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Modalis wins Dunkirk piggyback project

France's Port of Dunkirk has selected the Modalis Group to operate a piggyback terminal currently under construction in the western port area.

Intended for combined rail/road transport, the terminal will allow road trailers and swap bodies to be transported by train over long distances, so reducing the need for all-road transport.

The new terminal will be commissioned in March 2026.

Located on a 9.6 ha site along the Loon rail line, the terminal will be in the immediate vicinity of the ro-ro terminals serving the UK and Ireland. It is hoped the new terminal will be a key tool for relieving congestion on the road network and "accelerating the energy transition of logistics flows".

At the recent transport logistic trade fair in Munich, the project was outlined by Patrick Bourreau, strategy and development director of Modalis, and Ben Smail, general manager of Modalis subsidiary Delta Rail.

It is primarily aimed at unaccompanied freight transport: semi-trailers, swap bodies and intermodal transport units (UTIs) resulting from the traffic using the port's ro-ro services, as well as flows generated by the many logistics and industrial activities located around Dunkirk port.

With a handling capacity of up to four 750m trains a day, the infrastructure will remove up to 50,000 UTIs from the road each year from 2032, representing nearly 70,000 tons of CO2 avoided, they claimed.

Work is starting this summer with the creation of a roundabout to the north of the site, followed by the development of the multimodal platform, for a total investment estimated at around €25 million. The operation of the site will generate up to 15 jobs by 2030. In addition to the handling of the UTI, the terminal will also host value-added activities: washing, maintenance of swap bodies and semi-trailers and small railway maintenance.

As the combined transport operator, Delta Rail is already preparing a regular link between northern Italy and Dunkirk, operational from the inauguration of the terminal in March 2026.

"This rail connection will be part of the major European logistics corridors, strengthening Dunkirk's strategic positioning as a



Graphic showing the position and layout of the new Modalis/Delta Rail terminal at Dunkirk port

multimodal gateway to northern Europe," said Dunkirk Port Authority. The terminal will be public and will therefore also accommodate trains from other operators, "in a logic of openness and pooling of flows".

Seamless logistics

Loading and discharging trailers directly from the rail has big appeal for shippers. It holds out the promise of seamless logistics chains between two points, offering regularity, reliability, and speed.

Unlike transalpine combined transport, for example, unaccompanied trailers on rail are still something of a rarity in France.

The route that currently handles the most trailers in France is operated by VIIA, part of SNCF-owned Rail Logistics Europe (RLE). This runs across France for about 1,000km from Bettembourg, in Luxembourg, to Le Boulou, near the border with Spain.

The Modalis/Delta Rail project will first run between Dunkirk and Piacenza, in the Lombardy region of northern Italy. The service will transit Switzerland running due north to Saarbrücken on the border between France and Germany, before cutting through northern France to Dunkirk.

Future routes could connect Saarbrücken with destinations in Central and Eastern Europe, while a southern link between Piacenza (Italy) and Lyon (France) is in the pipeline, Ben Smail explained.

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"Seaports have an essential role to play in intermodal connections," said Bernard Meï, Modalis group chairman. "Eighty percent of goods arrive through them and the choice is then made to use rail, water or road transport. Equipping the ports with modern modal shift infrastructure and efficient handling vehicles will guarantee mass freight demand throughout France."

Dunkirk, France's third biggest seaport is already the country's leading rail port, with a modal share in pre- and post-routing of around 30 percent, while inland waterways account for 20 percent.

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THE STANDARD IN SCREW CONVEYING

Europe's call to action

On 8 July, the European Commission published its 'European Chemical Industry Action Plan'.

The plan recognises the challenges facing the industry (such as, high energy costs, heavy regulatory burden, weak demand) and addresses the opportunities for promoting investment in programmes supporting innovation and sustainability.

The Commission is focused on trying to improve the competitiveness of the EU chemical industry, and believes that reducing bureaucracy and simplifying regulatory processes could save the industry more than €350 million a year.

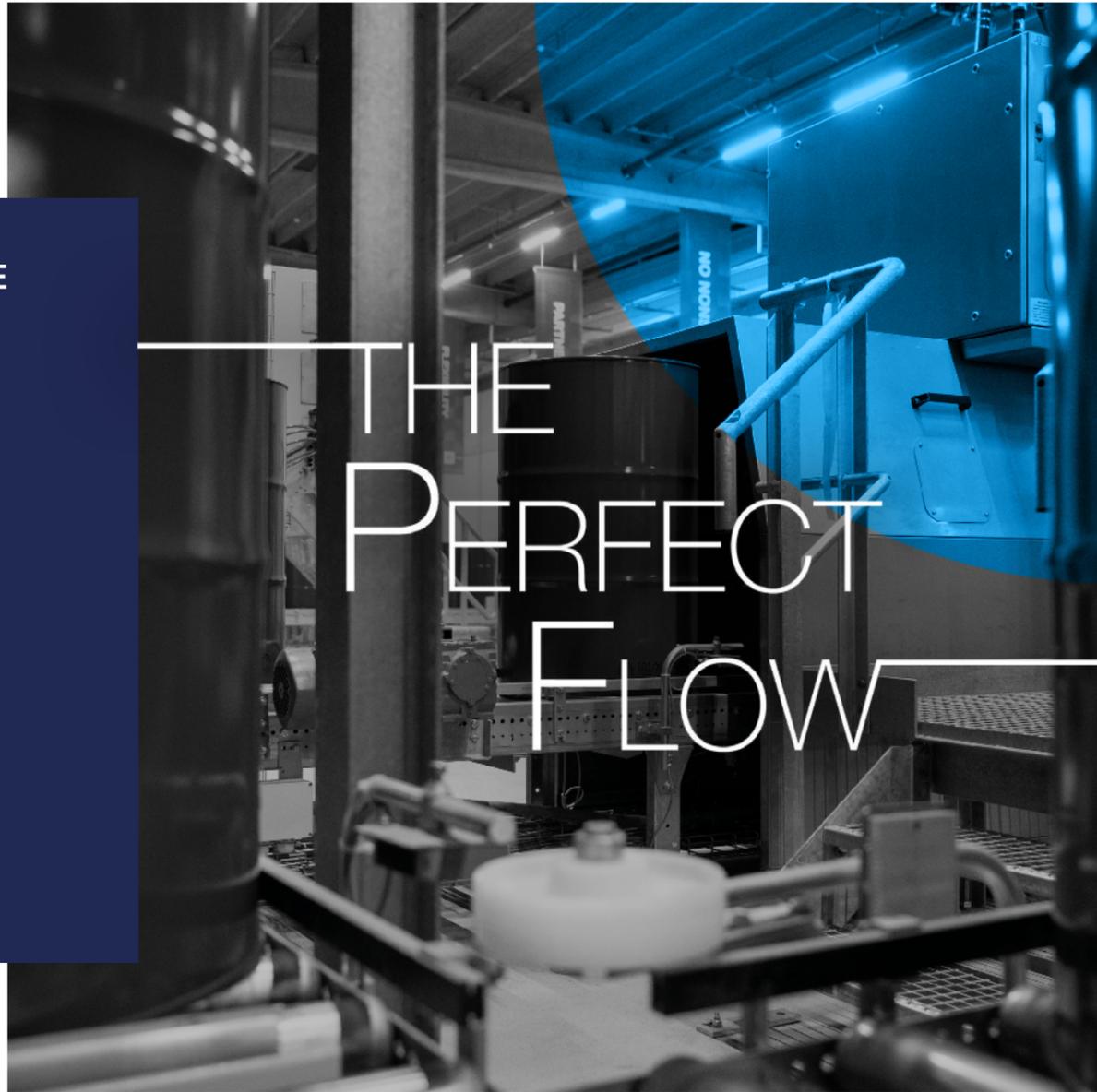
Seventh cracker closures have been announced across Europe in the past 18 months. Meanwhile, more closures look necessary if cracker capacity is to be brought in line with demand.

The Commission will form a Critical Chemical Alliance with member states and stakeholders "to address the risks of capacity closures in the sector". The Alliance will highlight critical production sites that need support, and will also address trade issues including supply-chain dependencies and distortions.

(See p20 of this issue for a deeper analysis of Europe's chemical industry woes.)

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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 CO₂ 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



A 5,000 sqm state-of-the-art warehouse has been built at Kezad



Schmidt expands ME network

With its latest planned and already realised investments at Kezad/Abu Dhabi and Al Jubail/KSA, Karl Schmidt Spedition has completed the next major step in geographical expansion and diversification.

Adjacent to the existing facility, a state-of-the-art warehouse of approximately 5,000 sqm has been built at Kezad and was put into service in May 2025.

Schmidt is currently focused on servicing petrochemical producers with packed and bulk storage, whereas the existing silo farm with 11 silos of nearly 4,500 cbm capacity in total is the only multi-customer bulk storage facility in the region. Besides that, containers are collected from the port and several value-added services including last mile transport to various receivers in the area are provided.

At Al Jubail/KSA, the recently-founded JV Schmidt-KADADA Logistics, established by Schmidt group and Al-Otaishan group, has recently celebrated groundbreaking of the storage terminal. The JV aims to finalise and start servicing customers by Q3 2026 latest.

Local key petrochemical customers have repeatedly expressed their needs for a modern facility close to their production sites that offers



Schmidt is currently focused on servicing petrochemical producers with packed and bulk storage

flexible capacity for overflow and handling services.

The new terminal built on an area of 50,000 sqm, will offer a covered warehouse area of 25,000 sqm as well as six silos and open yard storage facilities. From this area, Schmidt, in close co-operation with Al Otaishan, will continue to grow its footprint in the region and adjacent markets.

www.schmidt-heilbronn.de

Kässbohrer tankers for Roos

Kässbohrer has delivered 15 K.STC 30 cbm chemical tankers to Roos Spedition, a logistics company specialised in ADR transport across Europe.

The delivery builds on the companies' existing co-operation and follows the positive operational results of an initial 30 cbm chemical tanker test vehicle.

Headquartered in Durmersheim, Germany, Roos Spedition combines a modern fleet with real-time freight tracking and seamless system integration.

The newly delivered 30 cbm tankers are claimed to be the lightest in their class in Europe, with a weight of only 6,500kg, supporting increased payload capacity and reduced fuel consumption during ADR-compliant transport.

The delivery took place in Trieste, Italy, between Vito Bentivegna, CEO and owner of Roos Spedition GmbH, and Ahmet Yilmaz, deputy general manager at Kässbohrer.

Bentivegna commented on the delivery by stating: "We tested Kässbohrer's chemical tanker in our operations and were very satisfied with its safety, durability, and weight advantages. We know first-hand their performance and were sure to invest in 15 new tankers. With this fleet expansion, we are improving our capabilities in international chemical transport."



The newly delivered 30 cbm tankers are claimed to be the lightest in their class in Europe, with a weight of only 6,500kg

Ros chose stainless steel heating channels located beneath the tank and 100mm glass wool insulation among Kässbohrer's range of insulations, including up to 150mm wool, steel, aluminium or GRP cladding to meet operational need.

The tank body is manufactured with AISI 316Ti stainless steel protected with ISO 15730:2000 compliant electropolishing ensuring corrosion resistance, and aluminium cladding for durability.

<https://kaessbohrer.com>

Mervielde acquires Vereecke

Belgian tank transport and cleaning firm Mervielde has taken over fellow Belgian operator Tanktransport Vereecke.

The move allows Mervielde to expand its market share in the transport of liquid chemicals, as both companies are active in this sector, each specialising in different niches, making them highly complementary.

The acquisition of the family-owned Vereecke, based in Evergem, aligns with the growth trajectory Ghent-based Mervielde has been following for years.

The histories of both companies are similar. The first generation at Vereecke also started with a horse and cart. While Mervielde began shipping agricultural products, Vereecke focused on wood and coal. Since the 1960s, both companies have specialised in transporting bulk liquids.

"We've known Vereecke for many years; we operate in the same region and have always done so with mutual respect. When the Vereecke family indicated they wished to pass the torch, we saw it as an opportunity to expand," said CEO Patrick Mervielde.

Vereecke will continue to operate as a separate transport entity within Mervielde following the acquisition, just like Transport Van Heesvelde, which Mervielde acquired in 1996. Employees will continue to serve customers under the familiar Vereecke brand. Where possible, synergies and collaborations between the entities will be explored and leveraged.

"We are pleased to transfer our family business to the like-minded family company Mervielde," said Kathleen and Nico Vereecke, managing directors of Tanktransport Vereecke. "We share the same DNA when it comes to respect for our people and excellent service for our customers. That gives us confidence in this acquisition. Our people and our customers are in good hands."

www.mervielde.be



Vereecke will continue to operate as a separate transport entity within Mervielde

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TPG acquires Nijman/Zeetank

Poland's Trans Polonia (TPG) is buying 100 percent of the shares in Dutch logistics company Nijman/Zeetank Holding (N/Z) and 100 percent of the shares in the affiliated company N&K Equipment.

Nijman/Zeetank is one of the key carriers in the European ADR hazardous materials transport industry.

The management board of TPG believes the transaction is an important step in the company's development, particularly in expanding its presence in the intermodal transport sector, which is of key importance to the chemical industry.

In addition, TPG, which is listed on the Warsaw Stock Exchange, will rapidly increase scale and expand its geographical scope.

Nijman/Zeetank is a qualified European provider of logistics solutions for the transport of liquid chemical raw materials, fuels, oils, gas and glass. The company also has an in-house division transporting and warehousing glass.

"For many years, Trans Polonia has been one of the leading transport and logistics companies on the European market of transport of dangerous goods. We are constantly working on consistently strengthening this position. The incorporation of Nijman/Zeetank into the Trans Polonia Group will redefine the scale of our operations and open up new growth prospects for the TPG Group," said Dariusz Cegielski, president of the management board.

"The acquisition will result in a rapid increase in scale in almost all

areas of our business, strengthening the offer for new and existing customers and entering the strategic intermodal transport market."

The N/Z Group has logistics bases located in Spijkenisse (Netherlands), Sandomierz (Poland), and St Helens (UK), a fleet of 648 vehicles, 530 tank containers, a park of specialised machinery, commercial contracts, licenses and qualified staff.

In addition, Nijman/Zeetank has direct access to transshipment in Port of Rotterdam and a logistics centre located directly next to the port.

"First of all, we are strengthening our competences in intermodal transport, and we are also extending supply chains, for example, to the United Kingdom. What is equally important, we are gaining new customers by strengthening our position in the services we already provide, as some of these were not offered by N/Z," added Dariusz Cegielski.

The total value of the transaction has been set at a maximum of €34.9 million, and the final amount will depend on the achievement of key performance indicators by the N/Z Group. The transaction will be fully financed using debt financing in the form of a bank loan.

www.transpolonia.pl



N/Z Group has a fleet of 648 vehicles and 530 tank containers



TPG will rapidly increase scale and expand its geographical scope

Vdb completes Multirail buyout

Van den Bosch is strengthening its position in Spain with the full acquisition of rail company Multirail.

After buying TCS Trans in 2021, Van den Bosch had already acquired half of the shares in Multirail. The remaining shares were held by the Ayuso family until recently. After divesting their interest in transport company Euconsa in 2024, they have now transferred the remaining shares in Multirail as well.

"This step marks our confidence in the development of intermodal

transport in Spain and its connections with the European network," said CEO Rico Daandels. With the full acquisition of Multirail, we are strengthening our position in the Spanish market."

Daandels is optimistic about Multirail's future. "Our strategic focus is on strengthening the intermodal network, particularly along the Barcelona-Madrid and Madrid-Santander corridors. We are also developing the multi-client train concept and intensifying our collaboration with international rail operators and ferry companies to

optimise European connections. Additionally, we aim to invest in technological innovation and data-driven logistics solutions."

Multirail will continue to provide the level of service its clients have come to expect, Daandels continued. Both in Córdoba and Barcelona, a strong, professional team is ready to support customers. Juan Ramirez, who has played a key role in Multirail's development for many years, will remain in his position as manager.

"His experience and leadership are invaluable to the further growth of the company," Daandels explained. "As are the employees who have shaped Multirail into what it is today: a leading rail company with a promising future."

FSSC 22000

In June, Van den Bosch achieved the FSSC 22000 certification, a recognised standard for food safety.

The FSSC 22000 is based on the ISO 22000 standard, supplemented with specific modules. This standard is recognised by the Global Food Safety Initiative (GFSI) and is increasingly required by companies in the food industry.

"By achieving this certification, we meet the expectations of our customers in the food industry," said Frank van den Tillaar, QESH manager. "It is a confirmation that our processes are in order and that we meet all set requirements in terms of food safety."

www.vandenbosch.com



VdB aims to intensify Multirail's collaboration with international rail operators and ferry companies to optimise European connections

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Bulk gas contract for Schenk UK

Schenk UK, which last year bought the road tanker division of Suttons, has officially started operations under a long-term gas transport contract in the UK.

The operator sees the win as marking a milestone in its ongoing growth within the industrial gases logistics sector.

The new contract involves the nationwide distribution of bulk gases using a dedicated fleet of modern, high-specification vehicles and specialist trailers. Schenk UK will manage all aspects of the operation, ensuring seamless delivery, robust safety standards, and high service quality from the outset.

The contract represents a natural extension of Schenk's established partnership with Air Liquide in mainland Europe. This latest development sees that collaboration expand into the British market.

"Launching this contract marks a proud moment for our organisation," said Roger Parr, head of gases at Schenk UK. "It showcases the value we bring through our operational expertise, engineering capabilities, and customer-focused mindset. We're honoured to extend our collaboration with Air Liquide into the UK and look forward to delivering lasting value through this partnership."

A dedicated implementation team, led by newly-appointed contract manager Alice Nuttall, oversaw a successful go-live, ensuring a smooth operational start.

"This contract represents everything we strive for at Schenk UK — collaboration, quality, and precision," said Nuttall. "Our teams have worked incredibly hard to prepare for a flawless launch, and I'm proud to lead this important partnership. We're committed to delivering day-in, day-out reliability, with safety at the heart of every journey."

The launch reinforces Schenk UK's position as a leading logistics provider in the industrial gases sector, supporting its partners with a blend of innovation, operational discipline, and long-term commitment.



The contract extends Schenk's established partnership with Air Liquide into the British market

www.schenk-tanktransport.com

Milk haulier Fisher joins KAG Canada



Fisher Transport is the largest milk transporter in Atlantic Canada

America's Keenan Advantage Group (KAG) continues to snap up niche service companies across North America.

Its Canadian division, KAG Canada recently bought Fisher Transport Inc, the largest milk transporter in Atlantic Canada hauling over 200 million litres of raw milk a year.

Based in Shubenacadie, Nova Scotia, the company also specialises in hauling other foodgrade products, chemicals, and non-foodgrade bulk commodities.

The acquisition strengthens KAG Canada's coast-to-coast footprint while creating a new partnership with dairy farmers and producers, complementing KAG's food products operations.

"I am pleased the Fisher team will join KAG Canada, who share the same values, commitment to customer service and recognition of our specialised team who have been instrumental in achieving

our success," said Ken MacDonald, CEO of Fisher Transport.

"I look forward to the opportunities that will emerge for the Fisher group of companies and for the valued members of our team by joining KAG, the industry leader in bulk transport."

As part of the transaction, Jordan MacDonald, president, and CFO Charlie Eisener will remain in senior leadership roles with the company.

KAG Canada will also onboard approximately 60 professional drivers and 15 operational and administrative members, as well as growing its fleet by 60 tractors and 70 specialised trailers. Fisher operates out of three locations within Nova Scotia, New Brunswick, and Newfoundland and Labrador.

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The end for dual approval?

In July, ITCO issued a final call for members to notify issues for consideration on a proposed regulatory change affecting owners of dual approved International/RID/ADR tanks.

A dual specification tank refers to a container that is certified under two different sets of regulations for transporting dangerous goods, typically RID/ADR (for land transport) and IMDG (for sea transport). This allows the container to be used for a wider range of transport operations and potentially streamlines logistics by avoiding the need for multiple tanks.

Specifically, the change in regulation proposes the elimination of dual approval for UN Portable Tanks 6.7 and RID-ADR Tank Containers 6.8.

What is proposed?

UN Portable Tanks 6.7 continue to be allowed to operate in all modes of carriage, globally.

UN Portable Tanks 6.7 to be permitted to transport 107 substances in bottom opening tanks equivalent to RID-ADR 6.8 tanks while in RID/ADR territory.

Dual Approved UN Portable 6.7/RID-ADR 6.8 to be re-marked to either UN Portable 6.7 or RID-ADR 6.8 according to the owner's requirements.

Background

In March 2023, the RID/ADR Joint Working Group on Tanks proposed to prohibit tanks being dual approved - citing the Regulators' concern at some issues:

1. Identifying whether the tank is operating under RID ADR Chapter 6.7/4.2 or Chapter 6.8/4.3;
2. International AIBs (Approved Inspection Bodies) are not sufficiently accredited to Chapter 6.8 periodic and intermediate inspection procedures.

Dual specification markings (RID/ADR L4BN – UN Portable T11)



Thus, owners of dual approved tanks will be required to determine whether the tank should be operated as either a UN Portable tank 6.7 or RID-ADR 6.8 tank container; and to re-mark the tank to a single approval.

Initially, ITCO actively opposed the proposal to eliminate dual approval, due to the loss of operational flexibility and the cost of re-marking.

ITCO undertook a number of initiatives: it chaired four intercessional meetings to hear members evidence of issues; attended five regulatory sessions; reported to members and sought feedback via the ITCO Journal; and presented the issues during ITCO conferences.

Although constructively opposing the proposal, ITCO has acknowledged that there comes a point when the tank container industry must recognise the intention of the Regulators - and take the opportunity to develop mitigations, effectively seeking to harmonise the regulatory use of UN Portable Tank and RID-ADR tank container.

The RID/ADR Working Group on Tanks has verified that a UN Portable Tank can perform, during operation in Europe, the functions of a dual approved tank. The UN Portable Tank 6.7 is approved to transport dangerous goods in all modes (deepsea, rail, and road) whether on international routes or domestic transport in Europe.

ITCO has received positive support from the Regulators to amend the regulations to enable a UN Portable Tank, when operating in RID/ADR territories (mostly Europe), to:

- a. Permit 107 substances to be transported in bottom opening UN Portable Tanks which would ordinarily be restricted to top openings only.
- b. Extend the UN Portable Tank list of permitted substances by 98, to include those on the Chapter 6.8 list only.
- c. Extend the Chapter 6.8 list of permitted substances by 32, to include those on the UN Portable Tank list only.
- d. Permit UN Portable Tanks to operate under RID/ADR degree of fill regulation.

ITCO is additionally exploring ways in which the concept of hermetically sealed tanks in RID-ADR Chapter 6.8 could be applied to UN Portable Tanks, while operated in RID/ADR territories.

In addition, ITCO has proposed mechanisms to annotate Dangerous Goods Notes and Tank Certificates for UN Portable Tanks and the tanks themselves with an "equivalent to" statement - such as, for example, "T11 – equivalent to L4BN".

The objective of all these proposals is to harmonise Chapter 6.7 UN Portable Tanks and Chapter 6.8 Tank Container regulations as closely as we can.

Trucking standards

In another move, the ITCO Global Trucking Standards Work Group, chaired by Thomas Tweddell, is making important progress in its mission to enhance safety standards for the road transport of tank containers worldwide.

The initiative was launched to address the growing need for clear, consistent, and practical guidelines that support safer operations across all regions. The group's primary objective is to create a "Trucking Standards Guidance Document" that outlines baseline safety and operational standards for all parties involved in tank container logistics.

The draft document is already well underway, with initial content focused on three core areas: transport company requirements, driver responsibilities, and equipment standards.

These sections have been reviewed and agreed on by the Work Group. The goal is to develop a respected point of reference—akin to the 'ITCO ACC' that can be used industry-wide to benchmark and improve road haulage practices. Before publication, the group will also seek feedback from transport companies worldwide, to ensure a balanced and practical set of guidelines.

With the 'what' nearly complete, the group is now exploring the 'how'. Should there be an audit or certification system? Could existing surveying bodies or depot reports be involved? How can unsafe behaviours, equipment, or practices be effectively flagged?

The path forward will depend on collaboration and input from ITCO members. As noted in the recent Town Hall meeting, member engagement is vital to shaping an effective, real-world framework that ensures tank containers are moved safely, wherever they go.

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Seaco purchase allows Textainer to step up in tank sector

After a long period of speculation, Chinese conglomerate Bohai Leasing has finally sold its container leasing subsidiary Seaco to rival group Textainer for US\$1.75 billion.

The sale is perhaps the most significant in the container leasing sector for a decade, coming almost 10 years since the merger between TAL International and Triton Container.

The deal is being structured through Typewriter Ascend Ltd, an affiliate of Textainer and controlled by private equity firm Stonepeak.

Originally established in 1965, Seaco was a pioneer in the leasing business.

Founded in Bermuda by Yale graduate and naval officer James Sherwood, the company was headquartered in London at the iconic Sea Containers House building on the south bank of the River Thames. It was floated publicly in 1968, then listed on the New York Stock Exchange by 1974.

Through the 1980s and 1990s, Seaco grew beyond container leasing into luxury travel and transport created Orient-Express Hotels and acquiring the legendary Venice-Simplon Orient Express in 1982.

In 1996, the group entered rail transport by winning the InterCity East Coast franchise in the UK, operating through Great North Eastern Railway (GNER). Then in 1998, Seaco was rolled into a joint venture with General Electric, becoming GE Seaco.

HNA takeover

However, by the 2000s growing debt and losses led to the resignation of Sherwood, and on 16 October 2006, the company filed for Chapter 11 bankruptcy in the US.

In 2011, the GE SeaCo joint venture was acquired by China's HNA Group, becoming part of the latter's subsidiary Bohai Leasing, for about \$1 billion and rebranded as Seaco. Three years later Seaco bought an 80 percent stake in Cronos, another big lessor, later merging Cronos's container leasing operations into its own fleet, making it the largest container lessor by TEU count.

But in recent years Bohai Leasing has itself struggled due to the collapse and restructuring of its parent, HNA Group. It recorded cumulative



Seaco is the third biggest tank container lessor

losses of more than \$1.5 billion by the end of 2024, along with a high debt-to-asset ratio of 83 percent.

Selling Seaco provides immediate capital to pay down this debt and boost liquidity. It also boosts Textainer's position in the container leasing market, increasing its managed fleet from 4.5 million TEU to about 6.9 million TEU, and narrowing the gap with Triton which has a fleet of 7 million TEU.

For *Bulk Distributor* readers, the acquisition is of great interest because of its impact on the tank container leasing sector.

According to the latest ITCO Tank Container Fleet Survey, Seaco had the third biggest tank fleet (about 43,000).

For the time being it seems that Seaco will remain a separate operation, and the buyout would still leave it in third place, behind Exsif (71,150 at 1 January 2025) and Eurotainer/Raffles (the two have the same parent group) with 85,000.

Trifleet partnership

Textainer, on the other hand, has historically concentrated on dry and reefer containers.

However, in 2013, Textainer agreed a partnership with established tank lessor Trifleet, under which Textainer invests in new tank containers that are then managed by Trifleet. This marked Textainer's

entry into the tank container market.

Trifleet (24,340 units at 1 January 2025) acquires and leases the containers on behalf of Textainer, serving as its exclusive manager.

It remains to be seen whether, and for how long, Seaco remains as standalone business in the lease market; though the experience of Eurotainer and Raffles continuing to operate as separate brands competing in essentially the same market would seem to demonstrate there is no pressing need to roll Seaco into Textainer operations.

The benefits of the acquisition are more likely to come from scaling back-office systems and capital

raising given Textainer's large fleet size across all container types. And, of course, it massively increases Textainer's presence in tank leasing, albeit under a separate name.

Olivier Ghesquiere, Textainer's CEO, indicated as much in the official press release, stating: "With the combined expertise and resources of both companies, our business will be better positioned to serve its customers with expanded available inventory and a broader range of container solutions."

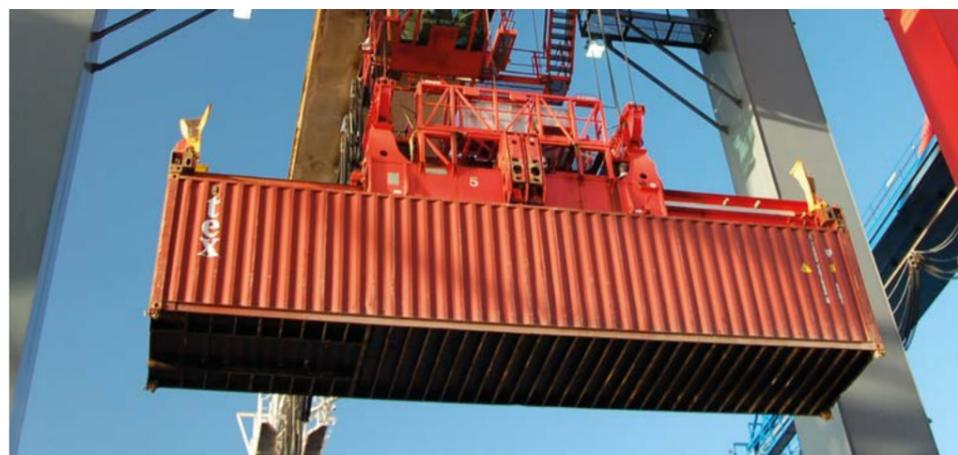
Stonepeak specialises in infrastructure and 'real assets' with around \$73 billion of assets under management. Its investment portfolio includes TRAC, an intermodal chassis provider in North America, data centre firm Cologix, and Lineage, which specialises in temperature-controlled logistics. It also owns a large intermodal logistics park near Chicago.

"This is an exciting moment for both Textainer and Seaco," added James Wyper, board member of Textainer, and head of transportation & logistics and head of US private equity at Stonepeak.

"By bringing together two world-class teams with deep industry expertise, we're building a stronger, more resilient company that's better positioned to serve our customers and grow in a dynamic global market. We're proud to support this success and we are looking forward to what Textainer and Seaco can achieve together."

www.stonepeak.com

www.textainer.com



Textainer has historically concentrated on dry and reefer containers

Trifleet, Isotank in partnership

Trifleet Leasing is forming a strategic partnership with Turkish tank container firm Isotank Central.

The partnership will see Isotank Central serve as Trifleet's official representative across the Middle East and Turkey, providing regional customers with direct access to the leasing company's fleet of tank containers and leasing expertise.

"We are proud to partner with Isotank Central, whose local knowledge, industry experience, and

client-focused approach align perfectly with our values," said Robin Pol, managing director at Trifleet. "This step reinforces our dedication to delivering sustainable excellence to customers in the Middle East and Turkey."

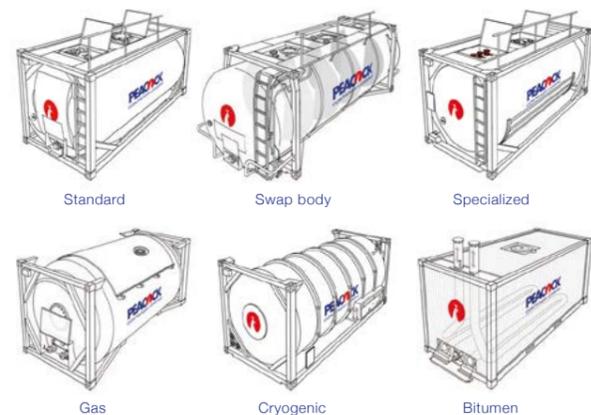
Isotank Central will act as a direct liaison for all commercial and operational inquiries related to Trifleet's services in the region, ensuring faster response times and localised support.

<https://trifleet.com>



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EXSIF.COM



MIMU's ISO MEGCs for hydrogen are equipped with type IV composite cylinders



The acquisition marks an important step in Meeberg's continued expansion

Meeberg buys MIMU

Having only recently heard of the tie-up between Textainer and Seaco, participants at the ITCO Tank Village at transport logistic in Munich were taken by surprise with the announcement of another merger.

Netherlands-based Meeberg ISO Tanks & Containers announced it was expanding its expertise in special equipment through the acquisition of Belgian lessor MIMU Tank Leasing

The acquisition marks an important step in Meeberg's continued expansion and enhances its ability to serve complex and specialised markets.

MIMU is well-known for its specialisation in leasing and managing special equipment, including hydrogen tanks and lined tanks.

Thus, Meeberg can welcome a new department with in-depth technical knowledge and a proven track record in special equipment solutions. MIMU has built a strong reputation for its expertise in specialised tank containers — serving niche markets that require high safety standards, advanced materials, and customised solutions. The company's approach aligns with Meeberg's commitment to quality, innovation, and customer satisfaction, a statement read.

"This merger brings valuable know-how into the Meeberg group," said Adrian van den Bemt, CFO at Meeberg. "MIMU's experience with hydrogen tanks and lined tanks strengthens our capabilities in these rapidly growing and highly specialised segments."

"Joining forces with Meeberg is a great step for MIMU," said Steve and Michael Govers, founders of MIMU Tank Leasing. "Its international reach and infrastructure allow us to continue doing what we do best — but on a larger stage, with more opportunities for our customers."

MIMU Tank Leasing will continue to operate under its own name, preserving its specialised focus and identity, while benefiting from Meeberg's global infrastructure, operational support, and international network.

For corrosive products, MIMU offers dedicated lined tanks, both with top as well as bottom discharge capabilities. The company's team works with customers to find the right lining to transport the product safely. MIMU can provide tanks with Sakaphen, rubber, PVDF, and glass linings, among others.

MIMU's ISO Multi Element Gas Containers (MEGCs) carry hydrogen. These containers are equipped with type IV composite cylinders, qualified to maintain the high pressures required to transport or store the gas.

The units are ideal for 'last mile' transport, storage or to accommodate fuelling stations, providing optimal flexibility.

www.meeberg.com
<https://mimu-tankleasing.com>

New Stream appointments

Mark Hazizovic has been appointed as global fleet manager of Stream's container business unit, which comprises Eurotainer and Raffles Lease. Hazizovic will be based in the Hamburg office and will report directly to the management team.

In this key role, he will be responsible for strengthening and optimising the global management of Stream's idle fleet. His main responsibilities will include: collaborating with sales managers to define effective actions based on operational, commercial, and economic parameters; steering and optimising empty container repositioning; managing fleet entry and exit procedures; and, overseeing equipment exchanges between brands across the business unit.

Hazizovic brings with him more than 30 years of experience in the tank container sector. He began his career in 1992 at VTG as an apprentice freight forwarding agent and has since held numerous leadership positions across Germany, the US, and Europe.

Career highlights include: operational planning in Southern Germany for major clients such as BASF; international operations and customer service roles in Hamburg; import and sales support

responsibilities in the US; managing the VTG office in Mutterstadt for a decade; and, leading global procurement efforts on his return to Hamburg.

In 2022, following a strategic shift at VTG, Hazizovic was promoted to head of equipment solutions & assets for the tank container leasing division.

Also at Stream, Brice Dulong is the new strategy IMEA and global risk manager. Dulong is based in the Dubai office.

Additionally, Dulong will play a crucial role in risk management within the business unit.

Since joining Stream Group in 2017, Dulong has made significant contributions to several strategic and development projects worldwide, with a particular focus on acquisitions and financing. He was instrumental in the acquisition of Raffles Lease and TML, as well as in structuring transactions for numerous projects.

Dulong is a graduate of EDHEC business school, holding a Master's degree in Business Management and a Master of Science in Strategy.

www.eurotainer.com

Fock joins Peacock

On 1 June, Martijn Fock became chief commercial officer at Peacock Container. Based in Rotterdam, Fock oversees all commercial activities and lead the company's growth initiatives in the coming years.

Fock brings extensive experience to Peacock Container. He previously served as the group commercial director at HES International, where he was responsible for commercial strategy and business development. Prior to his tenure at HES, Fock held various senior roles at Vopak, including positions in Australia and the United States, where he managed commercial operations and strategic projects.

Peacock CEO Jesse Vermeijden stated: "We are delighted to welcome Martijn to our team. His extensive experience and international exposure will be invaluable to Peacock Container as we continue to expand our operations."

Fock commented: "I am honoured to join Peacock Container and am eager to contribute to the company's growth and success. With my background and the talented team at Peacock, I am confident that we will achieve significant milestones together."



Martijn Fock

<https://peacockcontainer.com>

Insolvency for Czech, Slovak traction firms

Rail traction provider Retrack Slovakia and its Czech subsidiary Retrack Czech are filing for insolvency.

Following a decline in the revenue and earnings situation of Retrack Slovakia in the second half of 2024, Rail Services Slovakia (RSS) told its co-owner VTG on 14 January this year of its intention to sell its 40 percent stake in Retrack Slovakia to VTG.

Against this backdrop, VTG entered into intensive discussions with the management of Retrack Slovakia regarding a potential restructuring of the company. At the same time, VTG provided substantial financial support to stabilise operations, aiming to develop a sustainable future for the business and its employees.

However, on 30 June VTG said that due to the "persistently challenging traction market conditions in Eastern Europe", the economic outlook for Retrack Slovakia further materially deteriorated during the first months of this year.

Despite VTG's efforts, it became clear that a long-term restructuring of the company would not be economically viable under the current circumstances.

"VTG has carefully evaluated all available options to ensure a legally compliant and economically responsible course of action," the Hamburg-based equipment provider stated. "Unfortunately, the liquidity situation of Retrack Slovakia worsened to the point where insolvency became unavoidable. Due to financial dependency, this also affects Retrack Czech. We deeply regret this development and sincerely hope that a constructive outcome can be achieved for the employees and all stakeholders in the course of the insolvency proceedings.

Retrack Slovakia, originally founded by Milan Kortis and Jan Simco as Carbo Rail, was rebranded to Retrack Slovakia after VTG acquired a majority stake in the company in 2020.

www.vtg.com



The economic outlook for Retrack Slovakia "materially deteriorated" during the first months of this year

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Bertschi Group prepares for generational change

Logistics service provider Bertschi is setting course for the future.

The third generation is gradually taking over responsibility for the strategic management of the group. Hans-Jörg Bertschi, majority shareholder and executive chairman of the board of directors, will pass the torch to his three nephews Markus, Beat, and Jörg Berner in the coming years.

Markus Berner (42), chief information officer since 2021 and member of the group management board, was elected vice chairman of the board of directors at this year's annual general assembly of Bertschi Holding. After a transitional phase, he will succeed Hans-Jörg Bertschi as chairman.

Beat Berner (41), head of group hr and marketing since 2019, will be nominated to the board of Bertschi Holding next year.

Jörg Berner (38), strategic project manager since 2016 and also a board member since 2020, recently additionally took over as chairman of the board of Elite Digital Logistics (EDL). EDL is an independently and neutrally managed global freight management service provider for the chemical industry, headquartered in Singapore and part of the Bertschi Group.

The operational management of the Group under the leadership of CEO Jan Arnet for the asset-based business of Bertschi Group and CEO Ole Sander for EDL remains unchanged.

As part of this handover to the third generation, the second



L-r: Jörg Berner, Hans-Jörg Bertschi, Markus Berner, and Beat Berner

generation of the Bertschi family will gradually withdraw from active management of the group. Hans-Jörg Bertschi (67), chairman of the board of directors since 1997 and CEO of the group until 2018, will remain a member of the board following the planned future handover of the chairmanship to Markus Berner. He will also transfer the majority of shares in the group to his three nephews in the foreseeable future.

Brigitta Berner-Bertschi (69), who served for many years on the group management board until 2022 and has remained a director since, will retire from the board next year.

Growth in Korea

Bertschi Korea was founded just one year ago. Since then, it has made impressive strides.

The average monthly volume has increased by more than 80 percent compared with the time before founding the group's own subsidiary, and Bertschi Korea has established itself as a reliable tank operator among the top five in the local market.

After starting out with four members of staff, the company now employs 10 people and has cultivated ties with the biggest chemical companies in Korea. In terms of competitiveness on freight and services, it has made a strong impression in the market and grown rapidly in a short space of time.

Bertschi Korea handles many port-to-port transports and selects the optimal partner through quarterly or monthly tenders. At the same time, it is continuously working to increase the added value of its logistics solutions by developing and offering storage and door-to-door concepts that go beyond pure port-to-port transport.

"We started off by holding discussions with various customers who were not yet familiar with our company in order to persuade them of our unique strengths," said group spokesperson.

"Thanks to these targeted measures, we were able to conclude several contracts and successfully build up storage business with our customers."

Zomerweg site opens

Bertschi Group inaugurated its new Antwerp Zomerweg Terminal (AZT) in May.

Located in the largest integrated chemical cluster in Europe, the terminal serves as an ideal hub for imports and exports to and from overseas markets.

Covering a total area of 60,000 sqm, the AZT terminal is designed for the storage of dangerous goods (DG) and non-DGs in tank containers. The facility offers space for more than 2,500 TEU, including 1,290 TEU specifically for DGs. In addition to storage, the terminal has an expanded trimodal transport capacity, integrating rail, inland waterway, and truck connections.

It is equipped with state-of-the-art safety infrastructure, including fire-resistant zones, redundant fire-fighting pumps, and a remotely operated gantry crane. The facility also features 60 tank container heating stations, allowing on-site heating of products. A further highlight is the option for bonded warehouse storage.

With four handling tracks each 650m long, the terminal can accommodate full trains and ensure seamless goods distribution. Via inland waterways connected to the deepsea port, imports can be transported directly to AZT, stored, and then redistributed via rail or truck to their final destination.

Following a phased start-up over recent months, the official opening saw more than 100 invited guests in attendance. The event included speeches from Jacques Pitteloud, Swiss Ambassador to Belgium, and Johan Klaps, Alderman of Port of Antwerp, which were attentively followed by those present. Bertschi CEO Jan Arnet also expressed his enthusiasm.

"We are proud to open this new terminal and expand our logistics capacity here in Antwerp," he said. "With the modern infrastructure, we can offer customers efficient and secure handling of liquid dangerous goods imports and exports, including storage and intermodal distribution."

During a subsequent tour of the terminal, guests had the opportunity to experience the scale of the facility and gain detailed insights into the logistics services and operational processes offered.

www.bertschi.com



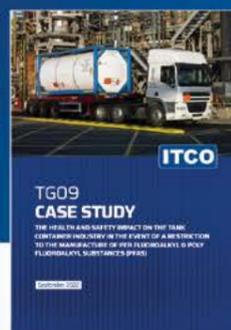
Ribbon-cutting celebration at the AZT terminal with Bertschi representatives. L-r: Jan Arnet, Sofie Naessens, William Pemberton, Ronny De Boeck, Hans-Jörg Bertschi, Swiss Ambassador Jacques Pitteloud, Stephanie De Kruif, Johan Devos, and Tobias Niklaus

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- International events
- Technical Work Groups and Regulatory Advocacy



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

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Tanks on show at tl Munich

With the global trading order under its greatest threat in decades, the transport logistic 2025 event demonstrated what the logistics industry must – and can – achieve today.

The international trade fair for logistics, mobility, IT, and supply chain management was held on 2-5 June 2025, at the Munich Messe. It demonstrated its relevance with impressive figures: 2,722 exhibitors from 73 nations, more than 77,000 visitors from over 130 countries and regions, and an exhibition area expanded to 150,000 sqm make it by far the largest trade fair in its sector worldwide.

The share of international exhibitors rose to 65 percent (2023: 60 percent). The trade fair thus grew not only in terms of space and participant numbers, but also in its global reach. Underscoring the political and economic significance of the industry, the trade fair was officially opened by Germany's new Federal Minister of Transport, Patrick Schnieder.

Global village

As usual, the ITCO Tank Container Village was a big attraction in Munich.

As the event got underway ITCO president Paul Gooch reported that, once again, the Village was completely sold out, with 64 exhibition stands and 66 ITCO members in total - representing all sectors of the organisation's membership.

ITCO first participated in the Munich exhibition in 2003, and its presence has continued to grow over the past 20-plus years.

"The recognition that the tank container is a safe and efficient intermodal transport option for bulk liquid, gas and powder transport will encourage an increasing number of visitors to come to the Tank Container Village and discuss their transport needs with our members," Gooch said in the final

newsletter to members before the event.

ITCO used this year's Tank Container Village to update visitors on a number of projects which the organisation has been working on.

The positive feedback from exhibitors and visitors confirmed the Village's value as a unified showcase for the tank container industry. Many attendees commented on the convenience of having key industry stakeholders together in one location, which greatly enhanced the efficiency and productivity of their visit.

Keeping another tradition alive, Perolo sponsored the Welcome Reception on Monday 2 June. Guests were treated to French wines and food.

The next transport logistic will take place in Munich from 26 to 29 April 2027.



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Lower shipments hit STC

Stolt Tank Containers (STC) reported second-quarter revenue of US\$164.7 million, a decrease of 1.4% from \$167.1 million in the second quarter of 2024.

Higher transport margins and demurrage and ancillary revenue were offset by 4.5% lower shipment volumes compared to the same quarter last year.

STC reported a second-quarter operating profit of \$12.2 million, a 2.8% drop from \$12.5 million in the same quarter of 2024. Lower transport costs were offset by higher repositioning costs, higher maintenance and repair cost and higher administrative and general expense.

This means that first half revenues fell by \$5.6 million, to \$317.6 million from \$323.2 million in the first half of 2024. This decline reflects a 6.7 percent reduction in shipments, due to the weak market as well as decreased imports into the US resulting in reduced US exports, driven by the ongoing tariff uncertainty. However, this was partially offset by a \$1.4 million increase in demurrage and ancillary revenue, attributed to market uncertainties and supply chain delays.

STC's operating profit increased by \$1.5 million compared to the same period in 2024. Lower operating expenses, primarily freight costs and maintenance and repair expenses, more than offset the impact of lower shipment volumes.

The fleet size grew by 2.3 percent between 31 May 2024 and 31 May 2025, while utilisation rates were broadly stable at 64.1 percent in the first half of 2025, compared to 64.3 percent in the prior year.

Revenue per shipment increased, supported by improved margins in the Americas and EMEA regions, along with higher demurrage billings. Freight rates are generally expected to remain stable in the second half of 2025, although events in the Middle East have the potential to disrupt global supply chains.

Looking ahead, STC said volatility in the tank container market remains elevated. This may impact space requirements and rates. However, strengthening demand in the key geographies for STC may provide some support for both spot rates and shipment volumes, the company stated.

www.stolt-nielsen.com

Kopecky to run Leschaco tank ops

Michael Kopecky has taken on the role of global head of tank containers for Leschaco Group.

He was formerly head of the group's tank container competence center (TCCC) Americas, and will continue to be based in Houston, assuming a dual role until further notice.

Following more than a decade at Hoyer, Kopecky joined Leschaco in January 2024 as deputy general manager TCCC Americas. Since then, he has led the tank container business in the Americas driving the unit forward together with his team in Houston.

His professional journey began in 2005 as assistant operations manager at APM Terminals, Houston. Kopecky holds a Bachelor of Science in Maritime Administration from Texas A&M University.

In his new role, Kopecky will oversee Leschaco's global tank container operations, focusing on advancing the initiatives of Leschaco's core business unit, collaborating with global teams and stakeholders to foster operational excellence and ensure customer satisfaction.

www.leschaco.com

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Ammonia unit from Inox

Inox India Limited recently launched what it claims to be India's first ultra-high-purity (UHP) ammonia T-50 ISO tank container.

The company, which manufactures cryogenic storage, re-gas and distribution systems, says the tank is "a significant contribution towards strengthening the semiconductor and solar panels ecosystem".

The T-50 container, designed, engineered and manufactured by Inox India, features an impressive capacity and is engineered to withstand high pressure levels. Built to meet international standards, including ASME Sec VIII, Div-1 with U-designated construction, the tank incorporates special technology specifically designed for ultra-high-purity ammonia applications.

Its core feature is a high-precision internal finish with a surface roughness below 0.3 RA, a standard extended to all piping elements with orbital-welded joints to guarantee a high level of purity for ammonia. Rock wool insulation with polished stainless-steel cladding provides superior thermal and acoustic protection. Additionally, for fail-safe protection, the tank comes with a spring-actuated emergency shut-off mechanism, facilitating valve closing remotely.

"This breakthrough product represents our unwavering commitment to innovation and engineering excellence," said CEO Deepak Acharya. "By developing India's first UHP ammonia ISO tank container with world-class specifications, we are not just creating a



Inox India's UHP features a high-precision internal finish with a surface roughness below 0.3 RA

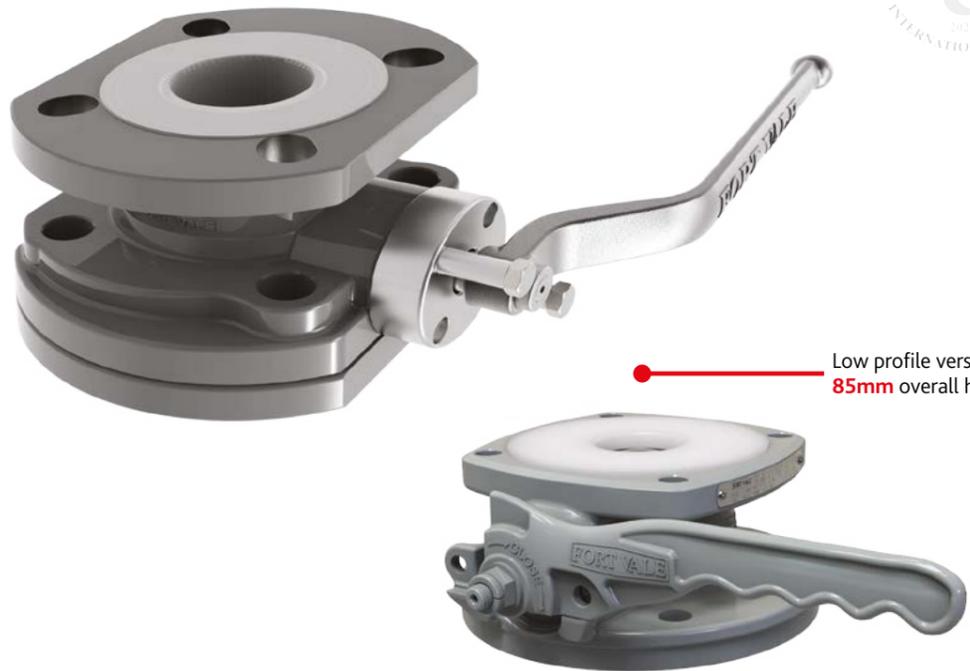
product, but enabling an entire ecosystem that will accelerate semiconductor and solar panel manufacturing capabilities across the world, and reduce dependence on imports for critical industrial equipment. We are sure that our UHP ammonia tank container addresses a critical supply-chain need in the global market."

The tank has successfully undergone all required tests and received a full suite of certifications, including UN Portable Tank T-50, ADR, RID, ISO 1496-3, CSC, US-DOT, and IMDG making it export-ready.

Based in Vadodara, Gujarat, Inox India also builds T 75 cryogenic tank containers, as well as road and rail tankers for industrial gases, liquid hydrogen, LNG and cryo-scientific applications.

www.inoxcva.com

Standard ball valve is 120mm overall height



Low profile version is 85mm overall height

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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.

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Coded message

In recent years, the tank container industry has recognised that the fragmented, non-harmonised method of identifying container facilities like depots is no longer conducive to the digitalisation happening across the supply chain.

An aid has existed for decades, but has only recently gained traction among tank operators and leasing companies.

The Bureau International des Containers et du Transport Intermodal (BIC), the global container prefix registry, initiated its Facility Code in the 1980s as the 'LoCode' identifier under ISO 9897.

Now a 'child code' of the UNLoCode, the BIC Facility Code is used to identify container facilities such as depots, container yards, container freight stations, M&R vendors and other facilities in the container supply chain.

It address the challenges in facility identification by enabling seamless communication and supporting IoT integration, helping the entire industry work in harmony. The ultimate goal is for the industry to adopt a single, harmonised code that will simplify

operations and improve efficiency.

Recently, Stolt Tank Containers (STC) conducted a dual interview with Douglas Owen, BIC secretary general, and Shane Robertson, STC's director of digital & transformation, outlining the impact of the BIC Facility Code on the tank container industry, and the role of standardisation and IoT technologies in driving a more efficient, transparent, and sustainable supply chain.

Robertson explained that STC is a huge believer in the value of standardisation. "By partnering with BIC, we aim to further digitalise our operations and streamline processes," he said. "The BIC Facility Code enables clearer communication, reduces confusion, and enhances interoperability across the supply chain. For the industry, this will lead to a more cohesive and technologically advanced ecosystem, paving the way for future innovations."

The key challenge for many operators, said Owen, is ensuring the integration of the Facility Code into legacy systems. "For BIC, we've focused on promoting industry collaboration, ensuring the harmonisation of facility identifiers with partners like SMDG – and in



The BIC Facility Code enables clearer communication, reduces confusion, and enhances interoperability

ensuring that other organisations, such as DCSA, IICL - and now ITCO – adopt the harmonised codes in their own standards. This allows operators to smoothly integrate these standardised codes into their existing systems, reducing friction and operational complexity."

STC focused on standardising its naming conventions and address formatting across all depots. One of the toughest challenges was defining the exact boundaries for geofences at each facility. This required detailed mapping and collaboration with local teams to ensure accuracy. Thankfully, the BIC's mapping tool made this reasonably painless. And the geofences were in place, STC could then integrate these standards into its operational systems for smooth communication across the supply chain.

The Facility Code has significant benefits for everyone involved in the supply chain. It helps eliminate ambiguity when communicating between partners, from shippers to customers. For example, the Facility Code used for EDI messages is now integrated with the Global Container Geofence Library. This allows companies to track the movement of assets in real time, improving transparency and efficiency.

For STC, Robertson continued, the Facility Code simplifies logistics by providing truckers with a clear, standardised code instead of a full address, reducing errors and saving time.

"One of the best examples is integrating IoT solutions with our geofences," he explained. "Customers can now track the real-time movement of their containers as they enter or depart our depots, which improves operational efficiency and enhances real-time



SCTH will double daily cleaning capacity

Kanoo Tank Services

Sahreej

Jeddah Depot

Area: 15,000sqm
 Location: SHAMS Container Terminal, Al Moulysaa, 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.

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Tank Types Serviced:

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- ★ ISO9001:2105
- ★ ITCO Member



visibility.”

STC is one of the first in the tank container business to embrace fully the BIC Facility Code and is helping align third-party depots with the harmonised code.

However, Owen said one of the main barriers to adoption is the perceived complexity of the implementation process.

“Many operators are concerned about the upfront costs and effort required,” he said. “However, this is more of a perception than a reality. Once operators understand the long-term benefits, such as reduced errors, improved operational efficiency, and better customer service, they are more likely to embrace the change.”

“I think the resistance stems from the perceived complexity of implementation and the upfront costs,” added Robertson.

“However, the process is simpler than many might think. “At Stolt, we were able to make the transition quickly and see immediate benefits.

“Operators will need to involve their IT teams and depot teams in the process, especially for the geofencing component. It requires a bit of co-ordination to ensure you have the right local expert to ensure the geofence is right. But once that is in place, the benefits of leveraging the BIC Facility Code and the Geofence Library are clear: improved communication, efficiency gains, and cost savings,” Robertson concluded

Stolt Houston invests

At its Houston terminal, STC is making a major investment bringing cutting-edge technology, increased automation, and enhanced sustainability.

With the upgrade, Stolt Container Terminal Houston (SCTH) will double daily cleaning capacity, allowing for quicker tank turnaround and minimising delays. Additional drive-through cleaning bays for hard-to-clean products, baffle and compartment tanks, and tank trailers, are being installed allowing SCTH to serve a wider range of customer needs.

STC says an automated trolley cleaning system will significantly reduce manual intervention and increase safety for workers while ensuring a consistent, high-quality clean. This approach minimises human exposure to hazardous environments, reinforcing STC’s commitment to operational excellence and worker well-being.

On top of these investments, an investment in a new wastewater treatment plant will enable STC to reuse up to 70 percent of the water from the cleaning process. This makes for a greener, more sustainable cleaning operation while maintaining high industry standards.

By expanding the cleaning capabilities, STC ensures compatibility with a wider range of chemical and foodgrade tanks, all within one location. Whether cleaning hazardous materials, foodgrade products, or specialised tanks, SCTH says it has the expertise and



The project is being delivered in two phases, ensuring that SCTH remains operational throughout construction

infrastructure to handle it efficiently and safely.

“We’re excited to upgrade our Houston infrastructure to serve our customers, better offering market-leading safety and sustainability standards,” said Dennis Verduyn, STC’s global depots director, emphasising the impact of the investment. “With new technologies, more capacity, and unprecedented efficiency, we are reinforcing our commitment to serving the North American market.”

The project is being delivered in two phases, ensuring that SCTH remains operational throughout construction.

On the road

In Spain, STC took its demo tank on the road as the best way to explain how tank containers work by inviting customers to experience the product first-hand.

“Customers use ISO tanks every day, but many have never actually seen one in person,” said Juanjo Llorente, regional sales manager for Spain. “By opening the tank, quite literally, we’ve opened



In Spain, STC invited customers to explore its demo tank

conversations that go far beyond logistics. We’ve built trust.”

The repurposed tank travelled across Barcelona, Tarragona and Madrid, offering professionals from the food and chemical sectors the opportunity to step inside and see the safety, cleanliness and environmental standards that STC upholds.

Attendees gained insight into strict cleaning protocols, on-site depot practices, and the high level of care STC takes to meet EU safety and environmental regulations. The events were designed to reflect the operational realities and concerns of both chemical manufacturers and foodgrade clients.

“It was the first time a tank operator invited us to something like this,” noted one guest. Others described it as an invaluable chance to understand properly the equipment they rely on every day.

“Strength, safety and trust are the foundation of our business,” Llorente added. “But those values only resonate when you invest time face-to-face, especially in a market like Spain.”

www.stolttankcontainers.com

New GM for Kanoo

Kanoo Tank Services has appointed Faris Al-Shali as general manager.

Al-Shali has been part of the Sahreej Team for eight years and has progressed from chemical technician to safety officer to HSE manager and dangerous goods adviser to now general manager.

Along the way, he has implemented SQAS, ISO45001, ISO14001, ISO22301, and ISO37001. He completed the Hazardous Cargo Advisor training through the Scottish Qualification Authority with the UK Department of Transport and the Harvard Certificate of

Specialization (Finance, Strategy, and Business Readiness).

Al-Shali will focus on growing the Sahreej Brand, expanding the company’s product lines and the short, medium and long term visions to expand the Jubail, Dammam and Jeddah Facilities, all with close monitoring of its financial ratios.

Al-Shali will be supported by technical and operations manager Sarfaraz Selani and finance manager Nonie Luza.

www.sahreej.com



Joint Tank Services

Depot – Dubai, UAE



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- **ISO Tank Inspection**
- **ISO Tank Container survey** - Off-hire and on-hire
- **Testing** - Statutory Periodic testing 2.5 and 5 years as required by IMO legislation
- **Repairs** - Repair of ISO Tank Containers, which includes structural (frame), cladding and shell as well (including pitting and shell inserts).
- **Handling & Storage** - Handling and storage of empty ISO tank containers
- **Refurbishment** - Full Frame Refurbishment
- **ISO Tank Heating** - Steam heating of full ISO tank containers
- **T50 (Gas tanks)** - Periodic Inspection of T50 (Gas tanks)
- **Nitrogen Services** - Nitrogen Purging/blanketing
- **ISO Tank Trading**

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- **Cross-stuffing**
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- **Flex bag fitting**
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Depot - Sohar, Oman



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- **ISO Tank Inspection**
- **ISO Tank Container Survey**
- **Testing**
- **Repair**
- **ISO Tank Heating**
- **Chemical Warehousing** - Storage of IMDG class 3, 4.1, 6.1, 8, and 9
- **Decanting**
- **Cross-stuffing**
- **Loading and unloading of Full Tank/Container**
- **Empty/Full Tank/Container Storage**

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Gheys - your partner in sustainable polymer logistics

Gheys has been active as a family business since 1896. Headquartered in Belgium, Gheys connects its own on-site container terminals in Mol and Beringen directly to the Albert Canal, linking the port of Antwerp to the hinterland and the E313 motorway, providing easy access to the European road network.

The company specialises in the handling, storage, treatment and transport of polymers.

Gheys transports a variety of dry bulk goods such as polymers, harmless powders, feed products, minerals and a variety of food products safely and efficiently using a modern fleet of vehicles. In addition, Gheys has created an area where producers (situated all over the world but using Gheys' multi customer polymer hub in Beringen), distributors and processors can store their granules and powders.

All of its warehouses and silos are bonded, while state-of-the-art infrastructure allows Gheys to offer full logistics operations and specialised services, such as bag slitting, repackaging solutions, blending, sieving, dedusting, drying, degassing, metal sorting, and loading/unloading of maritime bulk containers.

In addition to these logistics services, Gheys provides a range of value-added processes. The company's forwarding department works together with renowned partners all over the world and supports customers with customs formalities (import/export documents, fiscal representation, etc), port administration documents, and IT integrated system designs (EDI, SAP).

The company operates across five sites - Beringen, Mol, Genk, Aarschot in Belgium and Hilvarenbeek in the Netherlands, employing some 600 people.

Some Gheys operatives are even placed at petrochemical sites in Belgium, freeing up customers' resources to focus on the core business.

Currently, the company transports 1.5 million tonnes across Europe, of which 90 percent is by silo truck, handles 1 million tonnes through the various hubs and is undertaking a series of investments that should double this operational capacity to 2 million tonnes. To this end, an environmental permit has been obtained, rolling out an ambitious investment programme.

A first part of this programme includes 100 new silos of 308 cbm each, an additional 15,000 warehouse pallet spaces, a new debagging line and a 30 percent increase in container terminal capacity.

The company's growth strategy is built on four key pillars: Gheys

wants to increase its market share in silo transport of food products, expand its value-added services, serve import and recycling markets more effectively, and integrate customers through its transport and logistics offerings.

Sustainability is a core part of Gheys' culture. The company generates green electricity by investing in and operating three of its own wind turbines and is systematically implementing the electrification of various processes such as a new fleet of electric forklifts and the purchase of the company's first electric truck.

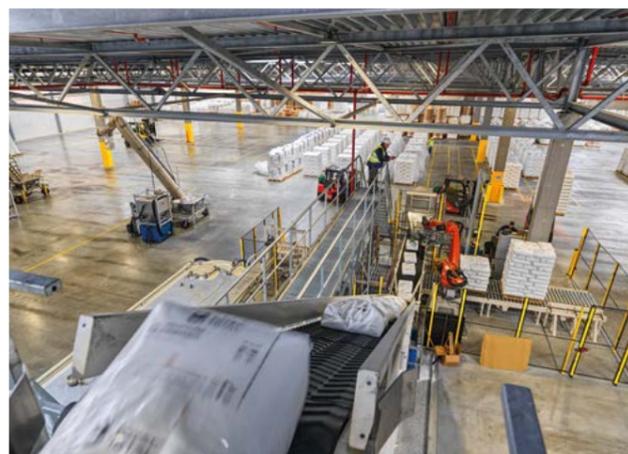
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At Gheys producers, distributors and processors can store their granules and powders



Currently, Gheys transports 1.5 million tonnes across Europe



Specialised services include bag slitting, repackaging solutions, blending, sieving, dedusting, drying, degassing, and metal sorting



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Hoyer has a fleet of over 60,000 IBCs

Hoyer adds TMP to portfolio

In June, Hoyer Group acquired the IBC totes logistics business of French company Trans Modal Partenaires (TMP).

The acquisition includes all IBC totes managed by TMP in France and Spain, together with the services previously provided by TMP.

Marlen Blechschmidt, director IBC Logistics at Hoyer, commented: "We are excited at the opportunities brought by this acquisition. TMP's strong market presence in the food and cosmetics sector in Spain and France perfectly complements our IBC totes portfolio and enables us to offer our customers even greater added value. As well as expanding our market shares, we see this as an opportunity to reach new customers and to further strengthen our position in the industry."

According to Bernard Miquel, proprietor of TMP: "In the Hoyer Group, we have found the perfect, reliable, secure partner to take over the IBC totes activities. Knowing that the experts from the

Hoyer family business will continue to run and develop the company I have built up in my spirit and in line with my values, I can enter retirement with the greatest confidence and satisfaction."

The range of services offered by Hoyer around the use of IBCs includes fleet management, rental, transport, cleaning, maintenance and repair. All the services can be modularly combined.

Hoyer has a fleet of over 60,000 IBCs, offering the chemical, food and cosmetics industries an alternative to drums and tank containers to transport and store their liquid products.

The containers are in volumes of 500 to 2,500 litres, and are available in various stainless-steel grades, designs and sizes, some with agitators, heating and dangerous goods approval, in Europe, the USA and China.

www.hoyer-group.com

Gravis launches Sustainabulk

US packaging firm Gravis has launched Sustainabulk, a 100 percent recycled FIBC.

The company says that unlike traditional FIBCs made from virgin polypropylene – which rely on petroleum-based production processes and can be difficult to recycle – the Sustainabulk bag is crafted entirely from recycled PET (rPET) plastic, including materials like discarded plastic bottles and bulk bags.

By shifting to rPET, businesses can reduce their carbon emissions by up to 70 percent, drastically cutting their environmental impact. Furthermore, the process of recycling rPET is more sustainable than the petroleum-intensive production of virgin polypropylene.

In addition, Gravis' claims the Sustainabulk allows companies to achieve measurable environmental impact. Each bag helps reduce CO2 emissions, and when shipped at scale, ie, 48 pallets per container, that adds up to savings of as much as 26 tonnes of CO2 per container. This reduction equates to 26 carbon credits.

"At Gravis, we know that sustainability isn't just important to us – it's important to our customers. That's why it drives every new product we bring to market," said Vishal Rao, CEO of Gravis. "Our Sustainabulk bags are made from 100 percent recycled materials and are fully recyclable, supporting a circular economy. Once the bags have served their purpose, they can be repurposed into new products

— continuing the cycle of sustainability and reducing the need for new raw materials."

In addition to these benefits, the Sustainabulk is claimed to have high tensile strength, ensuring high load-bearing capacity for heavy-duty applications. Its UV resistance offers durability under prolonged sunlight exposure, while abrasion resistance makes it suitable for demanding environments.



www.gravisglobal.com



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RISHI'S FLUID FLEXITANKS are ideal for bulk transportation of any non-hazardous liquid for food, pharma and other industrial applications

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Actual photograph taken during testing by American Rail Road Association

RISHI'S FLUID FLEXITANK is ideal for bulk transportation of any non-hazardous liquid, such as:

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FIBCs: Food-grade FIBCs | Pharma-grade FIBCs | UN Bags
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Testing DG packaging

Established in 1981, Air Sea Containers has been a UK specialist in compliant dangerous goods packaging.

Serving industries from petrochemical and pharmaceuticals to retail and manufacturing, the company specialises in UN certified packaging, DGSA services, and now UN approval testing services.

Recently, the company opened a new test lab in Wirral, near Liverpool, dedicated to UN approved packaging.

The UKAS accredited testing laboratory ISO/IEC 17025 provides comprehensive testing facilities for businesses across the UK that require performance assessment to gain UN approval on packaging for the transport of dangerous goods.

The new test lab is fitted with high-tech equipment and staffed by a team of experienced dangerous goods packaging specialists. The lab's services cover a wide range of critical tests, including:

Drop testing: drops simulate real-world handling and transit conditions to test packaging durability;

Stack testing: tests the package strength and stability under compression, simulating stacking during long-haul transport or

storage conditions;

Material specification checks: product specifications are examined and recorded to ensure that each production run uses the exact same materials and specifications used to create the UN approved packaging. All tests are conducted using calibrated equipment, under strict environmental conditions providing consistent results.

Services

With the new test lab, Air Sea Containers offer testing facilities for steel drums, fibre drums, fibreboard boxes and plastic boxes.

These include:

Testing of customer's own packaging: tests can be undertaken on the customer's own packaging requiring UN approval, including drop tests, stack tests, cold conditioning and material specification.

Custom made packaging testing: a full-service solution for custom made packaging which includes design, development, testing, co-ordination of UN certification, manufacturing of product and ongoing maintenance of UN certification. The entire packaging design, approval and production process is managed for the customer.

Revalidation checks: UN approved packaging requires revalidation checks after a set period of time (typically five years in the UK). Air Sea Containers offers revalidation testing services to ensure the UN approved product is still being made to the exact specification which passed the UN testing process resulting in UN approved packaging.

Capability testing: capability testing of packaging for dangerous goods where UN approved packaging is not mandatory, but capability may be required, such as limited quantity and lithium battery packaging where applicable.

VCA authorisation

Each test rigorously adheres to UN packaging requirements stipulated in the UN transport of dangerous goods regulations. After successful testing, Air Sea Containers work with the VCA to gain UN certification, offering fully certified results for their clients.

www.airseadg.com



Drop testing simulates real-world handling



Material specification checks product specifications are examined and recorded



Preconditioning testing

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Acquiring Transolve will add flexitank expertise to Toll's bulk liquids logistics



Transolve also uses IBCs to ship some products



Toll takes on Transolve

Toll Group is buying fellow Australian company Transolve Global.

Now part of Japan Post, Toll is one of Australia's biggest freight forwarders with operations across Asia and Europe.

Beverage logistics is one of the group's core services and so acquiring Transolve will add to its capabilities in this sector, not least Transolve's expertise in flexitank transport.

Transolve specialises in bulk liquid shipments, moving large import and export volumes on a weekly basis across global markets. Products moved include edible oils, wines, lubricants, chemicals, fuel oils, oilfield chemicals, and food grade ethanol.

As one of Australia's most experienced specialty wine exporters, Transolve has worked with numerous top 50 global wine brands, moving Australian wine to key overseas markets including the UK, Germany, China and the US.

It exports and imports vegetable, olive and canola oils, palm oils, sunflower oils, coconut oils and other derivatives. For example, Transolve ships canola oil throughout Asia, and into the USA and New Zealand; conversely it imports palm oil into Australia.

In lubricant oils, Transolve's expertise has seen it transport automotive oils, industrial oils, greases, recycled base oils and other lubricants, with a predominant focus on Asia, which is from where the majority of demand for these products emanates. The company uses temperature controlled and hazardous tank containers and flexitanks, depending on product specifications.

In interview in 2022, Transolve CEO Rachael Budd explained to *Bulk Distributor* that the company's "comprehensive knowledge of the bulk liquids industry, alongside our extensive experience across numerous industries, means we can develop a customised freight forwarding

solution that is agile, efficient and adds value, without sacrificing any product integrity along the way".

In addition to flexitanks and tank containers Transolve also uses IBCs to ship some products. Its flexitanks are available in a range of sizes, from 18,000 to 24,000 litres and the company assists clients in choosing the correct size required to ensure they receive the maximum payload per container.

The ISO tanks undergo our strict sanitation procedures to prevent cross-contamination from previous products. "With the ability to be reused many times and varying options from 18,000 to 26,000 litres, ISO tanks are an efficient transport solution for many products and brands," Budd explained.

Its IBCs can offer lower handling and storage space costs in many circumstances, with sizes from 200 to 1,250 litres.

Transolve will operate as a separate brand within the Toll Global Forwarding division. Rachael Budd will lead the new business unit and join Toll Global Forwarding as senior vice president.

"We are very excited about Transolve becoming part of Toll," said Suhail Qureshi, interim president of Toll Global Forwarding. "The Transolve team has built impressive capabilities that will significantly enhance our customer solutions for customers and drive our growth in our strategic verticals."

Rachael Budd said Transolve was "thrilled" to be a part of Toll Group. "This acquisition amplifies our capabilities and expands our reach, enabling us to deliver more value to our customers in the wine, bulk liquids, and food & beverage sectors," she commented.

www.tollgroup.com

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Rowl explains why clients are choosing flexitanks

Texas-based Rowl United Group claims to have been reshaping the containerised bulk logistics landscape since its establishment in 2011.

Last year, *Bulk Distributor* profiled Rowl as it opened a new ISO tank depot near the Houston container terminals of Bayport and Barbour's Cut.

Yet, the origins of the group are really in the flexitank business. Founded by Anton Rudjuk and Monica Amariz in 2011 as Flexiplus Services, the company has carried out more than 100,000 flexitank fittings.

In 2012, Rudjuk and Amariz launched Trackalo, an in-house logistics scheduling software to flexitank serial numbers and schedule equipment inventory.

The company is always looking for smarter, more efficient ways to move bulk liquids. One trend it has been seeing is that clients are moving away from bulk vessels and choosing flexitanks instead.

Rowl Group believes flexitanks are gaining popularity because they offer some game-changing advantages. One of the biggest benefits, it argues, is not having to return the tank, which means no one-way international costs. Plus, they are "easy to install, lightweight, and simple to load and unload". This makes them perfect for remote destinations and challenging logistics environments.

"On top of that, flexitanks are recyclable, which helps reduce environmental impact, a win for companies looking to meet sustainability goals," the group recently blogged.

"Managing large bulk shipments can be complex and expensive. Imagine handling a 5,000-tonne bulk shipment versus multiple 22 tonne flexitank loads. If something goes wrong, like demurrages or detention, the cost of managing one or two containers is way lower than an entire vessel. Plus, with flexitanks, there's less handling involved, which reduces labour costs and minimises



Rowl United has carried out more than 100,000 flexitank fittings since its founding

contamination risks."

Flexitanks offer flexibility that bulk vessels can't match says Rowl United. They make it possible to break up loads, rather than being locked into filling a whole vessel bound for just one spot. This flexibility means clients can be more strategic with their shipments, saving both time and money.

Flexitanks also significantly reduce transport weight and volume compared with drums or barrels, helping companies lower their carbon footprint.

Handling bulk vessels can be risky, especially if contamination occurs. If a product in a bulk vessel gets contaminated, it can mean losing up to 5,000 tonnes. With flexitanks, the risk is minimised. If something goes wrong, it's usually limited to one container, not the whole shipment.

One of the biggest challenges in logistics right now is the uncertainty brought about by ongoing disruptions, such as tariffs. Rowl United says that the unpredictability of the current market is driving many clients to rethink their strategies.

"Flexitanks are emerging as the smarter, more flexible, and eco-friendly choice for bulk liquid transport. At Rowl United, we're here to help you make the switch and experience the benefits firsthand," the company concludes.

<https://rowlunited.com>

PBLA makes debut at transport logistic 2025

The transport logistic 2025 exhibition marked a milestone for the Premier Bulk Liquids Alliance (PBLA), as the organisation hosted its own booth for the first time.

Held during the first week of June, the event proved to be a resounding success — not only for PBLA as a network, but also for the many members who advertised at the booth.

PBLA's booth, positioned in a high-footfall area adjacent to the stands of the port authorities of Rotterdam, Antwerp, and Finland, became a vibrant hub of activity throughout the week. This prime location added a dynamic energy to the space, drawing in a steady stream of visitors and creating a lively atmosphere that perfectly reflected the spirit of the alliance.

Designed to showcase PBLA's collaborative ethos, the booth featured branding from participating members and served as a welcoming space for networking, introductions, and business development. Representatives from member companies, prospective partners, bulk liquid commodity traders, and ISO tank operators all found common ground at the stand, engaging in meaningful conversations that extended well beyond the exhibition floor.

"The energy at the booth was incredible," said one PBLA representative. "We were thrilled to see so many of our members engaging with new contacts, reconnecting with long-time partners, and showcasing the strength of our global network."

The alliance's presence at the show was more than just symbolic, it was strategic. With more than 65 countries represented across its membership, PBLA used the opportunity to highlight the growing participation of small and medium-sized ISO tank operators and agents, as well as the increasing involvement of bulk liquid commodity traders. PBLA says this diversity is a testament to its mission: to foster meaningful connections and create commercial opportunities across the global bulk liquids logistics sector.

The success of the event was also reflected in the feedback from members and visitors alike. Many noted the professional presentation of the booth, the quality of interactions, and the visibility it brought to PBLA's mission and values.

In recognition of the overwhelming response, PBLA has already confirmed its participation at transport logistic Munich 2027 — this time with a larger booth in the same prime location. The decision reflects the alliance's commitment to building on the momentum of 2025 and delivering even greater value to its members in the years ahead.

"We're already looking ahead to 2027," said a PBLA spokesperson. "The feedback we received was so positive that we didn't hesitate to secure the same space again — only bigger. We're excited to co-create the next chapter with our members."

As follow-ups and inquiries continue to flow in from contacts made during the event, PBLA is actively connecting interested parties with its members. The alliance also invites members to collaborate on future events, ensuring that the platform continues to evolve in ways that reflect the needs and ambitions of its global community.

For PBLA, the event was more than just a trade show — it was a statement. A statement of unity, ambition, and the power of partnership in the bulk liquids logistics world.

<https://pblaglobalnetwork.com>



L-r: Karen Behm, Jason Wright, Horst Behm



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Can European chemicals rebound?

Europe's petrochemical industry is still far from out of the woods.

High operating expenses and increasing environmental compliance costs are challenging refiners not just in the EU, but also in the UK, California and Canada.

This year, about 1 million barrels per day (bpd) of refining capacity are expected to close in these regions. At the same time about 800,000 bpd of refining capacity will start up in Asia.

Although global oil demand is expected to grow, the long-term outlook for many refineries remains uncertain.

In March this year, consultancy Wood Mackenzie published its latest global refinery closure threat analysis assessing 420 sites and highlighting which ones are most at risk of closure by 2035.

WoodMac forecast that 101 out of the 420 global refineries analysed are at risk of closure, representing 18.4 million bpd, or 21 percent of current global capacity.

Refining margins are expected to stay strong in the short term. Echoing the mantra of 'a rising tide lifts all boats' means that WoodMac expects limited rationalisation as margins improve into the 2030s.

But pressure will build over the next decade once oil demand peaks, likely in the early 2030s, and margins will start to fall. Europe, in particular, is seeing a noticeable drop in demand driven by a shift



European refineries suffer higher operating expenses from the costs of their carbon emissions

toward electric vehicles. European refineries also suffer higher operating expenses from the costs of their carbon emissions. This combination is making it increasingly difficult for some refineries to stay economically viable.

At risk

Standalone refineries (ie, with no petrochemicals integration) make up the majority of at-risk assets. Many of them lack the ability to adjust to changing market conditions or generate extra value from

chemicals. Even some complex and deep-conversion refineries are at risk, especially from carbon taxes.

Refineries that are integrated with petrochemical units often perform better, generating stronger returns as demand for plastics and other chemical products continues to grow. But that doesn't make them immune to risk, points out Alan Gelder, WoodMac's senior vice president refining, chemicals & oil markets.

Out of the 101 refineries flagged as at risk, only 29 are integrated with petrochemicals. However, just 13 of these include steam crackers, which are also facing closure risks in some markets. If a steam cracker closes, it removes the uplift in-value from petrochemicals and the refinery loses a critical outlet for petrochemical feedstocks, making the whole site more vulnerable. Sites that rely heavily on steam cracker margins are especially exposed.

Who owns a refinery also influences its long-term outlook. Those owned by national oil companies (NOCs), joint ventures (JVs) or independents make up the majority of the shortlisted sites; however, NOCs are generally seen as less likely to shut sites down, even if margins are poor as they often have government backing.

By contrast, international oil companies (IOCs) are more likely to close or sell underperforming, older or marginal refineries to independent operators. IOCs have been restructuring their portfolios by focusing on sites that are highly competitive in terms of both earnings and emissions.

Decarbonisation

Decarbonisation has become a decisive factor in determining the long-term viability of refineries, particularly for complex and deep conversion sites in regions with high forecasted carbon taxes.

Refineries without committed investments in low-carbon technologies, such as carbon capture, energy efficiency upgrades, or alternative fuels, are especially exposed. Those located in regions with established or escalating carbon pricing costs, including the EU, UK, and Canada, are under the greatest pressure.

By 2035, carbon prices in these regions are projected to reach levels up to three times higher than the global average, impacting margins and increasing the need for strategic decarbonisation investments for assets to survive.

Europe and China alone hold the majority of high-risk sites, with Europe home to 60 percent of them. While 5.1 million bpd of European capacity is classified as medium or low risk, more than half of that falls into the medium-risk category.

In contrast, Asia Pacific and China represent approximately 30 percent of the world's low-risk capacity, spread across 28 sites. These refineries are predominantly complex or deep-conversion facilities, with a significant number integrated with petrochemical operations, offering a margin advantage.

Europe versus Asia

The contrasting fortunes of Europe versus Asia are due to a combination of factors. First, and foremost, oil demand is still growing in the Pacific region, while it has been declining in Europe and remains fairly stagnant in North America. Secondly, refineries in the Pacific Basin, in particular those in the Middle East and China are more modern with lower operating costs and higher margins. The new refineries in the Pacific also tend to be bigger, which further increases their competitive advantage.

Another factor is the cost of compliance with tightening climate policies, with the refining sector facing significant pressure to reduce carbon emissions over the next 10 years. Refineries without committed investments in low-carbon technologies, such as carbon capture, energy efficiency upgrades, or alternative fuels, are especially exposed.

Those located in regions with established or escalating carbon pricing costs, including the EU, UK, and Canada, are under the greatest pressure, according to WoodMac. By 2035, carbon prices in these regions are projected to reach levels up to three times higher than the global average, impacting margins and increasing the need for strategic decarbonisation investments.

Purity counts

Prospects are not much brighter in the pure chemicals manufacturing sector.

So far this year, LyondellBasell/Covestro and Tronox announced in quick succession that they were planning to close their chemical plants in Rotterdam.

The closures represent a significant loss for Port of Rotterdam and the cluster of chemical companies in the port area.

LyondellBasell has its European headquarters in the centre of Rotterdam and sites in Botlek, Europoort and on the Maasvlakte. The LyondellBasell factory (PO11) on the Maasvlakte that is closing is one of the newest and largest chemical factories in the port in terms of added value.

The company produces base materials that are used in insulation

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products, mattresses, furniture, paint, electronics, medicines, food packaging and wind turbines, for example.

Tronox is also a global chemical company. It has been producing pigments in the Botlek area for the paint, plastic and paper industries for decades. The company is part of the closely co-operating chlorine cluster, and production had already been halted recently.

Port of Rotterdam Authority CEO Boudewijn Siemons called it "a tough day for the port. "Industry in Rotterdam forms the basis for many products that we use every day. That is of great value to our economy and society, especially now that Europe wants to be more self-sufficient.

"We must therefore now pull out all the stops in the Netherlands and in Europe so that sustainability and preservation of industry can go hand in hand. It is precisely through intensive co-operation that companies in Port of Rotterdam can produce efficiently; we cannot afford to lose any more important players," he said.

LyondellBasell had already announced a strategic review of its activities in Europe. Tronox recently conducted a similar analysis, too. Both companies stated that the closure of the factories is a result of the market conditions for chemicals in Europe. The chemical company has spoken of "continuous pressure on profitability due to global overcapacity, a strong increase in imports from Asia and the high costs of European production".

Rotterdam Port Authority has long recognised that more companies are struggling with this and, together with the companies and governments involved, has often expressed its concerns about the investment climate for the chemical industry in the Netherlands and Europe.

Last year, the Indorama plastics factory was shuttered, and before that, AluChemie closed its doors in Rotterdam. The Port Authority now realises that developments are occurring at a rapid pace and once again emphatically called on the Dutch government to do what it can for the industry.

Call to action

At the EU level, the European Commission is pinning its hopes on the Chemical Industry Action Plan, officially launched on 8 July.

The action plan consists of four measures: resilience and a level playing field, energy, driving markets, and PFAS. With regard to the first measure relating to resilience and a level playing field, the creation of the Critical Chemicals Alliance stands out.

The Commission will establish, together with Member States and stakeholders, a Critical Chemical Alliance to address the risks of



The European Commission is pinning its hopes on the Chemical Industry Action Plan

capacity closures in the sector. It will identify critical production sites in need of policy support and address trade issues such as dependency and supply chain distortions.

It will then "swiftly" apply trade defence measures to ensure fair competition by expanding the monitoring of chemical imports through the existing Import Surveillance Task Force.

The Alliance will align investment priorities, co-ordinate EU and national projects, including Important Projects of Common European Interest (IPCEI), and support critical EU production sites to promote innovation and regional growth.

The Commission will implement "at full speed" the Affordable Energy Action Plan to lower the high costs of energy and raw materials. "It introduces clear rules for low-carbon hydrogen and will update state aid to reduce electricity costs for more chemical producers by the end of the year. The plan also encourages the use of clean carbon sources such as carbon sequestration, biomass and waste, as well as support for renewable energy," the Commission pointed out.

As for PFAS - perfluoroalkyl and polyfluoroalkyl substances - "the action plan reaffirms the Commission's commitment to minimise PFAS emissions through a robust and scientifically sound restriction,

while ensuring continued use in critical applications, under strict conditions, where no alternatives are available, which will be proposed swiftly after the ECHA opinion.

"The Commission will also invest in innovation, promote clean-up based on the 'polluter pays' principle and prioritise the development of safer alternatives."

Cefic, the European Chemical Industry Council, welcomed the Action Plan as "an important and timely first step towards boosting the competitiveness and resilience of the EU chemical industry".

"It is a serious effort from the European Commission to turn the tide for the 'industry of industries' in Europe," Cefic stated. "This crucial signal to global investors and the announced measures go beyond signalling support – they include concrete actions that set a strategic direction for European policymakers to reduce energy costs, ease regulatory complexity and support the transformation of the sector."

To limit the ongoing wave of plant closures and Europe's 'chemical deindustrialisation', Cefic maintains that co-ordinated action by Member States is now urgently needed to turn this signal into results. "Each day of inaction further weakens European industry," the council said.

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Both Actros L 2446 units were supplied to very short lead times in full ADR FL specification for the carriage of dangerous goods

Life's a gas for AD Fuels

UK Mercedes-Benz dealer Bell Truck and Van has lit the flame of a new relationship with gas tanker operator AD Fuels.

The operator is now running the first pair of Actros tractor units on its 26-strong fleet.

Both Actros L 2446 units were supplied to very short lead times in full ADR FL specification for the carriage of dangerous goods.

"We've had vehicles from several other brands on the fleet but Mercedes-Benz has traditionally been under-represented in this sector, and these are our first Actros units," said AD managing director Jon Mayes.

"The fact that we decided to take this step into the unknown is largely testament to the proactive and persistent approach of Bells' sales executive, James Walsh. He'd been talking to me for a while and when we suddenly found ourselves needing a couple of trucks, to a very particular specification, he immediately said he could help.

"The order was handled very professionally and the vehicles supplied quickly, arriving exactly as expected. James also provided a comprehensive handover with some useful operating tips for our drivers. The trucks have now been on the road for three months so although these are still early days, we've seen enough to know they were an excellent choice – they're performing really well, returning good mpg figures and have been very positively received by our drivers."

One of those drivers is Mick Decourcey, who has been with AD Fuels for five years but had another 20 years behind the wheel

before that.

"I'm out in the cab for three or four nights at a time, covering around 2,000-2,500 miles a week," he said. "I've driven lots of different trucks but the Actros is great. It pulls so well but is good on fuel too, and way the main dashboard screen can be configured to my personal preference is really impressive. The cab is very comfortable too. The bed, with mattress topper, is super plush and the night heater is brilliant – so quiet I could leave it on all night if I had to.

AD's Actros are 2446 models, powered by 10.7-litre six-cylinder engines that each produce 340 kW (460 hp). Their chassis feature small-wheeled (17.5ins) mid-lift axles which offer a weight saving of approximately 300kg compared to the standard version with 22.5ins wheels, while also freeing up valuable space for hydraulic kit. The specification includes roomy BigSpace cabs fitted with fridges and microwave ovens, alloy wheels, and checkerplate catwalks.

Based in West Sussex, AD (Anaerobic Digestion) Fuels was founded at the beginning of 2018 by a team of transport experts specialising in high consequence dangerous goods and waste recycling industries including landfill gases.

AD's trucks deliver bio-methane, CNG and LNG fuels to transport and logistics operators, industrial customers including factories and greenhouses, and the marine sector. The company also runs a separate CO2 business, serving the food and beverage industry.

www.adfuels.co.uk

Volvo tractors for Waters bulk

Family-run bulk haulier BJ Waters has welcomed its first Volvo FH Aeros, specifying 10 6x2 tractor units equipped with the manufacturer's I-Save technology for better fuel efficiency.

Supplied by Hartshorne Group, the trucks join BJ Waters' 80-strong commercial vehicle fleet to support the customer's UK and European bulk tipping operations.

Director James Waters, said: "We first brought Volvo FHs into the fleet in 2018 because the initial package was incredibly competitive. That early experience gave us the confidence to invest in more trucks in the years since, so when the FH Aero was unveiled, it piqued our interest.

"Our drivers have responded positively to the new model. They appreciate the familiar feel combined with the updated design and comfort. Volvo's dealer support also gives us peace of mind and helps us avoid costly downtime. It's a partnership that works well for our business."

The trucks are powered by a Euro 6-compliant D13TC Step E engine, which produces 500hp and a peak torque of 2,800 Nm, benefitted by turbo compounding technology. This extends the fuel economy potential even further by introducing an extra turbine after the turbocharger to reuse excess fuel from the exhausts, which is then converted to torque directly on the crankshaft.

The engines are paired with Volvo's popular 12-speed I-Shift automated gearbox technology plus I-See predictive cruise control. The latter allows the driver to tackle hills and gradients in a higher gear, saving fuel without losing speed.

Further energy efficiency gains are unlocked through the FH Aero's sleek aerodynamic design, which also features a bold, big and easily recognisable Volvo Iron Mark – the largest in modern times – as well as the Volvo Spread Word Mark.

"With the FH Aero we wanted to futureproof the fleet – not just in terms of looks, but also to keep the business aligned with where the industry is heading," added Waters. "The FH Aero helps us to build on our professional, modern image while still delivering the performance and reliability we've come to expect from Volvo Trucks."

The vehicles benefit from a comfortable interior specification, including leather upholstery, dual armrests, an adjustable steering wheel with neck-tilt functionality, and climate control.

The acquisitions are all backed by a Volvo Gold Contract including preventive maintenance and repairs to give BJ Waters a comprehensive and personal service. Working five days a week, the FH Aeros are each expected to clock up to 120,000km annually.

Established in 1927, today BJ Waters works from three depots located in Matlock, Ripley, and Telford. In addition to its BJ Waters fleet, the business also operates 40 commercial vehicles under the Geo. Siddall moniker.

www.volvo.com



BJ Waters has acquired ten Volvo FH Aero 500 6x2 tractor units

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Rotterdam gate check rolled out

All deepsea terminals at Port of Rotterdam's Maasvlakte now verify the operating carrier for container pick up.

An automatic check at the gate ensures that only the correct driver is granted access to the terminal, which the port says minimises the risk of misuse during the container collection process.

Each deepsea terminal at the Maasvlakte introduced the verification process at a different time. ECT Delta terminal, ECT Euromax terminal (both part of Hutchison Ports ECT Rotterdam), Hutchison Ports Delta II, RWG, and, most recently, APM Terminals Maasvlakte II have now successively implemented the process.

The participating terminals regard this verification as a logical final step in the Secure Chain introduced in Rotterdam. Since early 2025, deepsea shipping lines will no longer issue fraud-sensitive PIN codes for the collection of containers. In the Secure Chain, the collection right is securely transferred digitally from link to link. When a driver arrives at the terminal gate, the verification of the operating carrier serves as the final security step.

At the gate, the identity of the operating carrier is verified by comparing the unique EAN number on the visiting driver's CargoCard against the EAN number as specified in the pre-notification submitted by the carrier via the Port Community System of Portbase. The driver is only allowed to proceed if both numbers match. The EAN numbers are issued by Secure Logistics.

Through the Secure Chain, the business community and authorities work together to boost the digital resilience of the port logistics sector.



When a driver arrives at the terminal gate, the verification of the operating carrier serves as the final security step

Combined, the initiating parties represent the entire logistics chain: from the shipping line/ship agent, shipper and forwarder to the logistics service provider, inland operator (truck, train, barge) and terminal. The Port of Rotterdam Authority, the Municipality of Rotterdam, Dutch Customs, the Seaport Police and several semi-public organisations support the Secure Chain as well.

Falling throughput

Throughput at Rotterdam fell 4.1 percent in the first half of 2025.

This brought the total throughput to 211 million tonnes. The largest decline was in dry bulk (-8.9 percent) and liquid bulk (-5.3 percent) segments.

Container throughput showed growth of 2.7 percent in TEU. Although, in terms of tonnage, containers showed a decline of 1 percent.

The lack of investment in the industry by the market is a cause for concern for the port authority. Although the government has taken positive steps recently to bring the playing field for Dutch industry more in line with that of neighbouring countries, additional measures are necessary, the port said. The announced closure of a number of chemical companies, and with it the loss of hundreds of jobs in the first half of 2025,

confirms these concerns. The port authority's financial results and investments show stable development.

Boudewijn Siemons, CEO of Port of Rotterdam Authority, commented: "In recent months, we as a port have been confronted with economic uncertainties, lagging investments, and disruptions in supply chains. In these turbulent times, as a port, we must ensure that the security of supply of energy, food, and other essential materials in Europe remains guaranteed. It is also very important that industry in the port remains competitive so as not to weaken Europe's strategic autonomy."

Despite the challenging economic conditions, a large number of projects are underway to create a future-proof port with net zero CO2 emissions by 2050. The construction of infrastructure is necessary for making society and industry more sustainable. Progress has been made in this area during the first half of the year, including continuing construction of the Porthos CCS project. The construction of the land pipeline has been completed and work has now started on the offshore infrastructure. The former gas production platform in the North Sea is being converted for the injection of CO2 for permanent storage in gas fields under the North Sea. Porthos is expected to be operational in 2026.

Another important part of the energy transition is the installation of shore power. On 31 March 2025, Cruise Port Shore Power's shore-power system at the Holland Amerikakade officially entered operation. This means that Cruise Port Shore Power is staying ahead of European regulations, which stipulate that cruise ships in European ports must use shore power by 2030. The shore-power system for cruise ships is a unique sustainability project realised at the interface of city and port. Cruise Port Shore Power expects 75 percent of cruise ships in Rotterdam to connect to the shore-power system in the first year.

www.portofrotterdam.com

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www.intermodal-events.com

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<https://worldbulkwine.com>



A lack of investment in the industry is a cause for concern for the port authority

Chhara gets LNG green light

India's Ministry of Ports, Shipping, and Waterways has formally certified Chhara Port in Gujarat for the import of LNG by sea, marking a major step to strengthen India's energy security.

The notification gives Simar Ports Private Limited (SPPL) the authority to manage LNG imports at Chhara. The action was taken given the urgent need to import gas and petroleum into the growing country. The Navigational Safety at Ports Committee (NSPC) certificate will be followed when conducting operations at Chhara.

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The Immingham plant has continued to be negatively impacted by market factors



End of the road for Greenergy Immingham?

Greenergy is to start consultation on ending production at its biodiesel plant in Immingham, Lincolnshire, UK.

Despite significant cost reductions to improve the plant's viability, the Immingham plant has continued to be negatively impacted by market factors, including slower increases in the UK's biofuels blending mandates compared with European countries and competition from subsidised US-origin products.

Greenergy's announcement follows a review of its biodiesel operations at Immingham, announced in late May 2025. Consultation with affected employees will begin as soon as possible. "Greenergy is committed to supporting staff through this period," the company said in a statement.

CEO Adam Trager commented: "It has been an incredibly difficult decision to enter consultation on the proposed closure of our Immingham site, and a decision we have not taken lightly.

"However, in light of continuing market pressures, we unfortunately do not have enough certainty on the outlook for UK biofuels policy to make the substantial investments required to create a competitive operation at Immingham. We are seeking urgent talks with ministers about increasing the amount of biofuels used in the UK's petrol and diesel, a move which will help protect the biofuels sector, as well as cutting the UK's emissions, particularly from HGVs.

"Today's decision does not reflect the dedication and hard work of affected staff and I would like to thank our employees at Immingham for their tremendous efforts to date. Our priority is supporting our employees through this difficult period."

Expanding Scotland

On the brighter side, Greenergy has reached an agreement to increase its capacity at the Exolum terminal in Grangemouth,

Scotland. The deal will allow Greenergy to expand significantly its ability to supply across Scotland.

Caroline Lumbard, UK managing director, said: "We're strengthening our supply infrastructure in Scotland and this long-term agreement creates additional capacity where it is needed. Greenergy will expand its existing supply infrastructure and leverage its global supply chains to enhance supply security and choice of fuels to our customers in Scotland."

www.greenergy.com

Grindrod Eyamakhozi to develop RB box terminal

South Africa's Transnet National Ports Authority (TNPA) has signed an agreement with Grindrod Eyamakhozi Joint Venture to develop and operate a container handling facility at Port of Richards Bay's Bayvue precinct.

The investment, worth R285 million, is set to increase the port's annual container handling capacity from 50,000 TEU to 200,000 TEU.

Designed to drive economic development in the northern parts of KwaZulu-Natal, the initiative will realise the expansion of the port's cargo profile.

As South Africa's premier bulk port, Richards Bay has capacity to handle significant volumes of coal, dry, break and liquid bulk commodities, and also accommodate more containers.

The box terminal's location is close to the hinterland market and aligns with Transnet's commitment to lower logistics costs while reducing transport lead times.

"The establishment of this facility is now critical as Transnet implements its strategic framework 'Reinvent for Growth' to restore operational excellence, enhance the competitiveness of the national freights logistics network and unlock long-term value for industry stakeholders," said Transnet board chair Andile Sangqu during the signing ceremony in Richards Bay

"This project represents a blueprint where commercial growth, community benefit, and inclusive development co-exist. The partnership between the two entities reflects Transnet's ongoing commitment to enable and unlock capacity through well-regulated private sector partnerships."

The signed agreement follows the successful completion of Section 56 of the National Ports Act No 12 of 2005 process, through which TNPA awarded Grindrod Eyamakhozi a preferred bidder status in June 2024 for a 25-year concession period. Once operational, the facility will incorporate the latest technology and feature specialised infrastructure equipment designed for efficient cargo handling to ensure quick turnaround of vessels.

Following the commercial operationalisation of the container facility in 2028, the project is expected to create approximately 122 permanent jobs for the benefit of the Richards Bay local community.

"Our investment in this project supports Grindrod's purpose of enhancing Africa's trade and impacting local communities. Partnering with Eyamakhozi provides valuable local insights and authenticity to our empowerment efforts," said Xolani Mbambo, CEO of Grindrod.

"We aim to create a smart logistics hub for efficient movement of goods across rail, road, and sea, fostering regional economic integration and reducing logistics costs."

The new container facility is part of TNPA's master plan for KwaZulu-Natal ports, which reconfigures Port of Richards Bay to enhance its capacity for handling containers and liquid bulk commodities.

www.transnetnationalportsauthority.net



The terminal project is set to increase Richards Bay's annual container handling capacity from 50,000 to 200,000 TEU

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