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Potential reprieve for PFAS in tank components

There are signs of progress in the ongoing debate over per- and polyfluoroalkyl substances (PFAS) in the EU/EEA.

The European Chemicals Agency's (ECHA) Scientific Committees for Risk Assessment (RAC) and for Socio-Economic Analysis (SEAC) are continuing the evaluation of the proposal to restrict PFAS, a process that started in March 2023.

The proposed restriction covers 10,000 chemicals, including fluoropolymers which are essential materials in the tank container industry because of their superior sealing performance, for example in seals and gaskets.

ITCO notified members in September that the latest ECHA development is the publication of a 'Background Document' which updates and refines earlier evaluations.

The positive news for the tank industry, according to ITCO, is that Appendix A.3.18 of the document recognises sealing applications (like seals and gaskets) as a specific sector and refers to the vital properties of fluoropolymers in this regard.

"This latest step leads to 'Sector Recognition' - an important development for the seal and gasket industry, which increases the probability of the sealing sector being considered for a 13.5-year derogation (the term used by ECHA for continued use of a material), with potential for ongoing review rather than a hard end date," ITCO said. "Furthermore, Sector Recognition reduces complexity and provides for clarity of eventual compliance."

The fluoropolymer and sealing industry welcomed acceptance by ECHA of the social economic necessity of the fluoropolymer industry, which is estimated to add up to €3 billion annually to the EU economy.

Derogations might please industry, particularly for fluoropolymers, but they could still anger environmental NGOs who warn it undermines EU goals. ITCO notes the debate remains "highly polarised".

A recent webinar held by the Fluoropolymer Product Group (FPG) discussed the progress made to enable ECHA to recognise the vital



The positive news for the tank industry is that the ECHA background document recognises sealing applications as a specific sector

industry need for fluoropolymer. Representations were made to ECHA during the consultation periods by many industry groups, including ITCO, and in co-operation with UIP.

An opportunity for another round of ECHA industry consultation is expected to be announced in the first half of 2026. FPG explained that ECHA is also expected to assess fluoropolymer end of life issues during this consultation. This stresses the relevance of ITCO members in co-operating with safe disposal/recycling guidance.

Because of the exceptional properties of PFAS, the operational safety and leak tightness record of the tank container remains excellent.

However, PFAS are also sometimes known as 'forever chemicals' because they do not easily break down, but accumulate in the environment and in human bodies.

Consequently, there is growing pressure to restrict the manufacture and use of the material. A group of European countries - Germany, Netherlands, Norway, Sweden, and Denmark - originally proposed a joint restriction on PFAS under REACH, the EU regulation covering the production and use of chemical substances.

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EU chemicals remain depressed

The competitiveness of the European chemical sector remains well below pre-crisis levels driven by weak demand and uncompetitive energy prices, particularly for commodity products and petrochemicals, where China holds a competitive edge due to large-scale production and low production costs.

Cefic's latest industry survey says that compared with the USA, European gas prices were three times higher during January-July 2025, keeping European producers at a competitive disadvantage. Since March 2022, the EU27 chemicals business environment has been facing a limited demand and declining business confidence, intensified by geopolitical uncertainty.

At 74.6 percent, capacity utilisation in the EU27 chemical sector remains a key concern. It has consistently stayed below the EU's long-term average and the US average since Q3 2022, reflecting ongoing challenges from weak demand and declining business confidence. EU27 chemicals are currently operating at 9.5 percent below the pre-crisis capacity (2014-2019).

Trade dynamics further illustrate the strain. The EU chemicals trade surplus fell to €20.1 billion in 2025 (January-June), down 17 percent from €24.4 billion in 2024, largely due to increased import rates.

Recovery prospects remain uncertain, the survey notes. Demand increase is expected to be limited due to weak economic conditions. The business trade environment in which European chemical companies are operating is exposed to high risks from global trade disruptions, including US tariffs.

As a result, EU27 chemicals output is projected to decline in 2025, reversing the 2.4 percent growth seen in 2024.

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Will UP-NS merger spark new consolidation round?

The deal would blend the strengths of both carriers — UP's dominance in the west and NS's eastern operations



It's the intermodal story of the year, even the past several years.

In July, Union Pacific (UP) and Norfolk Southern (NS) announced plans for a merger that could fundamentally reshape the US rail landscape, creating a single-line transcontinental network.

If successful, the deal would blend the strengths of both carriers — UP's dominance in the western states and NS's eastern operations — facilitating seamless coast-to-coast service.

John Paul Hampstead, an analyst at consultancy Oliver Wyman, says such integration holds significant potential for rail customers, including retailers, manufacturers, and suppliers who rely heavily on rail for the distribution of goods, raw materials, and manufactured products.

For shippers, the combined UP-NS network offers both opportunities and challenges. The most immediate advantage would be enhanced operational efficiency. By eliminating interchanges at major hubs like Chicago, Memphis, and New Orleans — currently a common bottleneck — shippers could see reduced transit times and potentially lower costs.

"A streamlined process improves reliability and agility in the supply chain, which is particularly beneficial for time-sensitive industries such as retail and manufacturing," Hampstead says. "Norfolk Southern customers would get direct access to Mexico; Union Pacific customers could ship straight from southern California through to New York City."

However, concerns about a potential reduction in competition are bound to arise.

"A merger of this magnitude could reduce the number of Class I railroads from six to five, potentially driving up rates due to decreased competition," adds Hampstead.

"Because Union Pacific and Norfolk Southern serve two different, non-overlapping regions of the United States, it's hard to see how the industry would lose significant competitiveness. Past mergers have shown mixed results; while some efficiencies were gained, others led to service disruptions and price hikes due to reduced market competition."

The merged entity would oversee one of the densest rail networks in North America, with particular increases in traffic expected along high-volume transcontinental routes.

Key Lanes

Key lanes would likely include intermodal-heavy corridors connecting West Coast ports like Los Angeles to Eastern destinations via hubs such as Chicago and New York. These lanes are crucial, not just for general freight and merchandise, but also for specialised commodities like chemicals and bulk goods, including grain and coal.

The densest lanes are projected to emerge post-merger, similar to historical precedents where traffic density increased with reduced route overlaps. This will likely lead to intensified usage of corridors such as the Overland Route and the Crescent Corridor, capitalising on directional running and route optimisation for heightened efficiency.

The merger would predominantly lean towards intermodal traffic, accounting for approximately 53 percent of the combined network's total volume. This strong emphasis on intermodal reflects the advantage of tapping into the efficient transcontinental routes, facilitating the flow of containers from key West Coast ports to Eastern markets. UP's substantial container traffic, combined with NS's intermodal leverage, emphasises this projection.

Bulk commodities, such as coal and grain, would comprise some 15.6 percent of the volume, with UP deriving notable coal volumes from its access to the Powder River Basin in Wyoming.

Merchandise freight, which includes chemicals, motor vehicles, petroleum products, and other goods, would constitute the remaining 31.6 percent. NS moves significant volumes of petroleum products and automotive parts, including finished vehicles.

Growth within this combined entity would largely be driven by enhanced intermodal capabilities. The ability to provide consistent, reliable service across a single integrated network is expected to attract shippers seeking to streamline operations and cut costs. Additionally, potential increases in chemical and merchandise shipments could be facilitated by seamless transitions across strategic points, particularly in high-density lanes connecting major economic hubs.

Scrutiny

Yet, despite the promising synergies, the merger will undergo significant scrutiny. Regulatory bodies like the Surface Transportation Board (STB) will assess the merger's implications on competition,

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By eliminating interchanges at major hubs like Chicago shippers could see reduced transit times and potentially lower costs



particularly in regions where the two companies previously competed – mostly some midwestern states.

Past industry consolidations suggest that any approval process will be lengthy and contentious, with stakeholders from various sectors voicing concerns over potential rate increases and decreased service options.

For the time being UP seems to have headed off any potential opposition from employees by reaching an agreement with the International Association of Sheet Metal, Air, Rail and Transportation Workers – Transportation Division (SMART-TD), the nation's largest railway union.

The agreement guarantees that SMART-TD members working in train and yardmaster service will have job protection for the length of their careers following the transaction, subject to the usual requirements for continued employment.

UP has committed that these employees will not face involuntary furloughs as a result of the merger, an unprecedented guarantee in the history of American railways.

PLG, another consultancy, says the merger will fundamentally change how freight moves across the country. For shippers, this represents both “unprecedented opportunities and new challenges that require immediate strategic attention”.

The upsides include streamlined operations, through eliminating costly interchange delays and handoffs between networks; enhanced market access by means of coast to coast connections and customer bases previously difficult or expensive to serve; competitive pricing power; and, supply chain resilience from multiple routing options and network redundancy.

But there are risks shippers cannot ignore, PLG points out. “Historical precedent shows major rail mergers often experience significant operational challenges, (so) expect potential delays and service disruptions during the 12- to 24-month integration period,” the consultancy states.

Reduced competition over time due to fewer major carriers, means shippers' negotiating leverage may diminish, potentially leading to higher rates once initial savings erode.



Joint-marketing agreements like BNSF/CSX “can produce many of the efficiencies of a merger while risking less potential harm to the public”

There is also a risk of increased liability exposure. “Single-carrier responsibility may shift more risk to shippers, particularly for hazardous materials and time-sensitive freight,” warns PLG.

The consultancy advises shippers to identify which shipments rely on UP-NS connections and assess their vulnerability to service disruptions. They should also secure back-up transport arrangements with trucking carriers and alternative rail routes.

Contract terms, like service level agreements, liability clauses, and rate escalation provisions, need to be reviewed.

Further ahead, it suggests shippers should negotiate protection clauses like merger-specific service guarantees and penalty provisions in upcoming contract renewals.

Finally, they should strengthen partnerships with regional carriers and short lines that may become more important.

KTN says yes

An early endorsement came from Belgian chemicals logistics company Katoen Natie (KTN).

“We wholeheartedly support this merger and the vision of a truly transcontinental railroad,” said Frank Vingerhoets, president of Katoen Natie North America. “Union Pacific's strong Gulf Coast network has long been the backbone of our petrochemical logistics operations. Linking that network directly with Norfolk Southern's East

Coast routes will create unprecedented efficiencies. It means the plastic pellets and other products we handle can reach key markets faster and more seamlessly than ever.”

KTN operates major petrochemical logistics hubs along the US Gulf Coast and a large hub in Norfolk, Virginia. UP's Gulf Coast franchise is a vital artery for the region's plastics and chemicals producers, moving commodities like polyethylene resins from Texas and Louisiana to global markets, KTN points out.

The Belgian company believes the unified railway will streamline east-west shipments and eliminate interchange handoffs promising faster transit times, greater capacity, and improved reliability for KTN's customers shipping out of Gulf Coast facilities.

The company also highlighted its long partnership with UP in the Gulf Coast petrochemical corridor. In recent years, KTN and UP have launched solutions like the ‘Dallas-to-Dock’ programme to expedite resin exports – moving plastic pellets from the Gulf Coast plants by rail to Dallas for packaging, then on to West Coast ports. This kind of collaboration underscores the importance of UP's Gulf Coast network to KTN's operations and customers, “a strength that will be further enhanced by the merger's expanded reach,” KTN stated.

And the rest...

Unknown for now is the impact on the remaining ‘Class 1’ rail operators; BNSF (owned by Warren Buffet's Berkshire Hathaway), CSX, and the two Canadian giants, Canadian Pacific Kansas City and Canadian National.

Speculation about a similar tie-up between BNSF and CSX was immediate following the merger announcement.

On 22 August, BNSF and SCX announced a new coast-to-coast intermodal services agreement. According to a CSX official, the partnership seeks to connect “western and eastern US markets, creating faster, more reliable service.”

Elements comprises a new coast-to-coast domestic intermodal service connecting Southern California to Charlotte, North Carolina, and Jacksonville, Florida; a direct international service connecting Kansas City with Port of New York/New Jersey and Norfolk, Virginia; and, a link between Phoenix, Arizona and Atlanta, Georgia that aims to convert over-the-road trucking to rail.

While the timing of the CSX-BNSF partnership looks like a response to the UP-NS merger announcement, Sohail Husain, of the ENO Center for Transportation, reckons it is unlikely that the work to form the partnership started only in the weeks following the UP-NS announcement.

“These decisions typically take a great deal of planning, and the motivation to form a partnership could be focused on providing more intermodal service rather than opposing a major merger,” he says. “It may instead be appropriate to think of this partnership as a response to the same underlying economic context that led UP and NS to propose a merger.”

A critical difference between the two announcements is the role of the Surface Transportation Board (STB). In 2001, the STB updated its rules on major rail consolidation procedures to be stricter in allowing for larger mergers. According to the STB, alliances and joint ventures, such as the agreement between CSX and BNSF, do not necessarily require the STB's approval.

Moreover, the STB's 2001 rules noted that private sector initiatives like joint-marketing agreements and interline partnerships “can produce many of the efficiencies of a merger while risking less potential harm to the public.”

CMA CGM snaps up Freightliner intermodal

Consolidation is also gathering pace on the other side of the Atlantic.

French logistics giant CMA CGM Group announced on 22 September that it was buying the intermodal logistics business of UK rail freight operator Freightliner. The transaction encompasses rail and road operations, inland terminals, as well as the Freightliner brand.

The acquisition underlines CMA CGM's ambition to build “a sustainable and competitive transport offering in Europe”. By adding a long-standing name in UK rail freight, the group says it is supporting the modal shift from road to rail.

The transaction is expected to close in early 2026, subject to regulatory approval. Other Freightliner businesses – Heavy Haul, Rotterdam Rail Feeding, and Freightliner Poland/Germany – will remain under existing ownership.

CMA CGM said Freightliner operations will remain focused on its multi-user and multi-customer approach, and will be run independently with existing teams with proven expertise.

“With Freightliner UK's expertise and know-how, CMA CGM will strengthen its ability to offer European customers, seamless and integrated intermodal solutions including transport and terminal operations,” a CMA CGM statement read.

The French group believes the addition of Freightliner opens the way to significant enhanced-value offerings: developing more intermodal offerings combining maritime, rail, and road; and enhancing connectivity between Europe's major ports and the UK

hinterland through its inland terminals.

“The acquisition of Freightliner strengthens our intermodal presence in the United Kingdom, a strategic market for CMA CGM,” commented Rodolphe Saadé, chairman and CEO of the CMA CGM Group. “It enables us to connect sea, rail and road more efficiently, delivering better solutions for our customers. It is also a concrete step in expanding lower-carbon transport options, supporting both their needs and the decarbonisation of global trade.”

Commenting on the divestment, Tim Shoveller, CEO of Freightliner Group, said: “This transaction marks an exciting new chapter for intermodal and heavy haul, allowing each to focus on their distinct markets under separate ownership. The intermodal business will become a stand-alone business within CMA CGM's portfolio, with opportunities to collaborate with other arm's length CMA CGM companies.

“Heavy Haul will continue its growth journey in the bulk materials sector under a new brand with a clear focus on strengthening its position as a key freight operator.”

CMA CGM has a strong presence in the UK with nearly 7,200 employees across its maritime, logistics, and inland services.

The group's shipping agency employs 286 staff and operates 28 services connecting the UK with the rest of the world. In 2024, CMA CGM carried 802,000 TEU to and from the UK.

In intermodal transport, the group, through its subsidiary CCIS, transported 200,000 TEU by rail and road between January and July 2025.



CMA CGM says Freightliner operations will be run independently with the existing teams

CEVA Logistics, another subsidiary of the Group, employs 6,768 people across 103 sites. With 718,000 sqm of warehousing and consolidation capacity, as well as annual volumes of 33,800 tonnes in air freight and 69,400 TEU in ocean freight, CEVA is a major logistics player in the UK and across Europe.

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Den Hartogh opens at Sundsvall

Royal Den Hartogh Logistics is expanding its presence in Scandinavia with the establishment of a new logistics service centre (LSC) in Sundsvall Logistics Park, one of Sweden's most modern and sustainability-certified transport hubs.

From this new base, Den Hartogh will provide sustainable and safe logistics solutions for liquid chemicals, gases, food and dry bulk products. The investment supports the ambition to create a chemical logistics cluster in northern Sweden, with Sundsvall as a central hub for connections across Scandinavia.

Den Hartogh plans to handle ADR goods, liquid chemicals, and other industrial cargo in Sundsvall, with the goal of offering services such as heating, cleaning, storage, and repair.

The move is being seen as an important step towards creating a chemical cluster in northern Sweden, with Sundsvall as the hub and an ambition to expand into Norway and Finland.

Sundsvall Logistics Park offers a unique combination of direct access to rail, road and sea, alongside a strong focus on environmental performance. The hub is CEEQUAL-certified, underlining its commitment to climate-smart infrastructure and long-term regional development.

"Sundsvall offers the perfect base for us in northern Sweden," said

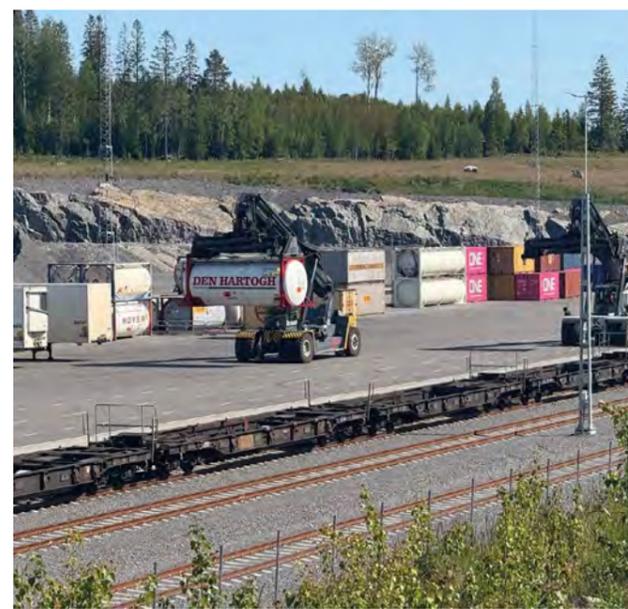
Fredrik Kimfors, managing director Scandinavia at Den Hartogh. "It combines excellent logistics infrastructure, proximity to both port and rail terminals, and a shared vision of sustainability. Together, this creates the right conditions for smarter, greener and safer transport."

The logistics park is a collaboration between Sundsvall Municipality, the Swedish Transport Administration, and SCA, and includes a combined terminal, container port, rail connections, and logistics areas. The project was completed at record speed and has been operational since 2024.

"The fact that an international player like Den Hartogh chooses Sundsvall Logistics Park shows that our focus on sustainability, efficiency, and strategic infrastructure is paying off," remarked Sven Magnusson, CEO of Sundsvall Logistics Park. "We've built a modern transport hub that meets today's needs and tomorrow's demands for climate-smart solutions."

Niklas Säwén, chair of the municipal executive board in Sundsvall, added: "This is a strong endorsement for the logistics park and for Sundsvall. Den Hartogh's interest in establishing here strengthens Sundsvall's position as a logistics centre and improves conditions for both existing businesses and future investments in our region."

www.denhartogh.com



Den Hartogh plans to handle ADR goods, liquid chemicals, and other industrial cargo in Sundsvall

Kombiverkehr to operate PKV terminal

After more than 20 years, the operating company of the intermodal terminal owned by Planungsgesellschaft Kombiniertes Verkehr mbH (PKV) in Duisburg-Ruhrort Hafen, Germany, will change.

On 1 January 2026, Kombiverkehr Group will become the operator managing the terminal through Kombiverkehr Intermodal Services GmbH Duisburg, a subsidiary of Kombiverkehr KG.

From the takeover date, the terminal will be run under the name 'Rail Hub Duisburg'.

"More than 20 countries can be reached by rail from Duisburg. This makes the continental terminal in the port of Ruhrort an important gateway hub in our European network," said Heiko Krebs, managing director of Kombiverkehr KG. "We currently account for around 95 percent of traffic. In future, we will be able to contribute our expertise in operations much more directly than was previously the case, and of course non-discriminatory access to the terminal infrastructure will continue to be guaranteed for third parties."

"We want to respond quickly to the needs of customers and users and thus provide even better support in shifting their transport to environmentally-friendly rail. In addition, technical developments are already being planned in co-operation with the owner to ensure the future viability of this important terminal."

The PKV terminal was built in the early 1990s and began operations in 1992. Since 2003, it has been operated by Deutsche Umschlaggesellschaft Schiene-Strasse mbH (DUSS), in which Kombiverkehr KG also holds a 12.5 percent stake.

Covering an area of around 85,000 sqm, three cranes over eight tracks and one track with reach stacker operation ensure the rapid transfer of intermodal loading units between trains or from road to rail.

From the end of autumn 2025, one of the recently procured crane systems with a special spreader will be able to move tank containers weighing up to 75 tonnes. Storage areas outside the crane runway, including two hazardous goods tanks for the transport-related storage of hazardous goods, are also part of the infrastructure of the terminal in Port of Duisburg. The facility is designed for a handling capacity of around 200,000 units a year.

www.kombiverkehr.de



Kombiverkehr will operate the terminal under the name 'Rail Hub Duisburg'

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Carr's Hill invests in Freedom Intermodal

New Orleans-based private equity firm Carr's Hill Capital Partners Management has taken a majority stake in TCI Tank Logistics, which trades as Freedom Intermodal.

The recapitalisation was done in partnership with Freedom's management and the Jensen Companies.

Also based in New Orleans, Louisiana, Freedom has operations in several major ports along the US Gulf Coast, providing of ISO tank and rail services, transloading, logistics and depot services for bulk liquids customers. It runs tank cleaning depots in New Orleans and Charleston, South Carolina.

The transaction marks the first investment in Carr's Hill Fund I and strengthens the firm's presence in the industrial and infrastructure services sectors.

Through the new partnership, the company has initiated significant investments in the team, systems, equipment and facilities.

Founded in 2015 by Jack Jensen and Jeff Louis, Freedom Intermodal has grown into a mid-sized logistics company. Access to all six Class-1 railroads and over-the-road trucking allows the company to serve its customer base with seamless, flexible and tailored solutions.

Jeff Louis, Freedom's president, will continue to lead the company, ensuring continuity while accelerating its service offering growth and expanding its footprint.

"Freedom Intermodal's strong customer relationships, specialised capabilities and tremendous growth potential make it an ideal fit for Carr's Hill's investment strategy," said H David de Laoreal, managing partner at Carr's Hill. "We are excited to partner with Jeff and his team to build on the company's success, leveraging our operational expertise and regional insights to steepen its growth curve and expand its market leadership throughout the Southeast US."

Jeff Louis added: "Joining forces with Carr's Hill is a transformative step for Freedom Intermodal. Its growth-minded approach and deep understanding of our industry will enable us to enhance our service offerings and deliver even greater value to our customers. With greater access to capital, we have already begun expanding our leadership and service offerings in new and existing markets."

The partnership is in line with Carr's Hill's focus on family- and founder-owned businesses in high-growth industrial sectors.

Freedom's Gulf Coast presence positions it for continued expansion under Carr's Hill's ownership, the financier stated. The firm will



Freedom's New Orleans site is directly connected to the New Orleans Public Belt Railroad

support growth through organic initiatives and add-on acquisitions.

Sitting on 20-plus acres, Freedom's New Orleans depot has a total storage capacity for 2,000 tank containers, as well as a cleaning, maintenance and repair shop.

The company also offers flexitank installation and disposal services, along with flexitank warehousing/distribution, loading attendant, and third party incident inspections.

Given the current challenges faced by the trucking industry, Freedom uses the advantage of convenient locations to transload cargo between transport modes.

The New Orleans site is directly connected to the New Orleans Public Belt Railroad (NOPB), a Class III switching rail facility, serving the Port of New Orleans and local industries.

The Louisiana port stands out as the only deepwater port served by six Class I railroads: BNSF, Canadian National (CN), CSX, Kansas City Southern (KCS), Norfolk Southern (NS), and Union Pacific (UP).

"From driver shortages to volatile fuel prices, increased operating costs, and government regulations, a lot can impact productivity and play a major role for long haul transport," Freedom says. "Our location allows many of our customers that previously relied solely on truck transport to move cargo more efficiently and bypass supply chain constraints."

www.carrhillpartners.com

www.freedomintermodal.com

First/last mile standards

ITCO's latest Technical Guidelines, published during the summer, cover the critical 'first/last mile' transport of tank containers by road.

TG11 – Global Trucking Standards for Tank Containers defines baseline requirements to help ensure the safe transport, loading, and delivery of tank containers.

The Guidelines provide: practical guidance for trucking and haulier operations; minimum standards of safety and behaviour for road transport; awareness of potential safety risks; and, training and reference material for those new to the industry.

The document is intended as best-practice guidance for all parties in the tank container supply chain - including shippers, consignees, operators, leasing companies, depots, and hauliers - while recognising that local, national and international regulations take precedence.

To make the Guidelines accessible globally, TG11 is available in five languages: English, Spanish, Chinese, Hindi and Arabic.

Election results

Elections for the ITCO board have been completed and the new board members announced.

William Leigh-Pemberton, strategic development director at Bertschi AG, was elected as the new ITCO chairman. Meanwhile each board member will represent their respective divisions over the coming two years.

They are:

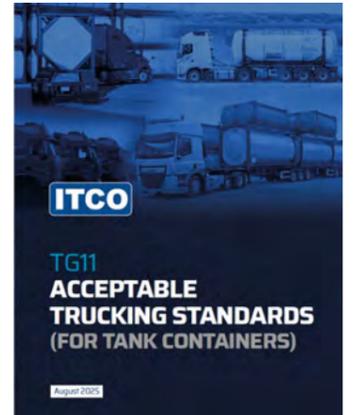
Operators. William Leigh-Pemberton (Bertschi); Mark Warner (Den Hartogh).

Leasing companies. Jan Roebken (Stream); Robin Pol (TriFleet).

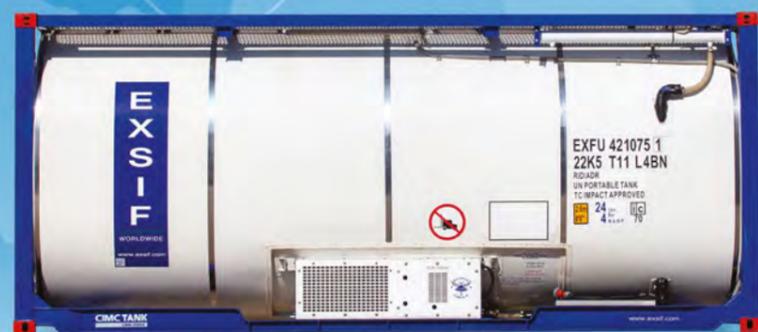
Manufacturers. Jee (CIMC); Duncan Maxwell (Perolo).

Service providers. Dennis Verduyn (Stolt Terminals); Armin Vogelaar (SGS).

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Hoyer strengthens Saudi presence

Hoyer Group continues to expand its presence in the Middle East.

Since 2018, the logistics company has been represented under the name Hoyer Middle East, with a storage and filling facility for chemicals in Al Jubail. With a new site in Dammam, Saudi Arabia, Hoyer is strengthening its presence in the region with another branch office: Hoyer Arabia.

Here, a local team of experts also takes care of transport logistics activities directly on site – a decisive step in serving customers’ needs quicker and more purposefully.

Selcuk Cingi is now regional director Middle East and India for Hoyer. “Saudi Arabia is a strategically important growth market for the world and also for the Hoyer Group,” he says. “The country’s economic momentum and ambitious plans for the future offer great potential – especially for the chemical industry. With our team of specialists at the new location and our global expertise, we ensure that we can provide our customers with optimum support on site.

“Now, we are even better equipped to combine modular services: from storage and filling in large and small containers to transport logistics. We are a broadly-based partner, especially for the regional chemical industry, offering services along the entire supply chain.”

The current focus is on overseas business, and in the area of transport logistics, land transport is being increasingly implemented within Saudi Arabia and to neighbouring countries.

In the future, the range of services offered will be expanded to include intermodal transport movements. Saudi Arabia is investing heavily in expanding its rail network, and as Hoyer has decades of experience in intermodal transport, including challenging individual routes, the group believes it will be a strong partner in the movement of liquid goods as soon as the Saudi rail expansion project has been completed.

With its Supply Chain Services (SCS) in Al Jubail, Hoyer covers services in Saudi Arabia ranging from formula-compliant mixing, filling and storage of the product, to its transport logistics and unloading.

Ahmed Al-Mualem, general country manager Saudi Arabia, explains: “With the new office in Saudi Arabia, we are closer



Saudi Arabia is a strategically important growth market for the Hoyer Group

to our customers and can offer them solutions with even greater efficiency. Demand is constantly increasing –especially from the chemical industry. Among other things, our local team meets this demand by using swap body tank containers, which have already become popular in Europe, because they offer a larger volume than standard ISO tank containers, thus making land-based and intermodal transport movements even more economical.”

Hydrogen logistics

Back in Europe, Hoyer has concluded a contract with H2 Mobility, the largest operator of hydrogen refuelling stations in Germany. Initially, as a partner, Hoyer will undertake supplies to refuelling stations in the Rhein-Neckar region, and will be responsible for both transport and quantity control.

Hoyer Group is continuously expanding its hydrogen operations, both with logistics expertise and by building up its own hydrogen fleet. Investments and market growth will be guided in an internal New Energies focus group, which deals in detail with equipment and the provision of services in the H2 sector.

Anna Krüger, head of sales for Global Gas Logistics and a member of the New Energies focus group, says: “We are very

HOYER GROUP



Ahmed Al-Mualem – “With the new office in Saudi Arabia, we are closer to our customers and can offer them solutions with even greater efficiency”

pleased with the signature of this contract, through which we can contribute our many years of experience, both in handling hydrogen and in intelligent logistics planning. The partnership with H2 Mobility is an important milestone in our mission to expand the hydrogen logistics sector, thus supporting the transition to environmentally friendly mobility. Hoyer is also already acquiring experience with its first fuel cell trucks.”

Frank Fronzke, managing director and COO of H2 Mobility, adds: “We are delighted to have gained Hoyer as a reliable partner who will support us in strengthening independent supplies to our refuelling stations. By assigning a logistics partner, we are creating more autonomy and security in supplies. At the same time, we have invested in our own hydrogen equipment, so together with Hoyer we can now implement more flexible deliveries to our refuelling stations.”

www.hoyer-group.com



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Van den Bosch takes new step in going green

Van den Bosch has started using a renovated workshop at the technical department in Europoort.

In addition to an expansion of 1,200 sqm, several sustainable improvements have also been made. "With the greening of our technical department, we are developing as a sustainable service provider," said Jos Stadhouders, site manager at Europoort.

With this expansion, 11 extra lanes have been created. There is also space for a new office, canteen, warehouse, changing room, and sawmill. Two underground water tanks have been installed at the new workshop for the collection of rainwater. This water is used to wash the containers. In addition, solar panels have been placed on the entire surface of the new roof.

"Our technical department ensures every day that our equipment is optimally deployable, under the best conditions," added Antony van Lierop, the department manager. "From a central management role, we decide what is needed and who will carry it out. Thanks to our modern workshops under our own control, we can respond quickly to breakdowns and maintenance requirements, and use our knowledge to innovate purposefully in the equipment of tomorrow."

In the workshops, technicians work every day on maintaining and repairing VdB's containers.

In addition to the workshop at Europoort, another workshop in Erp was also improved last year. Since 1971, Erp has had a workshop for its own equipment. With the takeover of Rotterdam's Jumbotainers in 2003, the foundation was laid for container maintenance in the region around Europoort. In 2016, the Erp bodywork site was integrated into the regular workshop and container maintenance was moved entirely to Europoort.

Stadhouders explained: "That location had already been expanded in 2015. Now, with the new adjustments and the enlargement, we have taken yet another step forward and are ready for the future."

DMCC 10th anniversary

Van den Bosch DMCC, the group's Middle East and Africa operation,



With the Europoort expansion 11 extra lanes have been created

is celebrating its tenth anniversary.

The office in Dubai was established in 2015 to co-ordinate the global deepsea activities of the logistics service provider. Today, the office has nearly 50 employees and Van den Bosch is the market leader in shipping liquid bulk in ISO tanks to and from Africa.

Over recent years, the company has made major investments in fleet expansion and infrastructure. The tank fleet has grown to 3,000 containers, and the company has set up its own cleaning stations in Ghana and Ivory Coast, enabling more sustainable and efficient transport.

Fleet expansion

In Sweden, Van den Bosch has received two new Scania R500 trucks, both of which have been used for a project in the far north of Norway: the well-known Hammerfest! Now, the trucks will be used to transport 40ft containers for customers in Sweden and Norway.

The specifications of the three-axle trucks enable them to be driven on Scandinavian roads during the cold winter season. The engines deliver 500hp and are equipped with a retarder brake for



VdB's new Scania R500 trucks will be used to transport 40ft

safe driving, especially in hilly areas. The trucks also have several other features that contribute to safe operation. These include adaptive cruise control, an emergency braking system, ESP stability control, driver attention assist, lane departure warning, additional LED lighting, and a bogie that helps the driver put more pressure on the driven axle, for example on slippery roads.

Van den Bosch wants the new trucks to run on HVO as much as possible. Combined with good fuel efficiency, this will help reduce CO2 emissions for road transport by 90 percent or more compared with regular diesel.

Finally, the company is increasing its capacity for transporting liquid food products, expanded the fleet with 100 high volume ultra-light tank containers. In addition, 40ft pressure containers have also been purchased for the intermodal transport of dry bulk goods.

"With the purchase of these containers, we are strengthening our position in the market and enabling further expansion of our activities in Europe," said Emiel van Haren, operations director for the liquid bulk division.

www.vandenbosch.com

GenH2 one year on

In July 2024, five Daimler Truck customers began testing the GenH2 truck under real-world conditions. One of those five, Vervaeke used the truck to transport PVC and vinyl for its customer Ineos Inovyn on dedicated routes within Germany.

This summer, Vervaeke CEO Frédéric Derumeaux attended a press event at Daimler Truck's base in Stuttgart, Germany, to celebrate one year of successful customer trials with the GenH2.

"The trial has given us valuable experience with liquid hydrogen as an alternative fuel," Derumeaux commented. "Our drivers quickly grew fond of the GenH2. It's a vehicle that delivers on both power and practicality."

Liquid hydrogen enables a higher payload, a key advantage in long-distance and flexible transport.

"Thanks to the close collaboration between all parties — including our customer Ineos Inovyn — we achieved high operational performance, demonstrating the viability of fuel cell technology in demanding logistics. We are proud to contribute to the future of sustainable logistics and to be the first to deliver chemical products with zero emissions."

After several test runs on a test track and on public roads, the GenH2 Trucks were declared ready to be used in daily activity. As each of the five major players operates in a different sector, the hydrogen trucks could be tested for various applications.

Through the field tests, Daimler Truck's engineering team wanted to acquire a better understanding of the specific needs of the different customers and take these into account in further development towards series production.

Derumeaux said he was "very proud" that his company was part of the test fleet.

"Liquid hydrogen can represent an excellent solution towards CO2-free long-distance transport and can be considered complementary to other technologies such as battery-electric trucks," he stated.

"As a forward-looking logistics provider, we want to participate actively in setting the trend towards a greener way of conducting business, also within heavy transport. Nevertheless, it is important to emphasise that investments in (liquid) hydrogen-powered vehicles will only be successful if governments provide sufficient refuelling infrastructure. The running costs of this infrastructure should also be in line with the costs of the same infrastructure for conventional

vehicles. There is still a long way to go on that front, as there is for the production of sufficient (green) hydrogen."

A change in legislation made it possible from 1 January 2025 for new hydrogen trucks to be ADR approved. This should allow Vervaeke, and other logistics operators, to transport various products with hydrogen trucks.

www.vervaeke.com



Vervaeke has been testing the GenH2 truck under real-world conditions for one year





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MRI helps CS reach global scale

CS Leasing has rapidly scaled its operations in recent years.

Formed in 2015, the company operates a fleet of more than 35,000 tanks and a range of 25 different container types, including dries, refrigerated and dry freight specials. As such, CS Leasing is able to offer diverse and tailored short- and long-term lease and ownership options.

Now ranked the fourth largest tank lessor in the 2025 ITCO global tank container fleet survey, CS Leasing continues its year-on-year growth supported by the implementation of MRI Container Lease Management.

With offices in Europe, North America, Asia and Australia, and with representatives in the Middle East and the Indian Sub-Continent, the tank lessor has built a global network of offices, agents and representatives that allow it to serve its worldwide customers and provide specific regional knowledge and expertise when it is needed.

Led by a management team drawn from all fields of container leasing including finance, procurement, operations and marketing, CS Leasing's customers benefit from decades-long industry knowledge and expertise.

"Since our launch in 2015, we have focused on building a strong platform for growth, and our measured expansion programme has helped us steadily grow our balanced portfolio of solutions," commented Tim May, chief operating officer at CS Leasing.

"We aim to be the partner of choice for our customers and vendors, working together to find best-fit solutions that meet their financial and logistical needs. As a globally distributed team managing a diverse fleet, reliable systems are non-negotiable.

"MRI Container Lease Management is central to how we operate - it delivers real-time visibility, ensures accurate billing, and supports our trading and leasing businesses across all container types. As we reflect on the past decade, we now have a multi-product platform for future scalability and growth, and are confident that we are ideally positioned to help our customers scale and build their own businesses. Customers always have a choice, so CS Leasing continues to strive deliver great customer service."

Robust IT systems are essential for a complex business such as CS Leasing, so it can manage its fleet, meet governance requirements and maintain efficient and agile operations.

The management teams from CS Leasing and Interchange, now part of MRI Software, have a long and successful history. When Container Lease Management was launched, CS Leasing came on board as an early adopter and were confident of a quality product that would be developed to a high standard.

The MRI Container Lease Management platform is suitable for businesses of all sizes and supports end-to-end operations from container procurement to sale. Clients benefit from the platform's lease management module, its comprehensive billing, procurement and sale functions, its smart alerts and built-in EDI exchange function.

"We have now been using MRI Container Lease Management to manage our business for many years, and it forms a critical and integral part of our overall IT strategy, interfacing seamlessly with our whole IT suite. MRI Container Lease Management is a complete solution, which also supports our container trading business too", added Mike Krengle, VP operations.



MRI Container Lease Management forms a critical part of CS Leasing's overall IT strategy

With ongoing developments to the platform in recent years, the CS Leasing team can depend on this robust system. "MRI Container Lease Management offers key functions that allow us to produce quick and accurate billing and reliable real-time data - both of which are key in ensuring corporate governance and meeting our audit

requirements. And because it is a web-based solution, our offices all over the world can access it, enabling efficient co-working and business management" Krengle continued.

"MRI Container Lease Management is fully integrated into our day-to-day operations and gives us 24/7 real time data - it really is fundamental to our operations and is the backbone of all we do. We are a small team that manages a diverse, global fleet, so it is vital that our systems don't let us down, and MRI Container Lease Management certainly doesn't. In addition to our 36,000 ISO tanks, we have around 14,000 dry, reefer and dry freight special containers, so we need to manage all our container types using the MRI Container Lease Management platform.

"Efficient, scalable and fully integrated IT systems are key to all our business initiatives and will allow us to successfully build further scale" concluded May.

"We are proud to support CS Leasing through its growth journey," said Richard Shaw, managing director for intermodal at MRI Software. "MRI Container Lease Management has allowed CS Leasing to scale up its business and create an excellent platform for ongoing growth - our flexible and innovative technology is designed for businesses just like CS Leasing."

www.mriintermodal.com

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IMT: a telematics solution builder

With a greater than 90 percent market share in tank container telematics and a growing presence in rail, Intermodal Telematics (IMT) has transformed from a niche supplier into a builder of tailor-made telematics solutions for the global transport and logistics industry.

Since its foundation in 2013, Intermodal Telematics (IMT) has evolved from a niche technology supplier into one of the most influential innovators in transport and logistics telematics.

The company's roots lie in the automotive industry, where IMT's team of hardware and software engineers learned early on that high-volume, low-cost products can only succeed when they are extremely robust. This principle has guided IMT's development journey from the start.

Applying those lessons to a completely different sector, IMT launched its first large-scale project in 2013 with Hoyer, equipping the entire fleet of tank containers with telematics. Ten years later, IMT holds a more than 90 percent market share in tank container telematics, serving nearly all major manufacturers, lessors and operators. Its success is built on a combination of a user-friendly platform, flexible and scalable sensors and exceptionally stable hardware, which together have made IMT the trusted partner across the tank container industry.

Breaking ground in rail

In 2020, IMT was asked by VTG Rail - one of Europe's largest wagon lessors - to deliver a rail-ready solution. Since then, VTG has installed tens of thousands of IMT gateways across its fleet. Building on this momentum, IMT entered into an exclusive distribution partnership in July of this year with Wabtec, a global supplier of locomotives and rail components. Under this agreement, Wabtec will distribute IMT's telematics solutions for the European railcar market under his own brand name. This collaboration



A key differentiator is IMT's commitment to in-house development

provides the foundation for IMT to accelerate its presence in rail telematics through Wabtec's brand strength and extensive network.

100% in-house development

A key differentiator is IMT's commitment to in-house development. With nearly 30 engineers across hardware, firmware and software, supported by a skilled user interface design team, IMT builds everything from the ground up: from blank-sheet requirements, to working gateways and specialised sensors, all the way to in-house production at its facility in the Netherlands.

The result is a secure, user-friendly online platform, coupled with telematics devices built to the highest standards.

From provider to builder

Over the years, IMT has steadily moved from being a telematics solution provider to a true telematics solution builder. The company has developed a growing number of bespoke sensors tailored to customer-specific needs. In many of these projects, the intellectual



IMT builds everything from the ground up

property remains with the customer, while the data always flows through IMT gateways into the company's renowned secure platform. This flexible, modular approach allows customers to benefit from IMT's building blocks while developing solutions precisely aligned with their operational requirements.

Looking ahead

IMT's journey highlights a clear trajectory: from dominating tank container telematics, to breaking new ground in rail, and now to shaping tailored solutions across transport and logistics. In every case, the company's formula remains the same: robust hardware, a secure and intuitive platform, and the ability to design exactly what the customer needs.

"We don't just provide telematics, we build it together with our customers," says Dethmer Drenth, managing director and founder of IMT. "That is what makes IMT a true solution builder."

www.intermodaltelematics.com

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The Dinges Logistics team at transport logistic 2025 in Munich



The Camblift reachstacker is now operating at the Grünstadt depot of Dinges

Dinges delighted with transport logistic representation

From 2-5 June 2025, Dinges Logistics participated for the second time in the transport logistic fair in Munich.

The company said it was a great pleasure to meet customers and business partners from all over Europe and have interesting conversations about developments in the tank container and logistics industry connected with Dinges' services and logistics solutions.

One of the highlights was the possibility to present Dinges' 150th airbrushed Viking tractor unit to the trade fair. This special truck was converted from a regular Scania tractor unit into a 'Torpedo' and is now one of the youngest and most special members of its fleet.

"We had a great and successful time at transport logistic 2025," said Michael Klopp, chief operating officer at Dinges Logistics. "For us, the exhibition was characterised by exciting impressions, many interesting discussions, numerous visitors and a pleasant atmosphere. The trade fair not only enabled us to meet existing business partners and customers and have some insightful discussions with them, but also to make valuable new contacts."

"Thank you to all those who visited our booth, we were very pleased with each and every one. Of course, we would also like to thank our teams who responsibly managed day-to-day operations at our sites during this time."

Overall, management and all employees on site were very satisfied with the positive response to the trade fair appearance.

"This encourages us to be part of the transport logistic in 2027, which we are already looking forward to," added Klopp.

New Camblift reachstacker

In mid-June, Dinges welcomed a new team member to its site in Grünstadt - the very first Camblift reachstacker that has ever been delivered to Germany.

This innovative machine built by a young Swedish company is already in use in several depots in Northern Europe and represents a new

type of specialised heavy-duty forklift truck to the German market.

With this new product, Dinges Logistics is able to increase its handling capacity, minimise downtime and therefore optimise its operational processes. This boosts efficiency at the container terminal and improves competitiveness in general.

The investment in this new reachstacker demonstrates Dinges Logistics' constant commitment to optimising its services and strengthening its philosophy as a full-service provider, the company stated.

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CLIIN, Amfico partnership

Danish cleaning technology firm CLIIN Robotics is entering into a partnership with Indian company Amfico Agencies.

The collaboration is poised to 'revolutionise' the way cleaning operations are conducted in India, the two companies said. With cutting-edge technology and high-quality products at the forefront, both companies are committed to enhancing safety and efficiency in cleaning processes.

Recently, CLIIN Robotics welcomed Farhad Cooper from Amfico Agencies to seal the agreement, which is said mark an exciting step forward in delivering innovative cleaning solutions to the Indian market.

The partnership not only highlights the importance of innovation in technology but also reinforces the value of strong relationships in achieving shared goals.

CLIIN Robotics specialises in robotic cleaning systems for the maritime and bulk liquids industries.

Its Tank Cleaning Robot (TCR) is equipped with magnetic tracks to reach all areas of the tank,



CLIIN Robotics partnership with Amfico Agencies is poised to 'revolutionise' the way cleaning operations are conducted in India

while an operator controls the system remotely. The Robot and High-Pressure System are easy and quick to set up.

www.cliin.dk
www.amfilogistics.in

H Essers in Zeebrugge

HEssers new ISO container terminal in Zeebrugge is now officially open.

The terminal provides storage capacity for up to 400 containers, including 145 tanks suitable for hazardous goods and 10 dedicated heating spots ensuring safe and efficient handling of temperature-sensitive cargo.

A 350,000-litre containment area can capture spills or firefighting water, protecting the surrounding environment.

www.essers.com



IntVeen opens new paint centre

Over the past year, IntVeen has worked hard with Staton Bouw and Houweling Architects on its new company building in Berkel en Rodenrijs, Netherlands.

In May 2024, the first foundation pile was driven into the ground and just over a year later, the company was able to announce that IntVeen Truck Painting had officially moved.

IntVeen acquired Autoschadebedrijf Visser en Zonen in 2021, and the new building has been constructed to serve as its new home base. Throughout this year, IntVeen's new corporate identity will be fully implemented at this location, contributing to a unified brand experience within its one-stop-shop concept, ie, one point of contact for a wide range of tank transport and container services.

"This move allows us to serve our customers even better and strengthen our position in the market," said Ron Visser, the current manager and son of founder Jan Visser, who took over the

reins from his father in 2003.

The new facility includes offices, spray booths, warehouses and a wash bay, symbolising the continued growth and development of IntVeen. The façade features louvers, wood and sandwich panels, and extensive glass elements making the building future-proof in terms of both technology and regulatory compliance.

At this new location, IntVeen offers all truck painting services, including blasting and metal spraying, designing and applying advertising, truck assembly and customisation, damage repair and custom branding.

"Our goal is to extend the lifespan of your trucks significantly. With our meticulous approach and the use of high-quality materials, we ensure your vehicles not only perform well but also look professional and presentable," Visser added.

www.intveen.nl



At the new location, IntVeen offers all truck painting services



The transformation to PLC aligns with Bayarea's strategy to raise standards in ISO tank services

Bayarea transforms into PLC

In July, India's Bayarea Terminals converted from a limited liability partnership (LLP) to a private limited company, with the entity now officially operating as Bayarea Terminals Pvt Ltd.

The company described the change as a significant milestone in its journey as it continues to expand its presence across India's ports.

The transformation aligns with Bayarea's strategy to raise standards in ISO tank depot services and sustainable chemical logistics. The company emphasised that its commitment to safety, service, and sustainability remains unchanged, with an enhanced focus on

innovation, infrastructure, and customer care.

The corporate restructuring supports its ongoing expansion across India's port infrastructure, positioning the company to serve better the growing demand for specialised tank logistics services in the country.

The change to private limited company status is expected to provide Bayarea Terminals with greater operational flexibility and enhanced capacity for future growth in the Indian logistics sector.

www.bayareallp.com

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- ★ Laden and Empty Tank Storage.
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Tank Types Serviced:

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- ★ Road Tankers

Certification and Membership

- ★ ISO9001:2105
- ★ ITCO Member





ProTech eliminates the need for confined space entry and features three specialised cleaning modes

Marmon introduces ProTech

Marmon Rail is launching a proprietary mobile cleaning system, claimed to be the rail industry's first mobile, autonomous tank car cleaning system.

Operated by Marmon Rail brands UTLX (United States) and Procor (Canada), Marmon says ProTech represents a major technological breakthrough in tank car cleaning.

Whether for repairs or change of service, every tank car must be cleaned — a process that traditionally requires human entry into confined spaces containing hazardous residues. This manual approach is one of the most dangerous aspects of tank car maintenance.

"Seeing first-hand the risks of traditional cleaning methods inspired me to develop a safer alternative," said Evan Ingram, operations manager at Marmon Rail. "Our mobile, autonomous system eliminates the need for operators to enter hazardous environments."

Ingram, the inventor of ProTech, spent four years developing, testing, and patenting this groundbreaking technology.

The patent-pending system is compatible with all tank car types, regardless of ownership or manufacturer. Designed specifically for industrial railyard environments, ProTech eliminates the need for confined space entry and features three specialised cleaning modes tailored to the commodity being handled:

- Water filtration system for efficient cleaning for light residues,
- Steam injection system for precision cleaning for midgrade commodities, and
- Automated cannon system – high-impact cleaning for hardened residues.

"If it ships in a tank car, ProTech can clean it," said Jay McGill, president repair services, on-site & mobile. "Marmon Rail has long been the industry leader in railcar repair and maintenance. ProTech builds on that legacy with a cutting-edge system that is safe, sustainable, versatile, and purpose-built for on-site deployment."

ProTech's closed-loop system filters and reuses both water and detergent, significantly reducing waste, extending operational uptime, and minimising environmental impact. By eliminating the need for costly freight moves and out-of-service delays, ProTech helps fleet owners accelerate turnaround and improve asset utilisation.

"ProTech is a major leap forward in modernising tank car cleaning for today's rail industry," McGill added.

www.marmonrail.com

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Luxfer, Reynolds support HyHaul corridor

Luxfer Gas Cylinders has been commissioned to supply its high-capacity hydrogen storage systems to support the UK's first dedicated hydrogen mobility corridor along the UK's M4 motorway.

As part of the Hydrogen Aggregated UK Logistics Project (HyHaul), specialist bulk liquid and gas transport company Reynolds Logistics will deploy Luxfer's G-Stor Hydrosphere Multiple Element Gas Containers (MEGCs).

The 40ft MEGCs have been chosen for their pioneering 380 bar hydrogen storage and significant 1,012kg hydrogen capacity. Manufactured at Luxfer's bespoke Nottingham facility, these units are claimed to allow for the most efficient transport of hydrogen, designed with fewer cylinders, valves and connections than was previously possible.

HyHaul, led by Protium and supported by over £30 million in Department for Transport (DfT) and Innovate UK funding, will bring together technologies in sustainable logistics. The project will deploy 30 hydrogen fuel cell HGVs along the M4 corridor, supported by three new hydrogen refuelling stations.

"Luxfer is pleased to partner with Reynolds for the supply of our G-Stor Hydrosphere MEGCs," said Mark Lawday, VP and general manager at Luxfer Gas Cylinders. "HyHaul is an important demonstration of how advanced hydrogen transport solutions can be applied to enable adoption at scale."

Andrew Reynolds, CEO at Reynolds Logistics, added: "This



The project will deploy 30 hydrogen fuel cell HGVs along the M4 corridor

partnership with Luxfer is a cornerstone of our commitment to enabling the hydrogen economy. By investing in MEGCs, we're securing critical infrastructure for HyHaul and ensuring our logistics model is future-ready, flexible, and aligned with the UK's net-zero ambitions."

HyHAUL is funded by the UK Government through the £200 million DfT Zero Emission HGV and Infrastructure Demonstrator (ZEHID) programme. It aims to deploy 30 hydrogen-powered HGVs by 2026, with a long-term goal of expanding to 300 vehicles by 2030.

The G-Stor Hydrosphere is available from Luxfer in 20ft, 40ft and 45ft units.

www.luxfercylinders.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.

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

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Maximising IBC discharge efficiency

DIRAC Industries is a specialist in electric heating for the packaging sector. In this exclusive Q&A, the company explains to Bulk Distributor how it provides value to the packaging logistics sector

What does DIRAC Industries do, and what is your area of expertise?

DIRAC Industries is a manufacturing and engineering consultancy firm specialising in industrial electric heating solutions. We provide heating systems for tank containers, trailers, and various packaging formats, including intermediate bulk containers (IBCs), bag-in-box units, and foldable plastic containers.

Within our business unit IBCHeat, we have been developing practical, safe, and sustainable heating solutions for more than 15 years — particularly for the transport and packaging industries.

How does DIRAC relate to the packaging industry?

Our solutions are tightly linked to the packaging sector, especially in the food and dairy industries. We typically work with manufacturers of IBCs — including bottle-in-cage, bag-in-box, and foldable types — as well as directly with end users from the edible oils & fats and dairy sectors.

These products are often highly viscous and require controlled heating to ensure proper processing and discharge.

What is electric heating used for — and when is it absolutely necessary?

Electric heating is used to maintain or restore the flow properties of viscous products such as palm oil, coconut oil, butter oil, liquid chocolate, syrups, sweeteners, lecithin, and similar materials.

Heating becomes essential when a product solidifies in an unheated environment. In such cases, the contents cannot be discharged without warming. The necessity depends on the physical characteristics of the product and the ambient conditions in which it is stored or transported.

What added value does DIRAC bring to this process?

We don't just supply heating mats — we engineer them to fit each specific case. This includes selecting the correct temperature range, wattage, safety configuration, and ensuring compliance with local standards.

Our goal is to match the heating profile with the customer's process needs and to respect the optimal product temperature — especially during container discharge.

How does a typical collaboration with DIRAC work?

Each project starts with a test phase. We receive the packaging units at our R&D lab in Kolín (Czech Republic) and build the first prototypes in-house. Based on test results and feedback from both the packaging manufacturer and the end user, we refine the design as needed — adjusting power output, size, thermostat settings, etc.

This hands-on, iterative approach ensures that each solution is tailored and reliable, regardless of whether decision-making is centralized or locally managed.

What makes your heating solutions safe and dependable?

Our heating mats are equipped with two thermostats — one for control, the other for fail-safe protection. If the primary thermostat fails, the secondary backup intervenes automatically.

In addition, we have developed an ETL-certified version (certified by Intertek) that incorporates advanced safety features. This includes:

- Flame-retardant materials;
 - A self-cut-off mechanism that disables power if the mat remains plugged in and exceeds a predefined temperature without a load.
- These enhancements ensure maximum protection and make the product suitable for regulated markets such as the United States and Canada.

What other heating methods exist — and why do you choose electric?

Alternative methods include hot rooms, air circulation systems, or oil-based heating.

We deliberately choose electric heating for its precision, portability, safety, and environmental benefits. It's the only method that can be seamlessly integrated into both stationary and transport applications, provided the systems are built to stringent safety standards — as ours are.

How do you adapt your systems to regional variations?

Product formulations, ambient temperatures, voltage standards (eg, 230V in Europe vs 120V in North America), and regulatory frameworks vary by region.

We take these factors into account during design — ensuring our heating systems are compliant and optimised for the specific conditions of each market.

How do you see the future of electric heating in packaging?

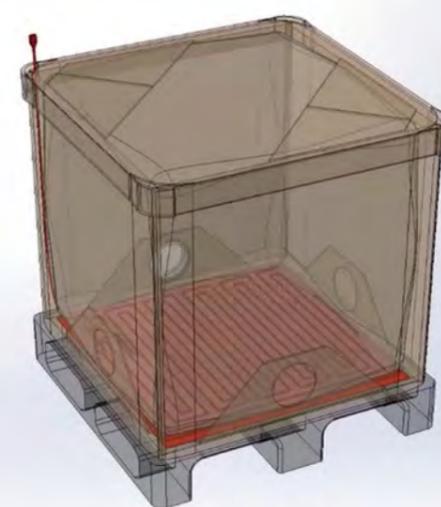
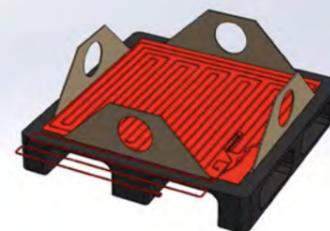
The demand for safe, controlled, and sustainable processing is increasing globally. We expect electric heating to play an even greater role in food-related packaging sectors. Thanks to our longstanding partnerships and engineering experience, DIRAC is well-positioned not just to adapt to this evolution — but to lead it where necessary, always in alignment with applicable regulations.

Do you offer standard heating mats or custom solutions?

We offer a portfolio of more than 70 heating mat models, many of which are already proven in the field. Most customers stock one to three models that suit their container types and product needs.

Factors like required wattage, container dimensions, certification demands, and geographic application all determine which model fits best. If needed, we develop custom solutions — backed by our in-house engineering, R&D, quality control, and certification teams.

www.diracindustries.com



DIRAC's heating mats are engineered to fit each specific case

Gardner Denver launches GD70 accessory

Gardner Denver has announced the availability of a new hydraulic trunk accessory for its GD70 oil-lubricated piston compressor.

This new offering allows customers to purchase the GD70 preassembled with a hydraulic trunk, enabling hydraulic drive capability for liquid bulk off-loading applications.

The one-piece, cast-iron trunk is engineered for durability and ease of use, featuring a removable guard with air ventilation openings, an SAE 'A' 2-bolt flange, and optional coupler configurations. Developed in close collaboration with Gardner Denver's distributor partners, the hydraulic trunk is designed to simplify installation, improve maintenance access, and support more efficient operations.

"The GD70 Hydraulic Trunk is a game-changer for operators in the liquid bulk transport industry," said product manager Carl Kruthoff. "It combines rugged construction with thoughtful design to simplify maintenance and improve operational efficiency."

Key features and benefits include: a removable guard with air ventilation for easy access to shaft coupling and seal, quick coupler

and set screw adjustments, and shaft speed verification using a laser tachometer; one-piece cast iron construction for long-term durability; and SAE 'A' 2-bolt motor flange (supporting hydraulic motors up to 35lbs).

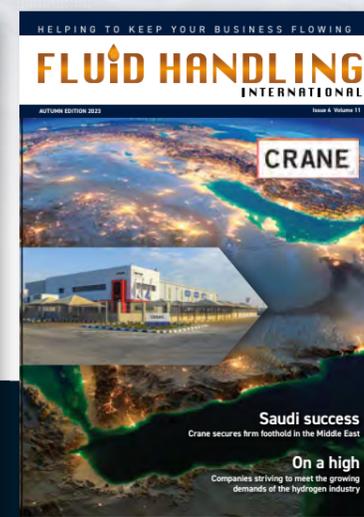
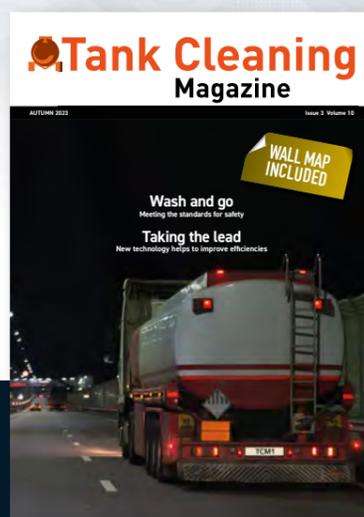
It is available with or without a coupler: a 7/8 ins or 1 ins round with 1/4 ins key motor shaft coupler; or KTR Rotex 28 and spider coupler options.

The compact 5 3/4 ins trunk length allows for space-constrained installations.

The GD70 compressor, originally launched in 2021, is a two-cylinder, single-stage, oil-lubricated piston compressor designed for pressure off-loading of bulk liquids such as solvents and resins. Its in-line design offers a compact footprint, allowing room for additional equipment on mobile units. The GD70 continues to be available as a standalone unit or with the new hydraulic trunk preassembled.

www.gardnerdenver.com

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New P&I warning on FIBC stowage

Ship owners, operators and charterers must address potential risks when loading FIBCs containing dry chemicals.

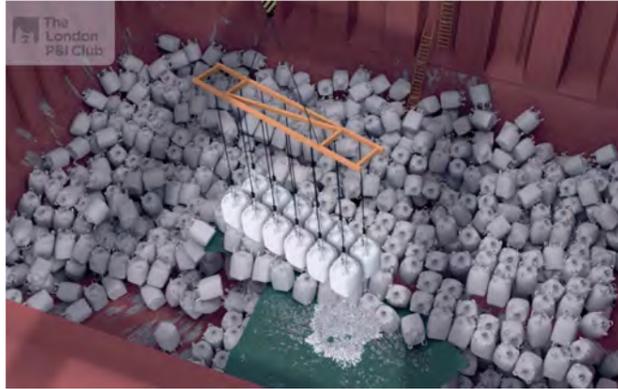
Failure to comply strictly with all relevant International Maritime Organization (IMO) regulations and guidance governing the storage and handling of 'jumbo bags' could prejudice P&I cover, according to insurance mutual London P&I Club.

The Club has been warning of this issue repeatedly over the past few years following a number of incidents reported across the industry. To help operators and wider industry to understand the risks, the Club has now developed a detailed case study of a fictional bulk carrier MV Calm Sea, which can be used as a training resource for identifying risks, liabilities and best practices.

"Serious problems also occur when FIBCs are stored incorrectly with breakbulk or steel cargoes, which can damage the integrity of the jumbo bags and cause significant spillage leading to delays, fines or claims," says Ian Barr, director at London P&I.

"We urge owners, operators, charterers and Masters to be extra vigilant when developing stowage plans and loading FIBCs and other big bags onboard. They should alert us immediately so that assistance can be sought from qualified industry experts before proceeding."

One potential incident identified by the Club is from torn bags and spillages. When handling bagged cargoes, it is common for at least



Screen captures from London P&I's Loading Jumbo Bags video showing spillages from bagged chemicals resulting in an onboard fire

some of the bags to tear and incidental spillages to occur during loading or discharge.

In the case of spillages from bagged chemicals onto the exterior packaging of other consignments in the same hold (which may or may not also be chemicals), this can result in delays, refusal by stevedores to handle externally contaminated packages and/or rejection of contaminated packages, even where there has not been direct contact or chemical reaction between incompatible chemicals.

There is also the possibility of reactions of mixed chemicals in FIBCs within the same hold. Potentially more serious incidents involve a



reaction between some of these bagged chemicals which can occur due to spillages, tears in the bags, etc. In some cases, these reactions have resulted in fires onboard which destroyed large portions of the cargo within the hold. Following firefighting, the entire contents within the hold may not be salvageable, leading to large claims.

Because of the likelihood of spillages, there are risks associated with loading different FIBCs of chemicals. Extra caution should be taken to check for any potential incompatibilities between the cargoes to be loaded, and this may require an evaluation from a chemist, the Club says. Checks should be undertaken to check the package integrity to minimise the likelihood of a spillage or tearing of the FIBCs. It is also important to ensure that the correct FIBC is used for the chemical.

The Club warns that P&I cover may be prejudiced in the case of non-compliance with applicable regulations as adopted by the Flag State in relation to the storage of jumbo bags. These include the IMO's International Convention for the Safety of Life at Sea (SOLAS), the Cargo Securing Manual (CSM), the Code of Safe Practice for Cargo Stowage and Securing (CSS) Code and the International Maritime Dangerous Goods Code (IMDG) Code.

The Club has produced a video on this issue which can be viewed on or downloaded from various social media platforms.

www.londonpandi.com

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The Kenosha site increases the number of Schütz locations in North America to 16



Schütz opens in Kenosha

Schütz has opened a new plant in the state of Wisconsin, USA.

In Kenosha, located between Chicago and Milwaukee, the industrial packaging company is investing in the production of IBCs and plastic drums for its customers in the Midwest.

The new plant, which covers an area of more than 370,000 sq ft, boosts the company's presence in one of North America's most important growth regions and enables Schütz to distribute its packaging even more efficiently and sustainably.

Located off Interstate I-94 and US Highway 41 (Skokie Highway), the facility has good connection to the economically strong Chicago-Milwaukee corridor, offering logistical advantages as well as providing access to a large pool of skilled labour.

State-of-the-art production machinery for IBCs and plastic drums used at the plant is manufactured inhouse by Schütz and is part of a fully independent production system. This guarantees consistently high quality and performance thanks to comprehensive controls along the entire process chain.

Kenosha increases the number of Schütz locations in North America to 16. Several plants, including those in Ohio, Missouri, Indiana and Belleville (Canada), have recently been expanded by adding new production lines and reconditioning facilities. Key components are also supplied from centralised production facilities in the USA.

Soon, the site will be expanded to include a modern facility for reconditioning used industrial packaging, which represents yet another step towards a circular economy.

www.schuetz.net

KTZ tests flexitanks for veg oil exports to China

In September, Kazakhstan Railways (KTZ) has completed its first shipment of sunflower oil using flexitanks in 40ft containers.

The pilot consignment was dispatched from Predgornaya station, in the East Kazakhstan Region, and delivered to the city of Nantong in Jiangsu Province, China, via the Dostyk–Alashankou border crossing.

The shipment ceremony was attended by representatives of KTZ and the National Association of Oilseed Processors – a non-profit organisation that brings together enterprises in the oilseed processing sector to support the development of Kazakhstan's fats and oils industry.

This project was launched as part of agreements reached at the Subgroup of Experts on Transport and Marketing Organisation meeting between KTZ and China Railways, held in Zhengzhou in June 2025.

The technical preparation of the containers, including the installation of flexitanks, was carried out by a Kazakh company specialising in such equipment. The work complied fully with the requirements of the railway authorities of both Kazakhstan and China.

According to Kairat Zhumabayev, representative of KTZ's Integrated Planning Directorate, the use of flexitanks significantly reduces transport costs, speeds up loading and unloading operations, and improves the overall efficiency of export-import logistics.

Since 2020, KTZ has been actively developing vegetable oil exports using flexitanks in 20ft containers, helping increase supply volumes to China – the largest market for Kazakh oil and fat products. The use of 40ft containers opens up new opportunities



to expand exports. Over the past five years, shipments of vegetable oil to China have increased tenfold.

Wheat to Vietnam

In a separate move, a subsidiary of (KTZ) - Kedentransservice – expedited a shipment of 10 trains of wheat from northern Kazakhstan to Vietnam.

The delivery route was from the Ak-Kul, Azat, Kokshetau stations through Port of Lianyungang (China) to Port of Haiphong, Vietnam. The total volume transported between May and September 2025, in conjunction with Fort LLP and the shipper NC Food Contract Corporation, was 17,000 tons.

The key feature of the project was that the shipment was carried out without changing containers at the Chinese ports. That is to say, instead of railway containers being stripped of their cargo then reloaded into sea containers, the cargo travelled in a single container from the departure station to the final port.

This approach allowed KTZ to maintain high product quality, as well as reduce delivery times by eliminating transloading.

"This transport model also proved the high efficiency of modern infrastructure and the potential of Kazakhstan as a key transport hub in Eurasia," KTZ stated.

The company noted that the successful implementation of the project opens up new export horizons for domestic agricultural producers in the fast-growing markets of Southeast Asia, where demand for grain is steadily growing.

Kedentransservice plans to scale up its experience and expand export routes.

<https://railways.kz>

Clariant, Swire open new supply base in Norway

Clariant Oil Services has expanded its commitment to Norwegian oil and gas customers with a new bulk storage and transfer base located in Dusavik, Norway together with its long-standing partner Swire Energy Services.

The site consists of multiple bulk storage tanks with transfer capability to supply either directly to vessels or tote tanks. The system is fully automated to ensure chemicals are transferred accurately and efficiently.

"Norway's oil and gas market is in a significant growth phase, and we are strategically positioning ourselves to support this expansion," commented Samy El-Khoury, head of oil services EMEA. "This base represents our commitment to supporting our customers' growth aspirations in this thriving market."

Located in Stavanger, the Dusavik base will be key for supply and support activities in the Norwegian North Sea sector.

The new base includes a quality control laboratory and administration office alongside the bulk transfer storage. Additional storage capacity for IBCs and totes is located adjacent to the bulk storage facility to ensure all chemicals are contained in the same area. The laboratory can conduct a range of quality control assessments, with additional analysis available nearby in Tananger.

With safety and sustainability in mind, Clariant has designed the Dusavik site in line with its stringent corporate standards.

Swire Energy Services brings expertise in providing comprehensive solutions for the handling and transport of high-value chemicals, ensuring products reach their destination safely and efficiently. Its end-to-end services include specialised order management, dispatch handling, transport co-ordination, and logistics management.

"It is really exciting to see our new facility come on line to support Clariant, a key partner in the region and globally," said Bengt Ullenes, general manager Norway of Swire Energy Services.

"The development of the facility has been a truly collaborative project with the two teams working side by side to support key customers. The additional investment in the Norwegian Chemical management sector complements the work we do along the Norwegian Coastline."

www.clariant.com

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RTI is creating the opportunity for Romania's integration into trans-European logistics networks

RTI gets green light from Romania

On 3 September, the Romania's Commission for the Examination of Foreign Direct Investments (CEISD) gave the green light for RTI Railtrans to enter the local market by acquiring a 50 percent stake in EP Rail.

CEISD operates under the co-ordination of the Competition Council and has the role of analysing and endorsing foreign investments considered significant or sensitive from the perspective of national security and EU legislation.

RTI Railtrans, which is already active in Hungary, Slovakia, the Czech Republic, Austria and Germany, is part of a logistics network developed by Richardi Transport, a member of the AZC Group in Slovakia.

With 23 locomotives, more than 2,500 wagons and an annual volume of 8 million tonnes transported, the operator is entering Romania with a solid position and expansion strategy.

With its stake in EP Rail, a local player, RTI is not only adding a new market to its portfolio, it is also

creating the opportunity for Romania's integration into trans-European logistics networks.

The CEISD approval has a significance beyond simply validating the transaction. It is a signal that Romania is becoming attractive to major foreign investors in transport and logistics, at a time when the European Union is encouraging the shift of freight from road to rail.

This entry could trigger consolidation in the Romanian market, where operators such as CFR Marfa or other private carriers will have to respond by streamlining, investing and diversifying services.

However, for RTI Railtrans to succeed in Romania depends on a large degree of collaboration with national infrastructure and regulatory authorities, as well as the ability to integrate EP Rail without losing its flexibility advantage.

Richardi Transport is positioning itself as a major provider of logistics and rail transport in Central and Eastern Europe.

www.richardi-transport.cz

Krone carriers for Vicovanu

Vicovanu Transport has expanded its container transport capacity with the delivery of 15 new Krone Box Liner sliding chassis trailers — bringing the company's Krone fleet total to 90, with a further 15 on order.

Founded in 2013, Vicovanu is a family-run business that provides road haulage across the UK. Operating from a base in Thurrock, Essex, the company also offers an array of multimodal logistics solutions, including road, ocean, and air freight.

"The Krone Box Liner continues to be our premium trailer of choice," said Sergiu Vicovanu, managing director. "Its versatility, build quality, and reliability are unmatched for our kind of high-intensity container work. We operate across the UK and Europe and these trailers give us the flexibility and confidence to meet every logistical challenge."

The Krone Box Liner was developed in collaboration with the Krone UK sales team to ensure compatibility with UK and Irish operational needs. The chassis offers fast and easy adjustment to accommodate all standard container sizes, including 1 x 40ft, 1 x 45ft, 2 x 20ft, or a 30ft

container, making it suitable for both domestic and international intermodal transport.

Build features include double T-longitudinal beams with welded cross members, along with an extractable rear bumper compliant with EC regulations. The trailer also has a reinforced parking brake system on all three axles, providing enhanced safety.

Each chassis is equipped with Krone Smart Tyre Monitoring, compliant with ECE R141 regulations, which tracks tyre pressure and temperature in real time.

Additionally, the Krone Telematics KSC ProPlus Dry 2 system provides live error messages and full diagnostic data, including braking system status, trailer coupling information, mileage for maintenance scheduling, and GPS location—accessible through various WLAN applications.

All steel components are shot blasted, primed with CDC coating, and finished with a durable powder coat, providing long-lasting protection against corrosion. Accordingly, Krone backs the chassis with a 10-year rust-through warranty.

www.krone-trailer.com



The Krone chassis offers fast and easy adjustment to accommodate all standard container sizes



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First biomethane bunker at Gothenburg

For the first time, Nordic energy groups St1 and St1 Biokraft delivered their own Swedish-produced liquefied biomethane to the maritime sector — as Terntank's vessel Tern Ocean was bunkered at Port of Gothenburg.

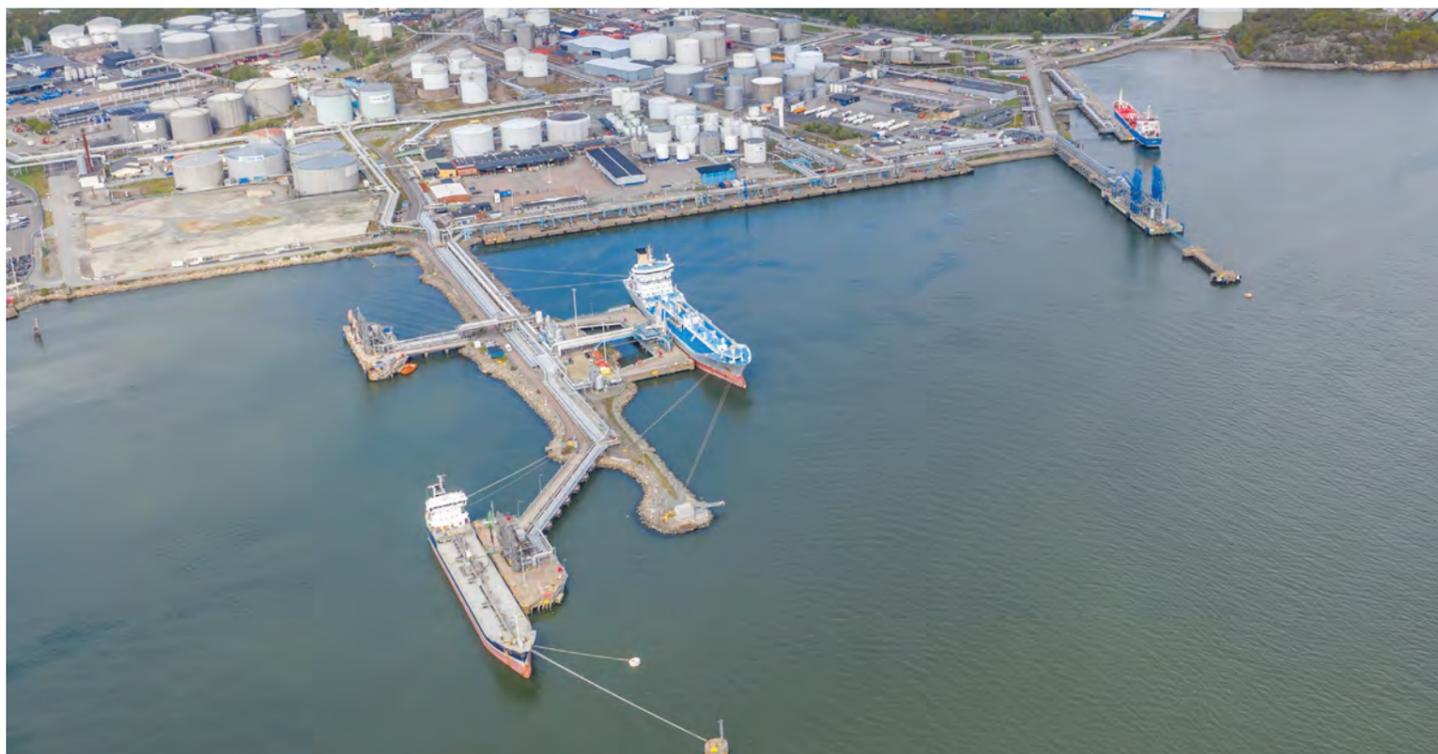
St1 and St1 Biokraft are now aiming to become large-scale suppliers of biomethane for shipping, while Port of Gothenburg continues to pursue its goal of becoming Scandinavia's primary bunkering hub for alternative fuels.

The bunkering operation carried out at quay 519 was an important pilot test for St1 and St1 Biokraft as suppliers of biomethane to the maritime sector. The operation also served as a pressure test of the collaboration required across all parts of the value chain, with Terntank, gas infrastructure owner Nordion Energi, and the producers themselves all playing crucial roles.

"In order to accelerate the maritime sector's transition, it is essential that all actors across the value chain pull in the same direction, co-operate, and translate ambitions into practice. We are pleased to have all of this in place at Gothenburg," said Therese Jällbrink, head of renewable energy at the port.

Biomethane is a renewable fuel well-suited for the maritime sector, thanks to established routines for handling the fuel in a shipping context, as well as growing long-term demand from shipping companies and increased availability among producers.

"Liquefied biomethane is an important part of the fuel palette that must be available to support the shipping industry's transition," Jällbrink continued. "It is one of the fuels the Port of



St1 and St1 Biokraft are now aiming to become large-scale suppliers of biomethane for shipping

Gothenburg is working within the framework of green shipping corridors, aimed at creating the conditions for fossil-free logistics chains. This bunkering operation brings us another step closer to our ambition of becoming Scandinavia's primary bunkering hub for alternative fuels."

St1 and St1 Biokraft have ambitions to become large-scale suppliers of liquefied biomethane for the maritime sector, with several new production

facilities planned across Sweden.

In 2026, energy infrastructure company Nordion Energi will build a liquefaction facility for biomethane at Gothenburg, which will be connected to the West Sweden gas grid. With the facility in place, a new opportunity will be created for biomethane producers connected to the gas network to reach the maritime market.

"Once the liquefaction plant is completed, we

will have a solid solution in place at Port of Gothenburg. This is a strategic step towards our goal of scaling up and offering competitive liquefied biomethane to the shipping sector," said Ted Gustavsson, head of value chain at St1 Biokraft.

<https://st1.com>

<https://st1biokraft.com>

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WEC Lines has been sailing weekly to Dublin with the 862 TEU LORO vessel MS Trouper

New shortsea routes from Antwerp-Bruges

New shortsea connections are now available from Port of Antwerp-Bruges, the Belgian port complex announced,

Several shipping companies have recently launched new routes strengthening the port's position as a hub for shortsea shipping in Europe.

Since 10 May 2025, CLdN has been operating a weekly LORO service to Cork and Dublin (Ireland) for the first time, using the MS JSP Rover. The vessel has a capacity of 804 TEU and can carry 45ft containers. The service compensates for the loss of capacity following the failure of the MS Delphine and ensures more efficient use of CLdN's RORO fleet.

In addition, WEC Lines has been sailing weekly to Dublin since 29 July. This service departs from the CSP Terminal in Zeebrugge with the LORO vessel MS Trouper, which has a capacity of 862 TEU. Le Havre is included as a stop on the new service to optimise the route.

In June, CMA CGM Shortsea Line launched a second weekly feeder service from the CSP Terminal in Zeebrugge to the Baltic States, including Riga, Klaipeda, and Gdansk. This new LORO service, BALT2, complements the existing BALT1 service and strengthens connections with the Baltic region.

Finally, Finlines began including the Polish port of Gdynia in its existing RORO service from Antwerp/Zeebrugge to the UK and the Baltic States in June. This weekly service from PSA Zeebrugge carries trailers, trucks, breakbulk, automotive cargo, containers, and project cargo.

www.portofantwerpbruges.com

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In Liverpool, Peel Ports is investing £100m in the steels and metals sector

CLdN river berth for Liverpool

Shortsea and ro-ro carrier CLdN has announced plans to develop a river berth for roll-on/roll-off cargo vessels at Port of Liverpool, UK.

The project is being planned in collaboration with Peel Ports Group and would represent a major, multi-million-pound investment for the Irish Sea market. The announcement was made at a Ministerial Maritime Regional Investment Roundtable organised by the UK Department for Transport and Liverpool City Region Combined Authority as part of London International Shipping Week 2025.

The investment would involve the construction of a lock-free berth on the river Mersey adjacent to CLdN's existing facilities at Brocklebank/Langton Dock. It would enable the seamless berthing of the most efficient CLdN ships with an even higher cargo capacity than those serving the terminal today. It is expected that the formal application for consent will be submitted in the second half of 2026 and that construction could commence in early 2028.

CLdN recently completed a major investment programme at Brocklebank Dock, expanding cargo handling capacity and enabling the use of the terminal by larger, more environmentally-friendly vessels on CLdN's Liverpool-Dublin route. This service plays an essential role in transporting freight between Great Britain and the Republic of Ireland, with CLdN carrying more than 200,000 freight units on the route every year.

Commenting on the planned investment, CLdN CEO Florent Maes said: "This investment would bring significant additional benefits to customers on CLdN's Liverpool-Dublin route. The position of the berth would provide increased operational flexibility and efficiency and would also enable a further reduction in the carbon footprint of each freight unit."

"The project underscores CLdN's long-term commitment to developing its port infrastructure and to providing essential freight services between Great Britain and Ireland."

Claudio Veritiero, CEO at Peel Ports Group, added: "As a leading port operator, our role is to facilitate projects that drive regional growth — strengthening the economy, expanding trade opportunities, and creating skilled jobs."

"CLdN's significant investment represents a strong vote of confidence in the capability and the long-term sustainable growth of the Port of Liverpool. Together with CLdN, we are committed to delivering this transformative project, which will enhance supply chain efficiency, cut carbon emissions, and secure lasting benefits for the region and beyond."

Also in Liverpool, Peel Ports is to invest £100 million in the steels and metals sector in a move to enhance capacity.

The UK's second largest port operator is progressing with £32 million to add 140,000 sq ft of storage at its Port of Liverpool steel and metals terminals.

Across the ports of Liverpool and London Medway, warehousing will be increased by 50 percent from the current 1 million sq ft to create an additional 500,000 sq ft of capacity.

Further plans include creating a second automated terminal in Liverpool dedicated to steel coils, as well as a new automated terminal for the Port of London Medway in Sheerness.

These will be developed to include rail connectivity with a new inland rail terminal in the Midlands.

This fresh investment by the port group follows a record year for steel imports at the Liverpool facility and will help grow the volumes of steel it transports across the UK.

"This is a game-changing investment for us," said David Huck, COO at Peel Ports. "Demand for steel and metals handling across our port group, and the UK in general, has risen sharply over the past five years and this will allow us to expand our support to the construction and manufacturing supply chain right across the country."

"This investment ensures we have the scale, speed, and specialist expertise to support our customers today and long into the future, helping to also address some of the storage and transport issues the steel sector currently faces."

"Warehousing will remain a key focus for the business, with further expansion already in the pipeline as we continue to futureproof our service for the UK's critical industries."

"The addition of a new rail terminal in the Midlands will allow us to connect the two deepwater ports of Liverpool and London Medway, boosting the efficiency of logistics for our customers and partners."

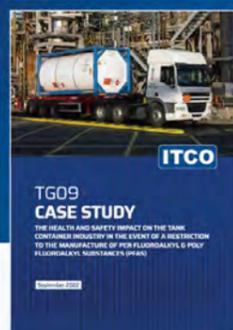
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- ITCO 2025 Annual Members Meeting – Singapore, November 2025

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