flow and optimise energy consumption. Depending on the model and requirements, components such as a frequency converter, compressed air cooler and speed control are optionally included for even more efficient operation.

Logistically, the delivery process can be easily integrated into the operating processes: The silo vehicle arrives for unloading, is

connected to the SKL-E Pack system and the electric screw compressor generates the necessary pressure. The control unit optimises the volume flow for maximum efficiency and the optional speed control adjusts the output as required.

With the SKL-E Pack, CVS engineering offers a modern alternative to conventional truck unloading, especially in mixed areas or noise-sensitive company areas. As a result, the bulk material is discharged quietly and in an energy-saving manner. "Although the system is primarily designed for silo vehicles in road transport, it can also be used for rail vehicles," Zettler adds. A weatherproof cover is required for outdoor use.

### Rapid amortisation

The economic benefits of the SKL-E Pack become apparent after just a short period of use: the combination of low operating costs, high energy efficiency and reduced vehicle stress ensures rapid amortisation. Companies benefit in the long term from a reliable, environmentally friendly and low-maintenance unloading system with a high degree of future-proofing and simple plug-and-play installation.

"The bottom line is that running costs and environmental impact are reduced when using the SKL-E Pack, making it the more economical, quieter and more environmentally friendly alternative," summarises Zettler.

[www.cvs-eng.de](http://www.cvs-eng.de)

# Robotic welding for Fort Vale China

**In a move to enhance Fort Vale's global manufacturing capabilities, members of the company's specialist maintenance and engineering teams from Fort Vale UK recently travelled to its Shanghai factory in China, to help with the successful implementation of a state-of-the-art robotic welding machine.**

The investment will bolster Fort Vale China's production processes and marks a major step forward in production capabilities and capacity, enabling the China operation to carry out intricate welding operations with increased consistency, speed, and efficiency.

The robot welding machine is tailored to aid the production demands of Fort Vale's Chinese customer base, ensuring it can provide faster lead times, enhanced quality of its products, and an agile response to market needs.

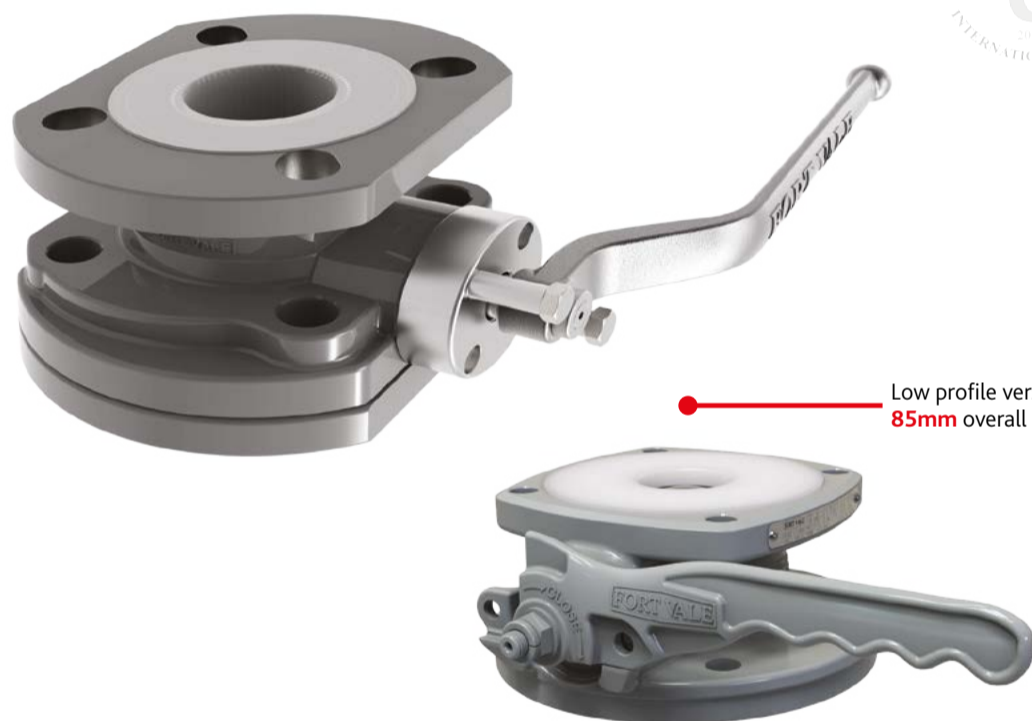
The collaboration between the UK and China manufacturing plants is an example of Fort Vale's global integration and technical expertise. The UK engineers worked closely with the China team to install, configure, and train the relevant staff on the new robotic system, ensuring that there would be a seamless adoption of this process.

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



The robot welding machine is tailored to aid the production demands of Fort Vale's Chinese customer base

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.

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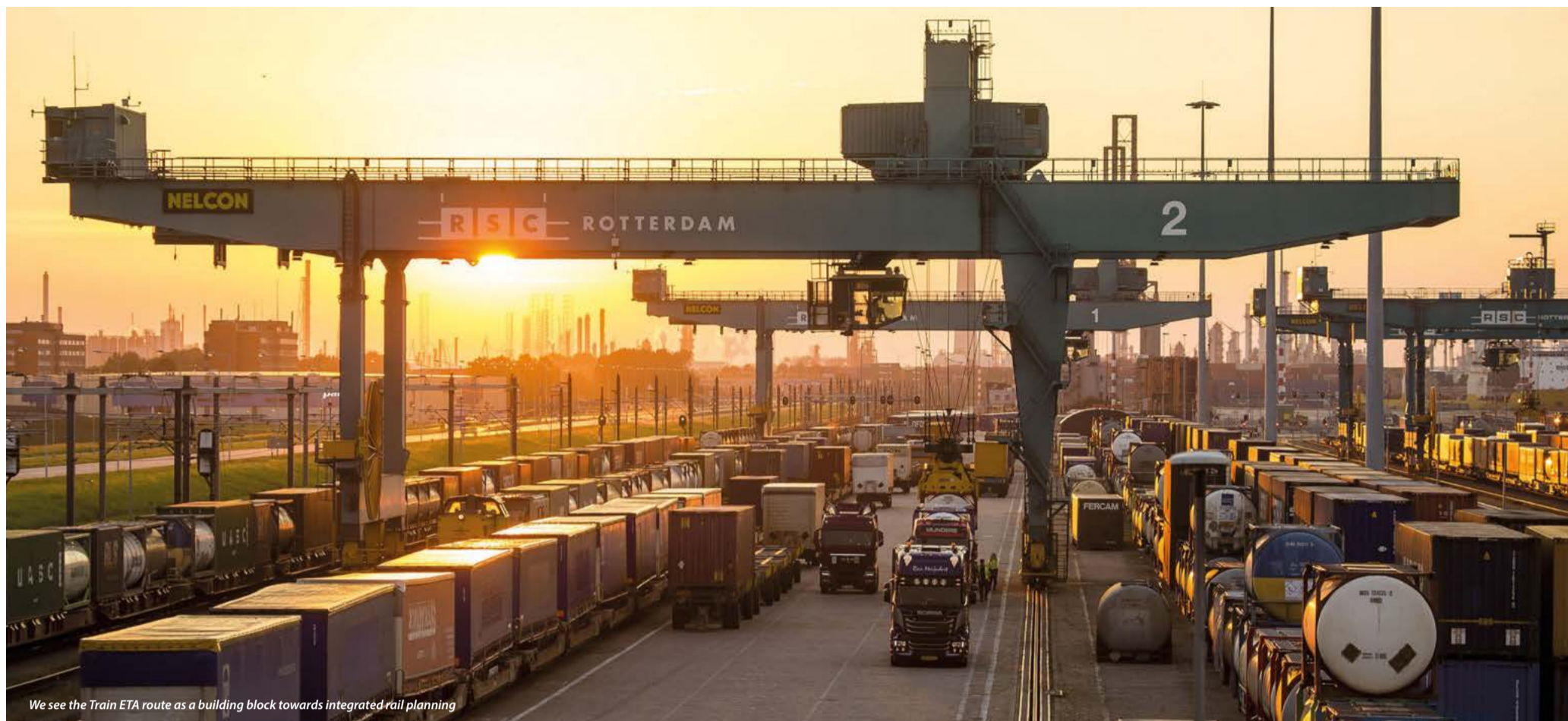
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We see the Train ETA route as a building block towards integrated rail planning

# Drilling down

*Port of Rotterdam is looking for more insight into the composition of freight trains running to and from the port*

**We live a data-driven world, and logistics stakeholders are expending time, energy and money to gather yet more to understand better the markets they work in.**

Port of Rotterdam's 'Rail Connected' programme entered its fourth year in 2025 but this time with a big difference.

The aim of Rail Connected is to use digitalisation to streamline the information exchange between carriers, rail operators and terminals, and to reduce manual operations. The first step was completed in 2022: the pre-notification of trains. Once a week, everyone digitally reports which trains will be running the following week. The functionality of Phase 2 – 'train composition' – has been live for testing since 1 October 2024.

That functionality became operational on 1 April 2025. Now there is digital clarity about the composition of the freight trains going to and from Rotterdam in terms of locomotive, the number and type of wagons, and the specific container on each wagon.

The third major phase is expected to be completed next year, after

which the 'holy grail' – integrated planning of rail freight transport to and from Rotterdam – will come into view.

## 26 parties

Bertschi and Rail Cargo Austria recently joined Rail Connected as the 25th and 26th parties, teaming up with APM Terminals Maasvlakte II, Combi Terminal Twente-Rotterdam, Contargo, DB Cargo Nederland, DistriRail, DP World Intermodal, ERS Railways, Hutchison Ports Europe Intermodal, Haeger & Schmidt Logistics, Hutchison Ports ECT Rotterdam, KombiRail Europe, Lineas, LTE Logistics & Transport, Neska Containerline, Optimodal, Port Shuttle, Rail Force One, Raillogix, Rail Service Center Rotterdam, Rotterdam Rail Feeding, RTB Cargo, Rotterdam World Gateway, Cabooter Group and Trimodal Europe.

Combined, the participants account for about 90 percent of the Rotterdam rail freight sector active in container transport.

"We have extensively tested the 'train composition' route over the past months," explains Demi Holleman, hinterland product owner at Portbase. "This resulted in a few minor adjustments, such as a different name for a download button, but nothing major. More than half the parties involved have since implemented the system. In recent months, Port Shuttle and Rotterdam Rail Feeding have even been using the system in practice with ECT. It works well, that is why the functionality is operational now."

"This specific step does not have much added value for us, but it is a necessary stage on the way to the ultimate goal," says Rémon Kerkhof, deputy director at Optimodal, a logistics service provider focused on European container transport by water, rail and road.

"We already had insight into the composition of our trains. Nevertheless, it has triggered us to see whether we can simplify our own business processes with the data that becomes available. We are still in the exploratory phase, but in this way, it is more useful than we initially thought."

## Train ETA

This year will mark the next phase. Holleman adds: "We call it 'Train ETA', but essentially, we want to create a near real-time insight into where the trains are and when they are expected to arrive at their destination. For the so-called managed areas, RailNetEurope supplies us with the European data for infrastructure managers such as Prorail. Then we know when a train passes a station or border crossing, but it is essential that the expected departure time of the trains is included as accurately as possible. Technically, we expect the challenge to be smaller, but the focus is on the connection via an application programming interface, or API."

"That would definitely benefit us and the entire sector," reckons Malik Kermo, manager of customer service & planning at Rail Force One. "The added value here is that better decisions can be made

when one party has the overall view. This way, you know which train should be prioritised and which one can wait a bit. We all gain from this."

## More dedicated capacity

Portbase expects to have the system fully live by 2026. For the insights gained in this phase actually to lead to better decisions about who is allowed to run and when, and thus prevent inefficiency, a co-ordinating party will be needed, points out Suzanne Smit, programme manager on behalf of Port of Rotterdam Authority. "We have already started a small working group for this purpose, which will identify where the bottlenecks lie," she says.

She emphasises that much has already been done and achieved in recent years and that there will be an acceleration this year. "At Portbase, more dedicated capacity is being made available for the rail product, initially for Train ETA, so that's excellent news."

"We see the Train ETA route as a building block towards that point on the horizon: integrated rail planning," continues Kerkhof of Optimodal. "We know that rail freight transport can become much more efficient with a better use of resources. However, that does require everyone's transparency, collaboration, and investments in time and money. Not everyone is equally enthusiastic about this, but I look at it from a community perspective. Ultimately, all parties in the sector benefit, and it is also socially relevant. You must keep that bigger picture in mind. Okay, it's an investment of a few thousand euros right now but compare that to the millions of euros that we all book in train risk every year."


Malik Kermo of Rail Force One 'couldn't agree more'. "The days when we all worked in our own areas really need to come to an end," says Kermo. "That is why I'm so pleased with this initiative. As a sector, we have stepped out of our comfort zone. We've never come this far before. Now we're really going to achieve something!"

"The fact that everyone gains insight into the train composition helps us prevent a lot of waste," according to Saskia Mureau (director customer digital Port of Rotterdam Authority). "Errors are detected earlier, capacity is used much more effectively, and failures can be identified in time, allowing another container to be scheduled. This not only enhances the efficiency and reliability of rail freight transport as a product but also fosters greater mutual trust within the chain."

The 'Rail Connected' growth programme stems from the Rail Freight Transport Measures Package intended to stimulate freight transport by rail. The programme is financed 50-50 by the Dutch Ministry of Infrastructure and Water Management and Port of Rotterdam Authority. The port authority co-ordinates the programme that was designed in conjunction with market parties.

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# Sitra, Keijzer make a perfect match

**“The importance of this deal for our group cannot be underestimated. Everything matches, even our colours!”**

That is how David Saelens, executive chairman of Belgian transport firm Sitra Group, described his company's acquisition of Dutch company Albert Keijzer.

Established in 1962, Sitra remains a family-owned business with a turnover of €250 million and employs more than 2,000 people across 12 countries, including the Netherlands. It operates more than 1,000 owned trucks and 2,500 trailers/containers, including liquid and powder food tankers.

Albert Keijzer is a Netherlands-based tanker operator specialising in the foodstuff industry. It turns over about €25 million, employs 150 people and operates 120 trucks and 270 trailers. The company also has its own cleaning station and workplace and has an excellent operational and financial track record.

Like Sitra, Keijzer is a family owned businesses. Its current shareholders are third generation, another similarity with Sitra.

“Everyone knows our group is on a sustainable growth path and this deal fits 100 percent with our strategy,” Saelens continued. “Keijzer is an icon in the foodstuff logistics industry and it is a renowned and reliable partner.”

In addition to the major shareholding of the Saelens family, Sitra brought onboard investment firm Creafund in 2021 to help the company grow.

“We and Creafund got to know Keijzer (as a) well-established organisation and its management as very passionate, hardworking and dedicated to the wellbeing of their drivers and employees,” Saelens added.

“It was a great pleasure to work with Rob de Visser, (Keijzer CEO), Jos Baltés (technical manager) and Angela Ross (CFO) who all are true professionals in the industry, to close this deal. We are convinced that the contribution of Keijzer's experienced people will be an added value for the entire group.

“To maintain continuity, we would like to stress the day to day business will remain unchanged and Rob, Jos and Angela will therefore remain in their current positions. We have applied this same approach in our past acquisitions years and noticed this is a recipe for success.”

Keijzer CEO Rob de Visser echoed these sentiments. “We look forward to the collaboration between these two logistics pioneers,” he said. “Generations ago, the Saelens family had already visited Albert Keijzer in Zaandam, then led by Co Keijzer. It was precisely this long-term relationship



Even the colours match!

that formed the basis for the talks between the two parties.”

As continuity is of great importance to the company and its employees, Sitra was the ideal partner to provide this security.

“Sitra's scale and ambitious plans for the future enable us to strengthen ourselves in an increasingly competitive market by using the knowledge, expertise and capacity of a reliable partner,” de Visser added.

“We are convinced that both parties can learn a lot from each other. This offers an excellent opportunity to work together on optimal logistics performance - something that is precisely in the interest of our customers right now.”

Albert Keijzer's orange trucks are a familiar site on European roads. Although best known for tanker-trailer shipments, the Dutch firm also provides tank container transport.

It also has a stake in K and K Solutions, a joint venture with Flexitank Solutions, that provides specialist transport and packaging services for the food and cosmetics industries, in particular the distribution of oils and fats.

David Saelens went on to say that the Sitra Group's aim is to reach the €300 million barrier in terms of turnover by the end of this year and the Keijzer deal brings this goal a step closer.

In 2023, Sitra bought UK firm Abbey Logistics Group, which also has a significant foodgrade capability.

“2025 is far from over and we will most probably come back with more exciting news very soon,” Saelens said.

Kenneth Depuydt, partner in Creafund, said the acquisition fully fits in with its growth plan.

“We have learned to appreciate Keijzer's approach and professionalism and it is really inspiring to see our group growing into a quality, well reputed and reliable company that values its people greatly,” he commented. “(Keijzer's) contribution will assist our entire group and we look forward to adding similar organisations to consolidate further in the food logistics market.”

Keijzer was advised by Sophista and Sitra was advised by De Breij and BDO.

Terms of the deal were not disclosed.

[www.albertkeijzer.nl](http://www.albertkeijzer.nl)  
[www.sitra-group.com](http://www.sitra-group.com)

# From road to rail – one year, 2,000 tons of food

**Shifting road transport to rail is an important step toward sustainable logistics.**

This is why intermodal transport has been a matter of course at Karl Schmidt Spedition in Heilbronn, Germany for many years.

With the creation of the new Schmidt Food Logistics division, the road-to-rail transition is being further intensified. A good example of this is the annual transport of 2,000 tons of durum wheat product for the company Atriplex from southern Italy to Hamburg.

“Until now, the goods were transported by Schmidt silo or container vehicles – with the well-known challenges such as traffic congestion, accidents, and environmental pollution. The customer's decision to shift transport to rail helps to address these challenges even better,” explains Alexander Epp, head of Schmidt Food Logistics.

One of the key features of rail transport is its lower CO2 emissions compared with road transport. In addition, rail transport is often more cost-effective and reliable, especially for long distances such as the one from southern Italy to Hamburg.

The switch to rail transport required thorough planning, close collaboration with various railway companies, and intensive communication between Schmidt Food Logistics and Atriplex representatives. Key factors for the project's success include the adaptation of the infrastructure, from setting up loading stations to co-ordinating timetables.

One year after the switchover, the results are very positive. CO2 emissions have been noticeably reduced and transport costs lowered. Furthermore, transport reliability has improved even further, leading to higher customer satisfaction.

Epp continues: “Our customer's feedback was



Alexander Epp, head of Schmidt Food Logistics



Schmidt pressurised containers for food transport

clear: the decision to switch to rail transport was one of the best they had ever made.”

The positive results have convinced Atriplex to develop further projects with Schmidt Food Logistics to shift road transport to rail. In the long term, rail transport is to play a central role in the company's sustainable logistics strategy.

“This switchover demonstrates how customer-oriented solutions and collaboration can achieve both ecological and economic benefits – an important step towards a more sustainable future,” Epp adds.

**The project in comparison:**

Road: 2,000 tons // 25 tons/truck // 2,000 km // 0.1 kg CO<sub>2</sub> per ton-kilometer  
Rail: 2,000 tons // 20 tons/load // 2,000 km // 0.02 kg CO<sub>2</sub> per ton-kilometer

**Results:**

Total CO<sub>2</sub> emissions for road transport: 400,000 kg  
Total CO<sub>2</sub> emissions for rail transport: 80,000 kg  
CO<sub>2</sub> savings from switching to rail transport: 320,000 kg

**Key data:**

Start: 24 October 2024  
Transports in progress / 15 transports per month  
Average weight: 20 tons  
Total volume to date: 680 tons

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# Sustainable bulk logistics across Europe

**F**inland-based bulk logistics company RL-Trans says its new transport concept can reduce emissions by up to 90 percent.

After growing steadily for over 25 years, RL-Trans has evolved into one of Europe's larger players in the bulk logistics sector.

Headquartered in Lapväärtti, the company transports and handles unpacked dry bulk products – such as food, feed, chemicals and other industrial powders – as well as highly sensitive liquid gases. Its operating area covers all of Finland, Scandinavia, the Baltics and Central Europe.

"Although we have been growing for decades, our annual growth rate still exceeds 10 percent. Over the past years, we have gained momentum especially in international logistics, which now accounts for over 70 percent of our revenue", says market and sales manager Andreas Lindedahl.

In 2025, RL-Trans celebrates its 70th anniversary. For all its history, providing dynamic logistics services tailored to each customer's needs has been a core value for the company.

"Unlike many other companies of similar size, we take care of the whole logistics chain with our own fleet and assets to maintain full control over quality and operations. We own our entire fleet consisting of more than 300 transport units as well as many warehouses and terminals where we conduct rebulking and other services. Thanks to



RL-Trans is still investing in new trucks that run on sustainable fuels

this, we can provide a wide repertoire of value-added bulk logistics services."

As the energy transition shapes the logistics industry, RL-Trans is continuously exploring ways to decarbonise its operations. In 2024, the company launched a new concept that involves transporting its units also by train, expanding its multimodal and intermodal operations.

"Usually, we transport the products by truck both to the port and from the port to the customer. However, the new concept minimises

trucking by replacing major parts of the journey on the road with rail transport," Lindedahl explains.

"Many of our customers are large-scale global companies that are looking to reduce significantly their carbon footprint. With this new concept, we can cut the emissions of a single shipment by up to 90 percent."

Despite aiming to scale down road transport, RL-Trans is still investing in new trucks that run on sustainable fuels. Since 2019, it has acquired several trucks that solely run on biogas.

"Although operating biogas trucks requires more route planning due to limited infrastructure, we have been able to provide low-emission transport across Europe with them," Lindedahl states.

RL-Trans plans to expand its fleet with heavy-duty trucks that use sustainable fuels in the future. In addition to biogas, there are a lot of

potential options for fuel, such as hydrogen, renewable diesel, and synthetic fuels as well as electric trucks.

"By using our multimodal logistics concepts, like combined sea and rail transport as much as we can, and investing in carbon neutral road transport, we are following the EU's ambitious target to reduce emissions," says Lindedahl.

However, he points out that bulk logistics is inherently an eco-friendly form of transport. Since products move directly from one process to another without being packaged, a lot of materials are saved down the road.

"This is also one of the reasons why the demand for our services is constantly increasing," he adds.

In addition to sustainability, digital solutions is one of the key areas of investment for RL-Trans. For over 25 years, the company has strived to digitalise all processes to the fullest extent possible. Thanks to this, RL-Trans' and its customers' systems are well-integrated.

"Within the bulk logistics sector, we are a forerunner in offering customers real-time data on their shipments. This makes communication very seamless," Lindedahl underlines.

Efficient optimisation of fuel management and driving, routes and freight loads is also something RL-Trans has been and is striving for in its digitalisation efforts. This has helped the company in reducing the kilometres driven and minimising fuel consumption.

"Looking ahead, we are focusing more on using artificial intelligence in, for instance, optimising routes to reduce our emissions even more," says Lindedahl.

"Thanks to our skilled team of professionals we are well prepared to meet the future challenges in the bulk logistics sector."








[www.rltrans.fi](http://www.rltrans.fi)



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DYNAMIC LOGISTICS

## Kenan on the acquisition trail

**U**S bulk logistics firm Kenan Advantage Group (KAG) announced two significant acquisitions in March.

Based in North Canton, Ohio, KAG bought both MC Tank Transport, Inc, which specialises in delivering liquid bulk chemicals in tankers and ISO tank containers, and Evergreen Transport, an Alabama-based tank and dry bulk logistics firm.

West Chester, Ohio-based MC Tank operates from eight terminal locations and three ISO container depots throughout the Southeast and Midwest, USA, delivering and storing caustic soda, sulphuric acid, hydrochloric acid, and other specialty chemicals.

"This acquisition marks a key milestone in KAG's continued growth and solidifies our commitment to delivering innovative, specialised solutions to our chemical customers," stated Charlie DeLacey, KAG's CEO. "By combining the strengths of MC Tank with our existing fleet and network, we are enhancing our capabilities to offer not only premier chemical transport but also ISO container storage, transport, and related services to meet the evolving demands of our customers' supply chains," DeLacey continued.

As part of the transaction, KAG will welcome approximately 175 professional drivers and 70 operational and administrative staff while 100 tractors and 500 trailers/chassis to its fleet. The ISO depots also provide container services, including storage, steaming, washing, and maintenance.

"KAG is the perfect partner to provide MC Tank with the resources and know-how to expand our footprint, capabilities, technology, and services,"

stated MC Tank's president Michael Anderson.

Based in Mobile, AL, Evergreen Transport delivers products such as lime and cement into a variety of end markets. Walter Poole, Evergreen's founder, first entered the transport industry in 1946, and the family run business extended for three generations.

"As we continue to build our dry bulk transport platform, Evergreen Transport is another perfect fit with our growth plan," stated Rick Hoyle, KAG's executive vice president of dry bulk.

"Its customer-centric business model, along with the diverse end user markets, complements our current dry bulk operations which have grown significantly over the past 12 months. We are also inspired by Evergreen's truly unique, family-owned history which captures the entrepreneurial spirit of our industry," Hoyle continued.

As part of the transaction, KAG is taking on 100 drivers and 45 operational members, and growing its fleet and facilities by 158 tractors, 338 trailers, and four terminal and satellite locations throughout Alabama.

According to David Wildberger, president of Evergreen Transport: "The importance of partnering with an organisation that will continue our founder's legacy of taking care of our employees and our customers was first on our list. It is exciting to be an integral part of a new and expanding dry bulk platform which is capitalising on the strengths of reputable and experienced players in our niche."

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

# Hoyer steels itself for global IBC tote market

**H**oyer is, of course, one of the major players in the global tank container and tanker trailer markets.

Less known, perhaps, is the Hamburg-based logistics group's role in the industrial packaging sector.

With more than 55,000 IBC totes, Hoyer's global network of experts and associated technical expertise have set standards in the IBC market for many years.

The sector remains on course for continued growth as Hoyer looks to open up new markets worldwide and expand its product portfolio in existing ones.

The advantages of the small containers are obvious: intermediate bulk containers (IBC totes) made of stainless steel and with capacities of 500 to 2,500 litres are versatile, reusable, safe and durable – in other words, particularly sustainable. Hoyer says this sets them apart from mass-produced disposable plastic IBCs.

And these small stainless-steel containers are big business: the IBC tote fleet is in demand worldwide – in the chemical, food, pharmaceutical and cosmetics industries. They are particularly useful for high-quality products or special requirements, for example the use of agitators or heating. For instance, in the chocolate industry, Hoyer has set market standards with the development of its heatable IBC totes.

## All-round service

"Leasing is good, full service is better," says Marlen Blechschmidt, who took over global responsibility for the division as director IBC Logistics in 2022. "That's why we want to position ourselves even more strongly in the area of fully comprehensive service in the future. We have everything we need for this: the broadly-based network and logistics services provided by cotac (Hoyer's specialist cleaning division) with its international depot locations, as well as other logistics partners.

"In this respect, the focus is clearly on the company's name, 'IBC Logistics'. We not only offers customers the pure leasing of IBC totes, but also undertake services such as transport, cleaning, maintenance and repair. In addition, we also manage the fleet of leased IBC totes and the customer's own equipment – all from a single source."

In Rouen, France, cotac recently initiated a new semi-automatic cleaning system for IBC totes and blending tanks, also investing in safer, more efficient working conditions.

"Our new system replaces manual pre-cleaning and reduces handling between cleaning steps. By using a cleaning head, we also reduce the risk of injuries," says Claude Hulsken, cotac director France.

The system also saves energy and water, and so contributes to cotac's sustainability goals.

This investment followed another semi-automatic IBC cleaning facility put into operation at the firm's Mannheim, Germany site in 2023.

The semi-automatic plants are primarily designed to clean chemical and cosmetic products, but can also perform certified cleaning operations for food products, including kosher.

## Digitalisation

To enable expansion of the product portfolio, even more digital service is needed, Blechschmidt says. "Our customers increasingly want greater transparency, more information, and self-service."

And adds: "We are currently developing a new cloud solution that will bring our current portal to the next level. With smart interfaces it will be even more convenient for our customers to increase the efficiency of their entire fleet. We want to allow our customers to focus more on their core business, therefore our new portal will offer smart service such as order placement, planning and API integrations if needed."



Hoyer has more than 55,000 IBC totes



Marlen Blechschmidt, Director IBC Logistics and Niels Kool, head of European Sales IBC

Hoyer Connect, the portal that gives customers a real-time overview of their leased IBC tote fleet, is the first step. In future, Hoyer intends to develop the portal further so customers can place, manage and track and trace orders themselves.

"We are making good progress," Blechschmidt says.

## New markets, same strategy

With almost 50,000 IBC totes, Europe is Hoyer's core market. Niels Kool, head of European sales IBC, explains: "We have been active here for 30 years and are now the market leader. We aim to integrate our customers more closely and become the preferred partner through our solutions. In concrete terms, this means that we maintain a high level of utilisation of our IBC totes as flexible deployment equipment for our customers, and we integrate the customer's own equipment into our fleet management.

"This increases efficiency for the customer and reduces their costs."

In contrast to Europe, the IBC tote business in China is still rather new terrain. As head of IBC Logistics China, Kimi Xu has developed the business there since 2021, but much of it remains uncharted territory.

"Hoyer has been in the market since 2017. We have a lot of awareness-raising work to do – what IBC totes are and how our customers benefit from them," says Xu.

Leasing solutions for stainless steel IBC totes instead of purchasing

plastic IBCs are still not very common in the region.

"We are fully confident that China is a huge potential market for the chemical and food industries," says Xu.

Most of the 5,000 IBC tote fleet in China is currently rented out and the majority of customers are from the chemical industry, but Hoyer was able to acquire its first food customers last year. Xu is working hard to expand the customer base.

David Vanden Boom has been part of the team as head of IBC North America since July 2024 and is helping to raise Hoyer's profile in the US market.

Vanden Boom says: "Although Hoyer has been present in the US for a long time, we are still a small player with a fleet of 3,000 IBC totes and numerous competitors – but with a lot of potential for the future. We are initially focusing on new customers from the chemical industry, as our product and service offerings clearly differentiate us from the competition."

Initial inquiries from Latin America and Australia show that these packaging units are also a topic in other parts of the world demonstrating that IBC totes are a global topic. And Hoyer knows its IBCs.

"We look at each market individually and use local know-how and the Hoyer network to drive our growth forward – we are very well positioned to achieve this," concludes Marlen Blechschmidt.

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



'We not only offers pure leasing of IBC totes, but also undertake services such as transport, cleaning, maintenance and repair'









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# RDA factory launch

**RDA Bulk Packaging recently marked the grand opening of a new factory in India to produce FIBCs.**

Using the latest technology and with expanded production capacity, RDA says it is ready to serve customers better and ensure superior bulk packaging solutions.

The company claims it will enable faster production and deliveries, as well as eco-friendly and sustainable manufacturing.

RDA is headquartered in Indore, Madhya Pradesh, India, with its main manufacturing site in Ujjain, also in MP.

After more of development work and testing RDA has developed a range of FIBCs that have a 40 percent recycled content by weight. These bags are manufactured, tested, meet the requirements of ISO and are compliant with the UK's Plastic Packaging Tax, which came into force in April 2022. It applies to plastic packaging manufactured in, or imported into the UK, that does not contain at least 40 percent recycled plastic by weight.

<https://rdapackaging.com>



RDA has developed a range of FIBCs that have a 40 percent recycled content by weight

## Farmers encouraged to recycle

**The Illinois (US) Department of Agriculture (IDOA) is encouraging farmers and agrichemical facilities to take part in a free agrichemical container recycling programme.**

Beginning in the middle of July and continuing into August, sites throughout the state will collect containers that are recycled to make shipping pallets.

"This programme grows in popularity each year because it provides a safe and convenient way for farmers and agrichemical facilities to dispose of empty pesticide containers," said IDOA director Jerry Costello II. "Repurposing the plastic into pallets is far better for the environment than shipping them off to landfills."

Mini-bulk and IBCs can be recycled via the Department's container recycling programme by making a number of preparations. Mini-bulk (cage) containers are required to be cut into separate top, bottom and sides, fittings discarded (no metal, no wood). IBCs are to be cut in to one-foot square pieces, fittings discarded (no metal, no wood).

A local contractor, G Phillips and Sons - is offering services to pick up the containers throughout the year.

Collection sites will accept only high-density polyethylene, type 2 plastic agrichemical containers that are clean and dry. Participants are responsible for rinsing them and removing all caps, valves, metal, labels, booklets and foil seals.

The programme is a co-operative venture between IDOA, Agriculture Container Recycling Council, GROWMARK, Inc, Illinois Fertilizer and Chemical Association, G Phillips and Sons, LLC, Illinois Farm Bureau, and University of Illinois Extension.

<https://agr.illinois.gov>

# Schütz, GIE JV

**A newly-established co-operation between Schütz and Gestión Integral de Envases (GIE) combines technological expertise with market experience in the sustainable industrial packaging market.**

The joint venture's objective is to offer customers in Spain and Portugal a comprehensive range of eco-friendly packaging solutions, an extensive service portfolio and maximum supply security.

As an owner-managed company, GIE has more than 30 years of experience in the reconditioning of industrial packaging. From its location in central Spain, the company offers a range of services for IBCs, and plastic and steel drums, including delivery, collection and cleaning.

Schütz Ibérica has been operating in Spain since 1994 and currently runs three plants in Tarragona and Toledo. As part of the global Schütz Ticket Service programme, emptied packaging is collected, ecologically reconditioned and high-quality HDPE granulate is recovered for reuse in Schütz packaging.

The company also produces modern tank systems for drinking water and heating oil as well as energy-efficient underfloor heating systems.



GIE has more than 30 years of experience in the reconditioning of industrial packaging

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

## Mauser joins recyclers body

**Mauser Packaging Solutions has become a member of the Association of Plastic Recyclers (APR).**

As an APR member, Mauser is joining hundreds of organisations across the plastic recycling value chain committed to driving a circular economy for plastics.

Mauser has long given plastic materials new life, not only by incorporating recycled resin (PCR) in its own products, but also by generating more than 95 million pounds of recycled resin each year from empty industrial packaging collected through its Recover Syst-M programme.

With the increasing demand for sustainable packaging, joining the APR enhances Mauser's ability to provide high-quality PCR material to the market, align its packaging with recyclability standards, and ensure material and solutions meet both national and state-specific requirements.

"Joining the APR allows us to collaborate closely with other industry leaders and places us in an even stronger position to help our customers meet their sustainability targets," said Scott Skifano, vice president, global sourcing at Mauser.

The (APR) is an international non-profit and the only North American organisation focused exclusively on improving recycling for plastics. APR's tools & resources help companies design packaging that can be recycled, support innovations that overcome existing recycling challenges, and encourage stable and reliable markets for post-consumer recycled content.

### China expansion

In China, Mauser has announced the expansion of its capacity at its Haiyan facility. The investment includes new equipment for IBC manufacturing.

The new line produces UN-certified IBCs ideal for use in the chemical, food, and additive industries, while offering customers a comprehensive portfolio of IBC solutions to meet their specific needs.

Additionally, the investment supports the growth of Mauser's Infinity Series IBC line which incorporates Recolene – high-quality recycled plastic manufactured in-house from suitable raw materials, such as empty industrial packaging. These materials have been collected through the Recover Syst-M and reached the end of their usable life.

"We are proud to strengthen our commitment to supporting the Chinese market and multinational customers," said Ali Ozbudak, vice president, head of Asia Pacific. "This investment is not only about meeting growing demand on the Chinese market, but also about driving sustainability and innovation – values that are at the core of Mauser Packaging Solutions."

In addition to IBCs, the Haiyan facility also produces multiple types of plastic drums. It holds numerous certifications such as ISO 9001, 14001, 2200, HACCP certification, and recently achieved FSSC 22000 certification (Food Safety System Certification) for IBC and plastic drum production.

This food safety certification scheme demonstrates that a company has an effective food safety management system in place that meets the requirements of regulators, food manufacturers, and their customers. The facility boasts a 10K grade clean room which enables the company to meet the strict requirements of industries that handle sensitive or high-purity filling goods.

<https://mauserpackaging.com>  
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# Mixed picture for 2025 wine harvests

**The global wine market is likely to be hit as hard as any sector by President Trump's on-off tariff regime and resulting uncertainty over trade.**

With the 2025 harvests in the Southern Hemisphere in full swing, the picture so far is mixed, according to the March report from Ciatti Global Wine & Grape Brokers.

White grape tonnages have been exceeding expectations in Australia and bunches are large and heavy in New Zealand, but Argentina and South Africa's crops appear to be – at best – on course for their downwardly-adjusted long-term averages, while Chile's crush could come in significantly short due to a hotter-than-normal growing season reducing yields.

Globally speaking, the bulk wine market can be characterised as slow and steady since mid-February, with the Southern Hemisphere focused on harvest and demand in the Northern Hemisphere dampened by flat or declining retail sales and, in Spain, some elevated pricing on those wines most needed in Europe: generics, and especially generic white.

"Outside of generic white, few if any wines are making bulk market waves as the need is not pressing," noted Robert Selby of Ciatti.

Pockets of activity have arisen. Domestic demand in Chile has surged since the start of March as crop expectations there have been revised down; California's bulk market continues to be more active since the turn of the year, as some buyers now require volumes after a prolonged period of foregoing purchasing.

Italian wine exports to the US were robust in anticipation of the US import tariffs on EU products.

"Tariff wars are, to say the least, unhelpful for a wine industry battling a number of pre-existing headwinds, their implementation or the threat of their implementation injecting even more uncertainty into bulk wine and grape markets working hard to come to terms with the structural supply-demand imbalance and the changing consumer trends that have been a drag on demand post-pandemic," Selby stated.

In France, "Most in the industry remain sanguine and focused on growing sales where they can."

On the other hand, the wine industry in southern France



White grape tonnages have been exceeding expectations in Australia

continues to face financial hardship, with many wineries and co-operatives experiencing cashflow problems, exacerbated by the slow loading pace.

In the past, in similar market downturns, a wave of consolidation would bail-out loss-making businesses, but this time we are seeing troubled assets being left to their fate as the industry downwardly right-sizes in line with long-term sales trends.

Attractive sourcing opportunities abound, as necessity – being the mother of invention – opens up new business avenues. Argentina can supply generic white for as much as 10 percent cheaper than European alternatives, and Malbec prices have also softened over the past year.

It is proving a highly challenging time for Argentina's wine industry, with little money in the market to finance the harvest. Due to the prolonged domestic and international sluggishness of wine demand and the resulting large volume of inventory still at wineries, 2025 grape prices are down from 2024 – despite the country's annual inflation rate having run at 100 percent-plus in the meantime – and many wineries are unable to accept all the grapes from their suppliers.

At the same time, with energy and labour costs having risen dramatically, and cashflow limited, many wineries are constrained in the volumes of grapes they can process even if they wish to. Having outlaid on farming over the past year, growers will not leave grapes unpicked, and there will be wrangling to find homes for all the fruit.

California can now offer globally competitive generic wines in addition to traditional export offerings like White Zinfandel; the Cognac region of France, adjusting to reduced brandy exports, is serious about supplying competitively-priced generic white to the wine market for the long-term.

As tastes change, supply is moving flexibly to meet it. The Cognac Ugni Blanc can go into conventional wines but also sparkling bases, lower-alcohol wines, and RTD spritzer/cocktails.

Australia is upping white wine production at the expense of red; California is already well advanced as a producer of low/no-alcohol wine. And as the traditional bottled wine avenues feel the sales squeeze, some redirected premium-quality wines are helping lift the overall quality of the bulk market's offer.



Argentina can supply generic white for as much as 10% cheaper than European alternatives



Approximately 80 percent of Turkey's olive oil exports are in bulk

## Turkish olive oil rebounds

**After two years of significant cuts in global olive oil production, the 2024/25 campaign is bringing encouraging news, especially for Turkey.**

According to the European Commission, olive oil production has increased notably, with Turkey emerging as a key player in the global market.

Turkey achieved a record production of 450,000 tons, representing a 109 percent increase compared with the previous campaign. This growth positions Turkey as the second-largest olive oil producer in the world, behind only Spain. This success is due to significant investments in olive cultivation and substantial government support.

While other Mediterranean countries like Morocco and Italy have suffered from drought, Turkey has expanded its production under favourable conditions. This increase strengthens the country's position in the global market, stabilises prices, and ensures a steady supply of high-quality olive oil.

The rise in production has led to a substantial increase in exports, growing by 158 percent from 58,271 tons in the 2021/22 season to 150,618 tons in the 2022/23 season.

Approximately 80 percent of Turkey's olive oil exports are in bulk, highlighting its role as a major supplier. This surge in exports is driven by strong global demand, particularly from the United States, Spain, Japan, Italy, and Germany.

As a result, Turkey is well-positioned to continue its ascent in the olive oil industry, benefiting the global market and ensuring a robust export sector.

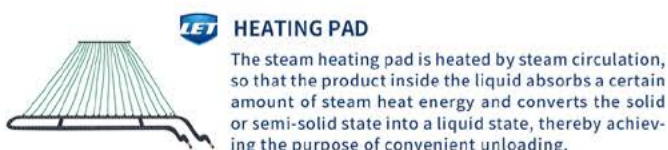


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Container flexitank is a new type of chemical container that can store and transport various non-hazardous liquid goods. Each container flexitank can be placed in a 20-foot container. The flexitank is made of multiple layers of materials, including four layers of food-grade PE film, plus a layer of PP strong wear-resistant woven fabric.

Its volume is 18-24 cubic meters, and the maximum specification can store and transport 24,000 liters of liquid, which is the most ideal application of container transportation. The unique one-time use, no recycling, no cleaning product characteristics of the flexitank make it the best transportation solution in the current non-hazardous liquid transportation industry, and can be used for sea and rail transportation.



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# Meeberg opts for MRI

**T**ank container lessor Meeberg has selected MRI Intermodal's advanced fleet and lease management solution to modernise its operations and drive business growth.

The new platform will provide Meeberg with comprehensive leasing and fleet lifecycle management, advanced data insights, and improved billing accuracy, which are expected to save over one month of administrative tasks annually.

It will also address limitations in the previous system that created growth challenges – the team found themselves wrestling with manual processes, data silos, and a lack of visibility into fleet leasing and financial operations.

“One of the key reasons we chose MRI was the potential to unlock powerful BI dashboards,” explained Michel van der Sman, chief operating officer at Meeberg. “The ability to slice and dice data across the business will be game-changing.

“Our previous system was excellent at day-to-day depot management, but when it came to lease contract handling and looking ahead, it simply wasn't built for that,” added van der Sman.

With significant external investment accelerating Meeberg's growth, the need for a scalable, intelligent platform became critical.

Meeberg turned to MRI Software to source a comprehensive solution that would grow with the ambitions of the business.

By replacing manual, error-prone systems with MRI's specialist intermodal platform, Meeberg expects to:

- improve billing efficiency through automated workflows, estimated to reduce a monthly three-day manual process to less than one hour;
- save more than one month of time per year in performing administrative tasks;
- grow the business without adding headcount, saving more than €100,000 per annum;
- lower the risk of costly errors by reducing manual work and achieving greater data transparency across the leasing portfolio;
- enhance data-driven decision-making and speed up the reporting process via Power BI integration.

“Manual work is typically prone to errors. We knew we were likely missing revenue opportunities and potentially at risk of overcharging – a scenario no business wants to face,” van der Sman noted.

“Meeberg's story is a perfect example of why we build flexible, intelligent solutions,” said Richard Shaw, managing director for intermodal at MRI Software. “As businesses grow, they need



The ability to slice and dice data across the business will be game-changing

technology that keeps up with market developments, not just operations. We're proud to support Meeberg as their business scales.”

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



By using Shippeo De Rijke hopes to deliver quicker, more dependable services

## De Rijke launches Shippeo

**N**etherlands logistics group De Rijke has unveiled a new digital tool that it says will improve and simplify its offerings.

Shippeo will increase overall operational efficiency, streamline logistics procedures, and enhance real-time data availability, the company claims. By using the solution, De Rijke hopes to deliver quicker, more dependable services to satisfy clients' changing expectations “while guaranteeing a more seamless and transparent supply chain experience”.

Shippeo enables large shippers and logistics companies to create supply chains that are robust, sustainable, and focused on the needs of their customers.

The platform offers fast access to cargo tracking across all modalities and interfaces with over 1,000 systems, providing exact real-time insight and transport process automation. An algorithm guarantees ETA accuracy, enabling proactive issue anticipation, effective exception handling, and accurate monitoring of CO2 and greenhouse gas (GHG) emissions.

The implementation will not affect the current processes De Rijke's customers are familiar with. Instead, it serves as an enhancement, allowing the firm to share real-time tracking information with a simple link.


This add-on provides greater visibility into transport streams, making it easier to track shipments and stay informed.

The digital tool is a key part of De Rijke's broader commitment to digital transformation, aimed at enhancing both customer experience and operational efficiency. This development marks a significant step towards its commitment to embracing digital transformation and elevating customer satisfaction.

“By continuously adopting innovative solutions, we not only streamline processes but also add value for our clients through improved transparency and service quality,” the firm stated.

“Our journey doesn't stop here — De Rijke remains dedicated to exploring and implementing other cutting-edge digital tools that can further optimise logistics operations and provide added benefits for our customers in the future.”


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# Smart Container Alliance launches

In response to the growing challenges of illicit trade and supply chain security, the Smart Container Alliance has been officially launched to drive the adoption of cutting-edge smart container technology.

The initiative was established by a number of track and trace equipment providers, namely, Arviem, Orbcomm, Traxens, Hoopo, Globe Tracker, and Nexxiot.

Geopolitical instability and climate-related disruptions are posing increasing risks to global trade. As a result, shipping companies must ensure the highest levels of security and efficiency, the alliance maintains. The founders say they are dedicated to advancing industry standards, advocating for policy change, and fostering collaboration between technology providers, shipowners, customs authorities, and international regulatory bodies, including the European Union (EU) and the World Customs Organization (WCO).

The launch aligns with the broader industry commitment outlined in the Joint Statement of EU and Global Industry & Trade Associations on International Customs Day 2025 with ECSA, IATA, WSC as members. This statement, endorsed by key industry stakeholders within the EU's Trade Contact Group (TCG), calls for increased investment in customs operations, digital transformation, and enhanced public-private partnerships to address the growing complexity of global trade. The Smart Container Alliance says it will play a pivotal role in advancing these objectives by integrating smart technology solutions into the customs landscape.

"Smart Cargo and Container Telematics are the foundation for the 21st century supply chain with revolutionary new solutions for our society, authorities, governments and businesses to reduce illicit trade, cargo contamination, cargo waste, theft and supply chain carbon footprint while simultaneously enhancing product authentication, on-time delivery commitments, asset productivity and cargo integrity and quality," said Charles Vincent, CEO of Arviem

Over the past four years, smart container technologies have played a crucial role in enabling customs authorities and shipping companies to detect and intercept illicit goods, leading to multiple successful drug seizures. The Alliance will leverage this experience to push for greater adoption and regulatory support.

"This initiative aligns with our top priority: integrating state-of-the-art smart container technology into the global value chain," added Erik Lund, EVP maritime and logistics at Nexxiot. "By working together, we can empower shipowners and customs authorities with innovative solutions that improve transparency, efficiency, and



security."

"Future supply chain resilience depends on the adoption of smart containers as standard in the industry, not just for real-time visibility but also to protect cargo integrity and increase container security, providing transparency for all stakeholders in the end-to-end supply chain," said Christian Allred, chief commercial officer of Orbcomm.

The launch of the Smart Container Alliance comes at a pivotal moment, coinciding with the most ambitious reform of the EU Customs Union since its inception in 1968. Smart containers are set to play a key role in the shift towards a data-driven approach to customs checks, reinforcing security measures across European ports and beyond.

"By sharing expertise, addressing challenges, and shaping policy, we can accelerate the adoption of smart containers and drive meaningful impact," commented Cédric Rosemont, CEO of Traxens.

The Alliance will advocate for the economic and technological benefits of smart container solutions, championing concrete use cases that demonstrate their transformative potential.

"Implementing smart telematics as standard is needed to prevent smuggling and trafficking between countries, continents and in general as well as to optimise assets/container usage which again contributes to the environment. Live monitoring of cargo is a giant leap in cargo and transport quality," explained Joelindir Leitimum, CEO of Globe Tracker.

With its headquarters in Brussels, the Alliance will engage with policymakers, industry leaders, and enforcement agencies to support a harmonised approach to trade security. A key focus will be aligning efforts with the European Port Alliance to counter criminal infiltration and reinforce supply chain integrity.

<http://smartcontaineralliance.org>

# Middle East first for Orbcomm

Folk Maritime is the Middle East's first dry container fleet to deploy Orbcomm's smart container technology.

This partnership will make Folk Maritime — a feeder and regional liner services provider from Saudi Arabia — the first container shipping line from the Middle East to deploy a smart dry container fleet.

"We're always looking to push the boundaries of what's possible. Orbcomm's technology will enable us to digitalise further our shipping operations so we can solve logistical problems, optimise shipment tracking and improve our cargo integrity and protection," said Mohamed Badawi, Folk Maritime's chief operating officer.

"Plus, we'll be able to improve environmental sustainability — which is deeply rooted in our DNA — by optimising operations, routing and asset utilisation to decrease energy use and carbon emissions."

Orbcomm's dry container monitoring technology provides current and historical location reporting to help shipping lines increase asset visibility, streamline operations, boost sustainability, inform routing and more.

With door sensors, Folk Maritime can strengthen container security by receiving alerts when doors have been opened or closed, empowering them to react quickly to prevent potential cargo damage or theft. This solution will enable Folk Maritime to track assets and cargo across the supply chain, delivering higher levels of visibility to their customers.

For Christian Allred, Orbcomm's chief commercial officer, being a part of the Middle East's first smart dry container deployment is an honour. "Folk Maritime is inspiring, having launched its operation in February 2024 and already showing immense dedication to supply chain digitalisation," said Allred.

"This collaboration cements our position as industry leaders in smart container shipping solutions. We're excited to see how our customers, and the maritime industry at large, continue to use our solutions to create a more sustainable and streamlined supply chain."

Since 2007, Orbcomm has helped customers track and monitor 600,000 reefer containers and shipped more than 1 million dry container devices in 2024 alone.

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

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# StocExpo – zero emissions ‘not feasible’

**A**t this year's StocExpo there was much focus over how far the tank storage industry has come in the past two decades.

In a session entitled '20 years of emissions control', the panel, chaired by Ellen Daniels, CEO at British Compressed Gases Association, looked at the advances the industry had made in terms of emissions, from the treatment of vapours, to secondary seals and the move from combustion to more tailor-made solutions.

However, for some, the biggest advances have been less tangible.

"All these technologies were around 20 years ago," said Peter Kerkhof, director & technical consultant at EEMUA & Shell. "But the biggest difference has been about creating awareness so that people know what to do."

The panel was also asked what they would want to see over the next 20 years.

"People talk about getting to zero emissions – zero isn't feasible, there will always be emissions," said Willem van der Zon, environmental director at Vopak. "What we need to ensure is that there is no impact of these emissions."

"A lot will be solved by green energies," said Kerkhof. "How fast it goes is a big question. Government regulations will have an impact. When people answer questions about their emissions targets with 'we're waiting on regulations' – this is not a good answer. You need to be responsible for your own emissions."

Margit Blok, senior vice president, safety & sustainability at VTTI, agreed with this. "You don't sort out your emission reductions just for a regulator. You do it for the people on your plant or the people next door – it just isn't good for your health. This is how this originally started. If a company only does it because of regulations, that is very bad motivation!"

"This is especially true as some countries don't have regulations," said van der Zon. "Also, governments are sometimes 10-15 years behind the industry in terms of regulations – the developments come first. The industry needs to take the front steps and not wait for regulations."

The panel ended on an optimistic note. "In terms of CO2 emissions, we will see a huge reduction by 2050," said Kerkhof. "The world is currently at the top level and it will go down in the coming years – let that be a positive note".

## Hydrogen's future

In another conference session at StocExpo, industry executives and energy transition experts examined hydrogen's future, addressing both its promise and the obstacles hindering widespread adoption.

Low-carbon hydrogen is widely viewed as a critical enabler of net-zero ambitions, particularly in sectors where direct electrification is impractical.

Eugenia Belloni Pocarob, lead H2 and CC(US) for the Netherlands at BP, highlighted its importance in reducing refinery emissions.

"Decarbonising refinery fuel is essential, and low-carbon hydrogen provides a clear pathway," she said. However, she acknowledged the formidable hurdles. "The technical and financial challenges remain substantial, but the opportunity for emissions reduction is undeniable."

The transport sector is also exploring hydrogen's potential. Amit Rao, principal consultant at S&P Global, noted its long-standing use in industrial applications but pointed to new areas of demand. "We are seeing airline manufacturers investigating pure hydrogen solutions beyond sustainable aviation fuel (SAF). It may seem far-fetched now, but technological advances happen rapidly," he observed.

Despite its promise, the high cost of carbon capture and storage (CCS) and hydrogen projects remains a significant barrier. "The scale of capital required for CCS projects is enormous," said Rao. "We have already seen major industry players reconsider their green commitments. The question is: where will the funding come from, and who will drive the transition?"

Investor hesitation is another factor slowing progress. Belloni Pocarob pointed out that traditional investors are reluctant to engage in projects with long payback periods. "The appetite for quick returns does not align with the realities of hydrogen investment. We need a different type of investor – one willing to take a long-term view."

Government intervention has played a decisive role in advancing



What we need to ensure is that there is no impact of these emissions



In the UK government-backed competition frameworks have helped de-risk hydrogen investments

early-stage projects. Matt Wilson, head of new energy markets at Navigator Terminals, cited the UK's approach, where government-backed competition frameworks have helped de-risk investments. "By aligning the entire value chain, these initiatives have made projects more viable," he explained. "Future developments will build on this foundation."

The trajectory of hydrogen investment is increasingly being shaped by global political dynamics. Rao warned that shifts in US policy could have far-reaching consequences. "We need to wait out the Trump presidency to gain clarity on the long-term outlook. Over the next four years, we are likely to see renewed trade conflicts – not just with China, but across the board. The US is

moving towards decoupling from global markets, which will have profound implications for European industry," he said.

Rising defence spending in Europe could also reshape energy transition priorities. "If governments allocate 3% or more of GDP to defence, other sectors will inevitably face budgetary constraints," Rao cautioned.

Despite these challenges, the panel remained cautiously optimistic. Belloni Pocarob noted that while the number of hydrogen projects has declined, awareness and momentum have grown.

"We may have gone from 30 projects to fewer than five, but the fact that some are now moving into construction is significant. The energy transition is not just theoretical – we are starting to see real implementation," she said.

Wilson echoed this sentiment, highlighting progress in the UK. "The projects we have in place are gaining traction. The policy framework is set, and the risk profile has improved. This momentum will carry through to SAF and other hydrogen-linked sectors," he concluded.

Hydrogen may not yet be the silver bullet for industrial decarbonisation, but its role in the energy transition is becoming clearer. Whether it can fully deliver on its promise will depend on sustained investment, policy support, and the resolution of geopolitical uncertainties.

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# Vopak to expand Thai terminal

**Vopak has reached a positive final investment decision in expanding its terminal footprint by constructing 160,000 cbm tank infrastructure in Map Ta Phut, Rayong, to support the import of US ethane into Thailand.**

The storage giant's joint venture entity Thai Tank Terminal signed a landmark 15-year contract with PTT Global Chemical Public Company Limited (GC), a chemicals company, for the storage and handling of ethane in Thailand.

Under the agreement, Thai Tank Terminal will construct a new 160,000 cbm tank infrastructure backed by a long term contract and is expected to be completed in 2029.

This infrastructure is claimed to be strategically important, as ethane will serve as a long term feedstock supply for petrochemical crackers, enhancing cost competitiveness, feedstock security and reinforcing Thailand's position in the global chemical industry.

As part of Vopak's investment strategy in the country, the group plans to allocate approximately €130 million over the next four years related to storage and other infrastructure in the Map Ta Phut region. These investments are not related to any specific project and are expected to provide accretive operating cash return on commissioning.

Ethane has a lower carbon footprint compared with conventional feedstocks like naphtha.

Thai Tank Terminal is a joint venture between GC, Gulf Energy Development Public Company Limited, and Vopak Holding International. It provides storage and logistics infrastructure for liquid chemicals and gases at Map Ta Phut,



Thai Tank Terminal will construct a new 160,000 cbm tank infrastructure backed by a long term contract

Thailand's largest industrial port. Vopak's shareholding in Thai Tank Terminal is 35%.

GC is Thailand's largest integrated petrochemical and refining business.

## Stable results

For the year 2024, Vopak posted revenues of €1.3 billion against €1.4 billion. Adjusted for the divestment impacts of chemical distribution terminals in Rotterdam (2023), Savannah (2023) and Lanshan (2024) of €157 million and negative currency translation effects of €5 million, the company said revenues actually increased by 4% year-on-year.

The positive performance was driven by favourable storage demand across different geographies and markets and the contribution of growth projects.

Net profit attributable to shareholders was

€376 million compared with €456 million in 2023. The decrease reflected the divestment impacts and exceptional items recognised. Earnings per share (EPS) for FY 2024 was €3.12 against €3.63 in the prior year.

Proportional EBITDA -excluding exceptional items - increased by €16 million to a record of €1,170 million

In 2024, Vopak made good progress on expanding its gas infrastructure in Canada, India and the Netherlands and on industrial expansions in China and Saudi Arabia.

In 2024, it built up more investments in new energies and sustainable feedstocks by repurposing capacity in Singapore, Brazil and the Netherlands and by investing in battery energy storage in the US and the Netherlands.

It also committed €15 million to develop further infrastructure for waste-based

feedstocks at the Vlaardingen terminal (Netherlands).

Throughput levels in industrial terminals increased year-on-year factoring in new industrial capacity being commissioned in China. Gas terminals performance showed firm throughput levels, backed by growing energy demand and energy security considerations around the globe.

Amidst weak chemical markets, the demand for storage infrastructure was stable. In the oil hub locations, solid storage demand was primarily driven by the continued growth in oil demand globally and the rerouting of trade flows. Despite some market challenges in Mexico, demand in the other oil distribution terminals remained firm.

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

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# Tepsa in Huelva

**Tepsa is building a new terminal in Huelva, its first ever in the Andalusia region of Spain.**

Designed to handle a wide variety of bulk liquids — including chemical products, biofuels, and renewable materials - the project is seen as a commitment to fostering sustainable growth, supporting renewable energy, and contributing to the circular economy.

Huelva was chosen for its industrial infrastructure and growing role in renewable energy. As one of Spain's leading ports, it serves as a hub for the movement of bulk liquids, including chemicals, biofuels and other sustainable commodities.

By establishing a presence here, Tepsa is not only strengthening its logistical capabilities but also aligning with the region's drive to innovate in energy and environmental stewardship.

Designed capacity is 65,000 cbm for chemical products and biofuels with tanks ranging from 700 cbm to 4,400 cbm.

The steel/mild steel tanks come with several extra features, including heating, insulation, recirculation, and nitrogen bubbling.

Land has also been reserved for new energy projects, and infrastructure for loading and unloading products by vessel, truck and train are to be available.

Key sustainability measures include: air quality management; advanced vapour recovery systems to mitigate emissions; water management with comprehensive treatment systems for rainwater and operational effluent; soil protection including containment and spill prevention measures; noise and light management including modern machinery and sound barriers to reduce noise pollution; and energy-efficient lighting systems to minimise light spillage.

The terminal will come into operation in the second quarter of 2027.

<https://tepsa.com>



The Exolum infrastructure will serve a new biofuels plant at the La Rábida Energy Park

ACTAD features 40 tanks each with a capacity of 2,500 cbm



## ACTAD up and running

**A**rabian Chemical Terminals Abu Dhabi's (ACTAD) greenfield bulk liquid terminal in Khalifa Port, Abu Dhabi, UAE is now fully operational.

Having started its first terminal operation in Saudi Arabia in 1985 the company has now handled approximately 5 million tonnes of liquid chemical products over the years.

The terminal features a dedicated private berth

with draft of 16m and length of 220m, 40 tanks with dedicated pipeline directly to the berth (also with dedicated pumps to avoid cross-contamination), a digital tracking system including real-time tracking of cargo movement.

Each of the 40 tanks has an operational capacity of 2,500 cbm.

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

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### Events

<b>Multimodal</b>
17-19 June 2025
Birmingham, UK
<a href="http://www.multimodal.org.uk">www.multimodal.org.uk</a>
<b>Road Transport Expo</b>
24-26 June 2025
Stoneleigh, UK
<a href="https://roadtransportexpo.co.uk">https://roadtransportexpo.co.uk</a>
<b>Fecc Annual Congress</b>
10-12 September 2025
Hamburg, Germany
<a href="http://www.fecc.org">www.fecc.org</a>
<b>59th EPCA Annual Meeting</b>
22-25 September 2025
Berlin, Germany
<a href="https://epca.eu">https://epca.eu</a>
<b>Intermodal Europe</b>
21-23 October 2025
Barcelona, Spain
<a href="http://www.intermodal-events.com">www.intermodal-events.com</a>
<b>World Bulk Wine Exhibition</b>
24-25 November 2025
Amsterdam, Netherlands
<a href="https://worldbulkwine.com">https://worldbulkwine.com</a>

# Oil products drop depresses Rotterdam

**T**otal throughput at Port of Rotterdam fell by 5.8 percent in the first quarter of 2025 compared with the same period last year.

In the first three months, throughput was 103.7 million tonnes compared with 110.1 million tonnes in the first quarter of 2024. The decline was mainly due to lower throughput of crude oil and oil products, iron ore and coal.

Agribulk, other dry bulk goods and containers all increased. Import duties imposed by the United States on goods exported from Europe had yet to have an effect on first-quarter throughput.

Boudewijn Siemons, CEO of Port of Rotterdam Authority, commented: "The first three months of this year were characterised by a high degree of volatility in world trade as a result of threatened import duties in the United States and conflicts in Ukraine and the Middle East. This volatility led to uncertainty among companies in the areas of trade and investment. We see this reflected in throughput volumes and the willingness to invest. In these uncertain times, it remains as important as ever that, together with national and European governments, Port of Rotterdam continues to work towards a competitive European investment climate."

Liquid bulks declined by 8.8 percent to 48 million tonnes, caused by lower throughput of crude oil, mineral oil products and other liquid bulk. Lower refining margins in north-western Europe resulted in less demand for crude oil from refineries. For this reason, the supply of crude oil fell by 1.1 million to 24.7 million tons.

The demand for mineral oil products also decreased by 20.1 percent and 2.9 million tonnes. The margins for diesel and kerosene were higher in Asia, which meant that more was exported to Asia from the Middle East and India instead of Europe.

In TEU terms, container throughput increased by 2.2 percent to 3.3 million TEU. In terms of

tonnage, throughput showed a decrease of 1.1% compared to the same period last year, the difference being caused by an 8.1% decrease in the export of full containers. Export containers are heavier, which means that the average weight per container is lower.

The decrease in the number of export containers is a result of the weak market position of the European industry and a decrease in the number of transshipment containers that were transhipped in Rotterdam.

Bad weather in January and operational disruptions at the HPD2 terminal led to fewer ship visits, delays, and lower productivity in the first quarter. The situation improved during the first quarter, and productivity in March was higher than in January and February.

Throughput on the transatlantic route fell by 23.1 percent in the first quarter compared with last year because two services were moved to other ports due to limited capacity at the terminals. Throughput from Asia increased by 8.4 percent in the first quarter due to more consumer products being imported.

Throughput of dry bulk fell by 8.6% compared with the first quarter of 2024.

The main reason for the decline was the sharp contraction in iron ore and scrap by 28.1 percent. Two million fewer tonnes of iron ore were handled due to a decline in demand for iron ore for steel production, caused by lower production levels in the steel industry. Coal throughputs decreased by 17.3 percent to 4.5 million tonnes, in line with the past few quarters, due to the ever-decreasing share of coal in power generation.

Agribulk increased by 22.7 percent, as did the throughput of other dry bulk by 44.1 percent. This increase was mainly down to the commissioning of a new dry bulk terminal in Rotterdam.

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



## Sokhna hits highest volumes

**D**P World Sokhna handled a record-breaking 285,000 TEU in Q1 2025, the highest quarterly volume in nearly two decades of operating the port.

The figure represents a 26 percent increase over planned volumes – underscoring the port's growing role in facilitating trade for the region and supporting Egypt's economic growth. A major driver of growth was refrigerated container exports, as the country solidifies its standing as one of the world's leading citrus exporters.

Since taking over operations in 2008, DP World has invested more than US\$1.3 billion in the modernisation of Sokhna to handle some of the world's largest cargo vessels alongside providing seamless connectivity to global trade routes. This includes digital infrastructure to empower local and international businesses to manage their cargo efficiently and on-demand.

Avnash Iyer, COO & acting CEO, Egypt, DP World, said: "This level of growth clearly demonstrates Ain Sokhna Port's rising importance as a logistics hub, not only for Egypt, but for the wider region. Our continued investments in Egypt's logistics sector – through our network of freight forwarding offices and soon-to-be completed Sokhna Logistics Park – will not only help us better serve our customers but meet the needs of Egypt's growing and dynamic market."

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



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# CLdN invests in Killingholme

European shortsea operator CLdN has announced a major investment plan for its terminal at Killingholme, UK. The project will be completed in the second half of 2026.

The investment will lead to a significant enhancement of cargo handling at the terminal and will cater for projected volume growth on CLdN's North Sea connections between Killingholme and CLdN's terminals in Rotterdam and Zeebrugge.

The work to be undertaken includes a reconfiguration of the cargo handling operations to optimise the flow of freight through the terminal; this will ensure an increase in handling and storage capacity for all cargo types – trailers, containers, tank containers and refrigerated units.

CLdN has also invested in five electric rubber tyred gantry (RTG) cranes to replace part of its existing fleet of diesel-powered reach stacker vehicles. This will improve operational efficiency and enable the terminal to reduce its carbon footprint by between 5 and 10 percent.

The investment at Killingholme will complement other major investments that CLdN has recently completed in its UK port infrastructure including a new access to its port in London and a renovation and capacity expansion of its Liverpool terminal.

Commenting on the investment Florent Maes, chief executive officer of CLdN, said: "This investment is another signal of CLdN's commitment to the development of its port infrastructure in the UK. Our combination of shipping services and own port infrastructure is unique in the European shortsea sector and enables us to provide an unmatched range of services to our customers. Killingholme is an important hub connecting the North of England with mainland Europe and our ambition is to further grow this corridor in the coming years. The investment also demonstrates our drive to further decarbonise our port operations."

Killingholme is situated on the river Humber, six miles south of Hull. It is a major gateway for freight services between the UK and



Killingholme is a major gateway for freight services between the UK and continental Europe

continental Europe. The port covers 100ha and has six deep-sea roro berths from which CLdN offers 12 return sailings a week between Killingholme and its terminals in Zeebrugge (Belgium) and Rotterdam (the Netherlands) from where CLdN also offers transshipment possibilities to Ireland, Scandinavia and Iberia.

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

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

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## Stolthaven, Rönesans team up

Stolthaven Terminals is partnering with Rönesans Holding on the development of a new terminal in Ceyhan, Adana, Turkey.

The facility is part of a large-scale new development, valued at US\$2 billion, that also includes a polypropylene (PP) production plant – which Rönesans will develop separately – with an expected annual production capacity of 472,500 tonnes, meeting roughly 17% of Turkey's PP demand.

Stolthaven and Rönesans will jointly develop the terminal, which will include a deepsea jetty and feedstock storage services for the new plant and incorporate environmentally advanced technology to support efficiency and sustainability.

The terminal's location in the Ceyhan Energy Specialised Industrial zone means it will also be well-positioned to provide other customers with storage and handling services in southern and central Turkey. The aim is to expand the facility into a chemical terminal to support the future development of the industrial zone.

Turkey is one of the world's largest importers of PP, one of the most widely produced commodities with a range of applications including in textiles and clothing, automotive parts and packaging. The development will not only increase the country's production and distribution of PP – reducing its dependence on imports – it is also highly significant as one of the largest private sector investments.

Guy Bessant, president Stolthaven Terminals, added: "We are pleased to partner with Rönesans on this landmark project. Stolthaven Terminals has more than 50 years' experience in handling and storing bulk liquids and gases, and proven expertise in developing complex and large-scale storage projects. This terminal will not only provide storage for the Ceyhan PP Plant, but is also part of the Ceyhan Energy Specialised Industrial zone which, in future, could provide storage and logistics for local and international companies looking for distribution in the region."

Erman Ilıcak, president of Rönesans, said: "This development exemplifies our commitment to sustainable, high-impact investments that support Turkey's economic and industrial ambitions. The Ceyhan PP Plant will not only bring hundreds of new jobs to the region but also secure a more resilient and competitive supply chain for PP, which is a vital raw material for industries across Turkey and Europe."

[www.stolt-nielsen.com](http://www.stolt-nielsen.com)



Stolthaven and Rönesans will jointly develop the terminal which will include feedstock storage services for the new Rönesans polypropylene plant