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Critics argue that the Bill does not spell out how the freight growth target will be delivered

UK freight concerned over future train paths

UK rail freight interests are expressing concern that control of the network could mean passenger services are prioritised over freight, squeezing freight trains off important routes and reducing capacity for freight movements.

The qualms arose during the Christmas period following the second reading of the UK government's Railways Bill 2025.

The Bill, now in committee stage, is central to the Labour government's objective of steadily returning passenger services to public ownership once existing private concessions expire. It contains some important provisions for rail freight, but also raises concerns, particularly around the future plans for allocating track capacity.

The Railfreight Group (RFG), which represents mostly private freight operators, issued a briefing note to all parliamentarians outlining its key concerns in the Bill.

The principal one is the demise of the existing rail regulator as the body "which has grown the railway through incentivising performance, granting new routes, fostering competition and delivering rail growth".

The Bill proposes replacing the regulator with state-owned entity Great British Railways (GBR).

However, RFG argues that allowing GBR, rather than the regulator, to set rules on track access and charging, determine initial appeals and "mark its own work" risks favouring the 75 percent of

operators within its stable over the other 25 percent public and private sector operators.

RFG is also asking for more clarity over which of GBR or the government will be the "guiding mind" with sweeping powers for the Secretary of State for Transport to direct, or give guidance to, GBR.

Finally, the bill could grant government powers to intervene over the management and operation of infrastructure and facilities owned by neither the state or GBR.

Statutory duty

Speaking to the Transport Select Committee on 26 November 2025, RFG director Maggie Simpson said the group's members tell her they want to be in the UK and want to invest in the rail network, but, "they are looking at (the Bill) and asking whether in 10 years' time they will be able to run the trains they want to from their own ports or quarries."

"We welcome the commitments for a statutory duty to promote freight, and the requirement for a freight growth target to be set by the Secretary of State," said in another RFG statement. "These are essential to ensuring rail freight will be a success under GBR.

"However, our members remain concerned over the planned legal changes to create a new capacity allocation and timetabling process. It is essential that GBR offers capacity for freight through a fair,

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transparent and consistent process which offers long-term certainty for customers and operators, with an effective and strong right of appeal."

While the Bill requires the government to set a freight growth target, critics argue that it does not spell out how that target will be delivered, nor protect freight rights in practice. Without clear mechanisms, some see the target as symbolic rather than actionable.

There are broader concerns about GBR acting as both network operator and controller of infrastructure, potentially creating conflicts when balancing passenger and freight needs — particularly if debate over 'who gets which paths' intensifies.

Doubters fear that this risks the UK's rail reform falling into the same trap as in continental Europe where decades after the supposed opening of infrastructure to private and non-national operators, complaints abound over the allocation of train paths.

"There's some good stuff for freight in the formulation of GBR," Maggie Simpson said in an interview on Green Signals, a specialist rail industry podcast, "but access reform is absolutely critical to future growth and to the ambition of people around the country who want to put more goods on rails."

Putting a toe back in the Suez Canal

Container shipping giant Maersk is tentatively re-entering the Red Sea.

In an 'Advisory Note' issued on 8 January, the Copenhagen-based shipping line said that its "MECL service successfully transitioned" the area on 19 December 2025. However, the company also said that "a return to the Red Sea remains at the planning stage and depends on continued safe and sustainable conditions".

A key issue influencing the decision to return to using the Suez Canal will be insurance, pointed out Thomas Cullen, of Transport Intelligence, a consultancy.

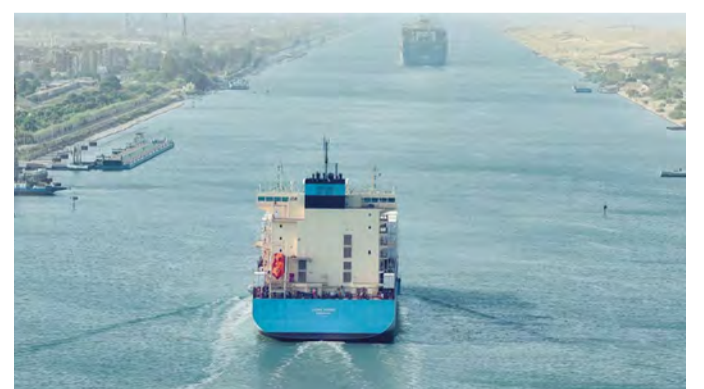
"If insurance underwriters think that the risk to vessels in the Red Sea has fallen, they will reduce premiums," Cullen said on 16 January. "This will be a key indicator that the container sector is about to return to the Suez Canal route."

That Maersk is seriously thinking about this is implied by management comments on the operational implications of a return

to Suez. It said that "the transition back to trans-Suez shipping will indeed be a significant one for the entire industry and complete immunity to disruption is unlikely", quoting Johan Sigsgaard, chief product officer for ocean at Maersk, who asserted that "there is no doubt that there will be added volatility to supply chains once container liners begin the shift back to East-West transits through the Red Sea...the scale of the impact will depend on how fast the transition will happen".

However, the situation in the region generally and the Red Sea in particular is still unstable. The disturbances in Iran seem to be very serious and have led its leadership to issue warnings about attacking both American and Israeli interests, including shipping. These threats appear to have not much credibility, but they are being made nonetheless.

More specifically, Yemen remains highly unstable. The groups in the south of Yemen have asserted themselves, and Saudi Arabia and the



UAE have come to some sort of agreed position over the future of Yemen. This may encourage an attack by the forces in the south on the Houthis in the North. In turn, this could result in attacks by the Houthis using missiles on Saudi Arabia and possibly on shipping. The prospect of violence is high, Ti maintains.

Therefore, although container lines are clearly anticipating a return to Suez, it cannot be assured in the short-to-medium term.



India in take-off mode

India's tank container sector has grown steadily over the past decade and seems set to continue thriving

A recent research report estimates that the Indian tank container market was worth around US\$582 million in 2024, up from about \$563 million in 2023, and is projected to reach close to \$700 million by 2030 — a compound annual growth rate (CAGR) of roughly 3–4%.

This growth story reflects India's expanding chemical, pharmaceutical, and food-processing industries, where ISO tanks have become an integral part of safe and efficient bulk liquid logistics.

While global fleet expansion slowed down following the Covid 19 pandemic, the Indian market continues to benefit from industrialisation, infrastructure investments, and the transition toward cleaner, reusable transport solutions.

Chemical stimulus

Not surprisingly, India's chemical industry is one of the principal demand drivers. Currently valued at around \$220 billion, the sector is expected to exceed \$380 billion by 2030.

This broad manufacturing ecosystem produces petrochemicals, fertilisers, polymers, specialty chemicals, and pharmaceuticals. In the 2024 financial year, the sector contributed about 7% to India's GDP, producing roughly 210 million tonnes of chemicals - a 10% jump from 2020.

The industry employs more than 2 million workers and attracts over \$30 billion in annual foreign direct investment (FDI).

At the 2025 ITCO annual meeting in Singapore, D Sothi Selvam, director general of the Indian Chemical Council, set out India's position in the global chemicals industry, namely: ranking sixth in the world and fourth in Asia for chemicals sales; second largest exporter of dyes; fourth largest globally and second in Asia in specialty chemicals; third largest exporter of agrochemicals globally; and, third largest consumer of polymers.

The tailwinds behind this rapid growth are no strangers. Rising disposable income, urbanisation, a shift in consumer preferences to healthier and environmentally-friendly options, and a shift in global supply chains should all fuel this increase in demand.

And there is plenty of headroom for growth, D Sothi Selvam pointed out. In 2024, India's per capita consumption of chemical/pharmaceutical products stood at €341, still behind Brazil (€459) and China (€2,831).

So, against this background, the chemical sector's need for reliable bulk liquid transport has accelerated ISO tank adoption for acids, solvents, and specialty chemicals. With chemical exports rebounding strongly since 2023, ISO tanks provide a safe and cost-effective means.

State backing

Government incentives have unlocked \$12 billion in fresh capex. 'Make in India', launched in 2014, was reinforced in 2022 with the Production-Linked Incentive (PLI) programme for specialty chemicals, polymers, and pharma intermediates. PLI offers subsidies up to 15% on capital spending, leading to a wave of greenfield projects.

Domestic conglomerates, like Reliance, Aditya Birla and Tata, along



The Indian tank container market is projected to reach close to \$700 million by 2030 — a CAGR of roughly 3–4%

with global players, such as BASF, Dow, and LG Chem, have collectively pledged \$12 billion in new capacity between 2023-2028.

This is reinforced by rising domestic demand, with urbanisation increasing per-capita income, and a growing middle class fuelling consumption of packaged foods, personal care, and construction materials - all of which are chemical-intensive.

Domestic demand for fertilisers, plastics, and specialty chemicals is projected to grow 9-11% annually through 2030. Chemical exports rose 23% in the 2024 financial year, with the EU, US, and Southeast Asia leading the trade.

In addition, India's food-processing sector, valued at nearly \$290 billion, and its fast-growing pharmaceutical industry are both turning to ISO tanks to move edible oils, dairy products, and temperature-sensitive liquids. The ability to maintain hygiene and temperature control, while eliminating cross-contamination risk, is reinforcing steady demand from these industries.

In addition, recent government regulations are reshaping the industry. A key development is the Indian Customs Authority banning the import of some petrochemicals or petroleum-derived products in flexitanks for products with flash points up to 95degC.

This move has led to a surge in demand for ISO tank containers, as they provide a safer and more compliant alternative. Moreover, organisations like the Petroleum & Explosives Safety Organization (PESO) are tightening regulations on the movement and storage of hazardous chemicals, further boosting the need for professional tank cleaning and testing services.

Infrastructure

Behind these market drivers lies substantial investment in infrastructure and government-induced policy moves.

Government initiatives such as the National Logistics Policy (NLP)

and Gati Shakti, a whole-of-government approach to improving multimodal connectivity, are transforming India's transport landscape.

For decades, logistics costs in India were notoriously high, a reflection of poor quality roads, equally inadequate rail infrastructure, outdated technology, and poor customer service.

Previously calculated at about 13% of GDP, logistics costs are now estimated to have come down to around 8% by 2024, reflecting ongoing improvements in multimodal connectivity and warehousing.

To counter a decline in rail freight, state-owned Indian Railways has implemented several initiatives to improve the freight business and regain lost ground. One of the key initiatives is the development of dedicated freight corridors, which will provide exclusive infrastructure for freight movement and reduce congestion on existing rail lines.

These reforms directly benefit ISO tank operations by improving intermodal efficiency across ports, rail terminals, and industrial corridors.

At the same time, the global sustainability shift and tighter environmental standards are encouraging shippers to adopt reusable stainless-steel containers, particularly for hazardous or food-grade cargoes. ISO tanks are seen as inherently eco-friendly in this regard as each 26,000-litre tank can replace up to 80 drums, cutting waste and packaging costs.

The chemical sector is likely to remain the biggest demand driver for tank container use in India, although food & beverage, oil & gas, and pharmaceuticals will follow close behind.

Regionally, however, India is showing much of the same development tendencies seen in the early years of China's rise, where economic transformation was concentrated on the country's East Coast with easy access to large export gateways.

Western India - led by the states of Gujarat and Maharashtra - is the largest hub, due to the proximity to major ports like Mundra and Nhava Sheva. But southern clusters in Tamil Nadu and Andhra Pradesh are now emerging as key growth zones supported by new logistics parks.

Technological adoption is another trend reshaping operations — real-time IoT monitoring, digital documentation, and predictive maintenance systems are reducing downtime and improving safety compliance.

Challenges

Yet, despite this steady growth, India's ISO tank market faces some hurdles.

As in China, limited cleaning and maintenance depots across inland regions can slow fleet turnaround times.

Professional tank container service providers, like Amal Logistics Services, Bayarea Terminals, Goodrich Maritime, Oceanglobe Container Services, and Zodiac Tank Container Terminals have invested significant amounts to raise the standards of tank cleaning, maintenance and repair.

However, the number of high quality depots in India able to meet international standards remains a fraction of that in Europe.

High initial investment in stainless-steel tanks and certifications can discourage also smaller operators.

Finally, regulatory fragmentation across states complicates multimodal operations, particularly for hazardous cargo, although the Federal government in Delhi is trying to smooth out many of these inter-state disparities.

Nevertheless, it seems as though India will fertile ground for tank container growth for several years to come.

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Concrete moves

India's booming infrastructure programme is fuelling huge demand for cement, and tank containers are at front and centre of the sector's logistics operations.

In the past few years, the country has become a specialist in domestically-produced cement tanks.

In January 2025, Indian state rail operator Container Corporation of India (Concor) ramped up its cement logistics using specially built tank containers. The objective is to raise the efficiency of the process by shipping large quantities of fluidised cement in a closed loop system rather than in conventional bag format, or bulk cement road tanker.

The company placed an order for 500 such tanks with Braithwaite & Co, a state-owned engineering firm under the Ministry of Railways.

Sanjay Swarup, managing director of Concor, who visited Braithwaite in 2024 to strengthen collaboration between the two companies, explained at the time: "We had detailed dialogue with cement manufacturers, and they are ready to do business. But the

constraint has been the supply of containers. Once they arrive the demand is ready, so we will be able to get the benefits from transporting bulk cement."

Discussions were also held on infrastructure development, supply chain optimisation and leveraging local engineering expertise to support the 'Make in India' initiative.

In October 2025, Concor also signed two Memoranda of Understanding (MoUs). One was with Adani Cement in New Delhi to shift cement transport from road to rail using dedicated container block trains. These 'rakes', as they are called in India, will operate on selected corridors, supported by the terminal networks of both companies.

Concor also dispatched the first rake of loose cement from MP Birla's Mukutban plant (part of the MP Birla Group) to its terminal in Turbhe, Mumbai.

www.concorindia.co.in



ITCO at tl India

ITCO is participating as an exhibitor at *transport logistic India 2026*, taking place on 25–27 February 2026 at Mumbai's Jio World Convention Centre.

transport logistic India is one of Asia's most significant events for logistics, mobility, IT, and supply chain management - bringing together key stakeholders from across the global transport and logistics industry.

ITCO's presence at the exhibition underscores its commitment to supporting the growth and safe operation of the tank container industry in India and the wider Asia-Pacific region.

Visitors to the ITCO stand will have the opportunity to learn more about the organisation's work in promoting best practices, safety standards, and innovation within the tank container sector.

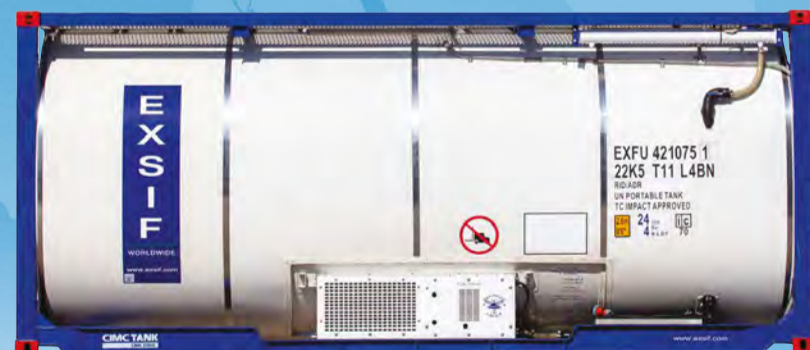
ITCO will also be highlighting its ongoing initiatives to support members in emerging markets and to facilitate international cooperation within the logistics and chemical transport communities.

<https://international-tank-container.org/>
<https://transportlogistic-india.com>



Concor has ramped up its cement logistics using specially built tanks

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Specialised tank containers for the Indian Market

Leasing concepts supporting reliable supply chains for Indian chemical producers

TW S Tank Container Leasing is expanding its ISO tank leasing activities into the Indian market, driven by the strong growth prospects of India's chemical industry, particularly in the specialty chemicals sector.

To support this expansion locally, TWS has partnered with Sun Logistics, a well-established company in the Indian chemical logistics sector with the technical expertise required to provide on-the-ground support. The partnership is designed to ensure full compliance with India's regulatory, shipping and logistics requirements while maintaining international quality standards.

According to TWS market analysis, the Indian chemical market is expected to almost double in size by 2027, reaching a volume of approximately US\$290–310 billion. Increasing awareness of safety, health, environmental and quality (SHEQ) standards, combined with rapid growth among chemical producers, is expected to increase demand significantly for safer liquid bulk transport solutions over the next five to 10 years. As the safest recognised transport solution for liquid chemicals, ISO tank containers are well positioned to benefit from this trend.

Chemical manufacturers are increasingly seeking efficient logistics concepts to optimise their operations. "We are convinced that ISO tanks are the right choice to meet the requirements of chemical producers, as they provide a safe, reliable and efficient way to transport liquid products in bulk, ultimately improving operational efficiency," explains Sidhanth Lalwani, director of Sun Logistics.

Tailoring services

To meet the specific needs of customers in India, TWS has adapted its service offering in several ways. This includes selective tank modifications to accommodate customer-specific requirements, allowing greater flexibility while maintaining standardisation and safety. In addition, local teams have access to an established product and tank compatibility database, enabling precise and efficient technical recommendations.

Lalwani highlights two key aspects of this customer-focused approach: "First, we provide specialised technical expertise to help customers optimise their use of ISO tanks. Our expert teams are available to support smooth operations and maximise efficiency. Second, we offer a flexible leasing model that allows customers to select rental periods aligned with their individual operational needs. This flexibility ensures that leasing agreements can adapt to changing production cycles and business conditions."

Stakeholders partnerships

Technical expertise and a deep understanding of customer requirements are central to TWS's strategy in India. Accordingly, the company is actively building partnerships with key stakeholders, including chemical manufacturers and tank operators. Close collaboration with producers allows TWS to understand the specific



Lined and rubber-lined tank containers play a crucial role in maintaining product integrity and operational safety

characteristics of transported products and adapt tank solutions accordingly. Flexible and short-term leasing options further enable manufacturers to align tank availability with production schedules and operational demands.

A strong local network is essential for developing such partnerships. "With our well-established connections and understanding of the local industry landscape, we are well positioned to identify opportunities and form strategic alliances with chemical manufacturers and tank operators," Lalwani adds. Supported by frequent visits and guidance from the TWS headquarters team in Europe, these partnerships are continuously developed and maintained. This combination of local insight and international expertise forms the basis for long-term, sustainable cooperation in the Indian market.

Safety, protection, technical integrity

Ensuring the safety and protection of ISO tanks and the cargo they carry is a core priority in the Indian logistics environment. TWS applies a multifaceted safety approach, beginning with close co-



Technical expertise and a deep understanding of customer requirements are central to TWS's strategy in India

operation with selected depot partners to ensure the highest safety and security standards. This includes comprehensive training programmes and regular audits of repair and maintenance facilities to ensure strict adherence to safety protocols.

The tanks themselves are designed to a high safety standard and are equipped with features such as handrails, full walkways and bottom-operated valves. "The equipment we deploy is engineered to withstand the demanding conditions often encountered in the Indian logistics environment. By using robust and durable tanks, we can effectively mitigate risks and ensure the safe transport of goods," says Lalwani.

Lined tanks and the role of OEM-coated valves

For the transport of aggressive and sensitive chemicals, lined and rubber-lined tank containers play a crucial role in maintaining product integrity and operational safety. A key element of this concept is the valve system. Valves represent one of the most critical interfaces between the cargo and the external environment.

For this reason, all TWS tank containers are consistently equipped with high-quality OEM-coated valves. OEM-coated valves are valves that are lined or coated directly by the original equipment manufacturer as part of the production process. The valve design, coating material and quality controls are fully aligned and tested as a single, integrated system.

This ensures uniform chemical resistance, reliable sealing performance and long-term durability, while avoiding the risks associated with post-coated or retrofitted valves. Especially in lined and rubber-lined tank containers used in demanding applications in India, OEM-coated valves are essential to eliminate weak points in the overall lining concept and to ensure safe, reliable operation throughout the tank's service life.

Outlook for the Indian market

TWS's strategy for competing in the Indian ISO tank leasing market is built on innovation and diversification. By introducing specialised products, including temperature-controlled and lined tank containers, the company aims to establish a distinct market position. In addition, TWS plans to offer solutions that enhance liquid bulk supply chains for food-grade products, specifically tailored to the needs of the food and beverage industry.

With a broad portfolio of specialised tanks, value-added services and a strong focus on niche applications, TWS aims to differentiate itself in the Indian market and attract customers seeking innovative, reliable solutions for complex logistics challenges.



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EFTCO looks beyond Europe

EFTCO is an international non-profit association that brings together national tank cleaning associations committed to the development, implementation, and continuous improvement of safe, sustainable, and high-quality cleaning standards for the chemical and food logistics industries.

One of EFTCO's most significant contributions to the market is the EFTCO Cleaning Document (ECD), which has become a cornerstone and globally recognised instrument for tank container cleaning.

Issued by approved national member cleaning stations, the ECD confirms compliance with harmonised, high-level quality standards and provides chemical producers, logistics providers, and food industry stakeholders with a reliable, traceable and transparent basis for operational trust.

Over the past decades, the ECD has proven itself as an indispensable tool supporting safety, efficiency, and environmental responsibility across the supply chain.

Historically, EFTCO has focused activities on promoting a strong culture of professional tank cleaning within the European Territory. This effort has significantly contributed to raising industry standards and aligning practices across states in Europe.

Extended vision

However, as globalisation accelerates and international supply chains become increasingly interconnected, EFTCO clearly recognises the need to extend its vision beyond regional borders and respond to the growing global demand for harmonised cleaning standards.

A new phase in EFTCO's development began last year with the appointment of a newly elected board, bringing renewed momentum, strategic focus, and innovative ideas to the organisation.

Among the ongoing initiatives are the further development of the digital electronic ECD (eECD), the expansion of EFTCO food-grade assessments, and intensified co-operation with other international associations active in tank cleaning, transport, and chemical logistics.

These initiatives reflect EFTCO's commitment to modernisation, transparency, and continuous improvement.

One of the most significant strategic decisions taken by EFTCO is its structured approach to the global tank cleaning market. Today, the cleaning and transport industries operate on a truly international scale, while the demand for consistently high safety, quality, and environmental standards continues to grow.

Recognising this reality, EFTCO introduced the concept of global membership several years ago and has already welcomed members from non-European countries, including Brazil and Israel. This step marked an important milestone in positioning EFTCO as a reference organisation beyond Europe.

Primary contact

To strengthen co-ordination between the global market and the federation, EFTCO has appointed Nikolai Grigorev, a newly elected board member, as the primary contact person for current and prospective global members.

Nikolai brings nearly two decades of experience in ISO tank transport and tank cleaning operations and, in parallel, he serves as president of the Havila OU group of companies, providing him with a strong practical understanding of both European and non-European market realities.

EFTCO is actively inviting professional tank cleaning operators outside Europe that share its commitment to safety, quality, and environmental responsibility to explore global membership opportunities.

Companies seeking alignment with internationally recognised standards, greater transparency for their customers, and closer integration into the global chemical and food logistics network are encouraged to engage with EFTCO.

EFTCO firmly believes that this strategic step towards global integration will be positively received by the international market. By extending its standards, expertise, and collaborative framework beyond Europe, EFTCO aims to contribute to higher levels of safety, environmental protection, and professional awareness throughout the global tank cleaning and transport industry.

For initial discussions, information on global membership criteria, and co-ordination with the federation, interested parties are invited to contact Nikolai Grigorev directly at:

Global@eftco.org
www.eftco.org

Nikolai Grigorev is now the primary contact person on the EFTCO board for current and prospective global members

Stolt buys Suttons

In November 2025, Stolt-Nielsen completed the acquisition of UK ISO tank operator Suttons International Holdings Limited.

The acquisition adds more than 11,000 tank containers to Stolt's fleet and broadens its product offering. At 1 January 2025, Stolt's tank fleet stood at 52,200 units, the largest of any tank operator.

The past few years have seen an uptick in tank container consolidation, particularly in the leasing sector.

Among operators, some larger companies have acquired smaller regional players, but Suttons becoming a 100 percent owned subsidiary of Stolt-Nielsen is on an altogether different scale.

Hans Augusteijn, president of STC commented: "Bringing Suttons into Stolt-Nielsen supports our strategy to scale our business, expand our fleet, strengthen our global market presence and provide broader coverage, benefitting customers across the globe."

Suttons CEO John Sutton added: "After many decades as a family business, this step secures the next chapter of growth for Suttons. Bringing together two organisations with complementary service offerings creates an enhanced global platform and increased market reach, while our shared legacy and values remain at the heart of the combined business."

In October 2024, Suttons sold its road tanker haulage business to Schenk Tanktransport to concentrate on its tank container operations. Suttons has a diversified tank fleet and has become something of

Suttons has a diversified tank fleet and has become something of specialist in gas logistics



specialist in gas logistics. It operates two types of gas tank container. Zinc-lined carbon steel tanks are commonly used for transporting non-refrigerant gases, while its stainless steel containers are generally used for the shipping pharmaceutical grade products.

For product loads that require a capacity greater than 26 cbm, Suttons also offers 30, 33, and 35 cbm swapbodies.

For the time being, it seems that Suttons will continue to operate under its own branding, albeit as a subsidiary of Stolt-Nielsen.

www.stolt-nielsen.com

www.suttonsgroup.com



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Planning ITCO Events in 2025

ITCO will be arranging three important events in 2025:

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

Further details on www.itco.org

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Dantra acquisition strengthens Hoyer's Nordic presence

Hoyer Group is expanding its presence in Scandinavia.

In late November, the Hamburg-based logistics group announced it had acquired Danish family-owned company Dantra Group. The acquisition strengthens Hoyer's position in the Scandinavian logistics market, covering both road and intermodal. As a result, the company now maintains a strong presence across Denmark, Sweden, Norway, Finland, and Lithuania.

Hoyer says it is consistently pursuing growth and market leadership in Northern Europe, expanding its international network and delivering innovative services to both existing and new customers.

Dantra is a leading Scandinavian specialist in the transport of liquid chemicals and complementary depot and cleaning services. Based in Hjøllund in central Jutland, Dantra currently has a fleet of more than 130 modern and specialised tankers.

Its chemical tanks are insulated with stainless steel, and the company also runs coated tanks for highly aggressive chemical products. Each tank is equipped with its own pump and/or compressor, and the entire fleet is satellite monitored.

In addition to the headquarters in Hjøllund, Dantra also has branches in Køge, Malmö in Sweden, and Kaunas in Lithuania.

Network density

The two group's goal is to offer customers real added value through an even denser transport and service infrastructure and innovative logistics solutions. It also opens up new opportunities in gas logistics, specialty chemicals, carbon capturing, new energies, and the circular economy.

"With the acquisition of the Dantra Group, we are consistently pursuing our strategic growth path through targeted investments, enhancing both our network and our capacity for innovation," explained Björn Schniederkötter, Hoyer's CEO. "Together, we offer our customers even more comprehensive and sustainable logistics solutions - especially in future-oriented areas such as new energies and the circular economy."

Both companies says they are committed to innovative approaches to help shape the challenges of the energy transition and circular economy. Dantra's long-standing expertise in transporting specialty chemicals and related services complements Hoyer's existing portfolio.

"The integration into the Hoyer Group gives our customers access to a global network and extensive expertise. At the same time, our values as a family-owned business remain intact - safety, security, quality, and sustainability will continue to be at the heart of everything we do," emphasised Dantra CEO Marc Jeel.

In future, Dantra's existing customers will benefit from a significantly expanded network and new services across Europe and the world, particularly in intermodal transport as well as overseas shipping. By combining the strengths of both companies, tailored, sustainable, and efficient logistics solutions can be offered to industries such as chemicals, pharmaceuticals, and specialty products.



Dantra currently has a fleet of more than 130 tankers



Dantra also offers tank washing and cleaning services

Both Hoyer and Dantra are long-established family businesses that share a long history, strong values, and a deep sense of responsibility toward employees, customers, and the environment.

Safety, security, sustainability, and ethical conduct are central to their operations. Both companies are certified to international standards and are committed to the highest quality and environmental benchmarks.

The partnership with Dantra Group marks a milestone for the Hoyer Group. "What connects us with the Dantra Group is not only our shared business objectives, but above all, our common values: responsibility, sustainability, and the highest quality standards," Schniederkötter continued.

"As long-established family-owned companies, we place great importance on safety, integrity, and acting in partnership - towards our employees, our customers, and the environment. Together, we are creating an even stronger foundation for sustainable growth in Northern Europe."



The expansions in Vietnam and Thailand means Hoyer is responding to the growing importance of the Asia-Pacific region

cotac Asia investment

Prior to this, Hoyer made extensive investments in two network sites offering cleaning, workshop and depot services in South-East Asia.

In Ho Chi Minh City, Vietnam, and Laem Chabang, Thailand, Hoyer's network partner cotac completed the enhancement of two depots.

At the Ho Chi Minh City site, extensive investments were made in the existing facility. A modern office building provides the site with space for further growth, and the depot's capacity has been increased to more than 1,000 tank containers.

"Vietnam is currently one of our strongest-performing locations worldwide - both in terms of economic development and operational performance," said Rickard Gonera, managing director of cotac Asia. "We have established ourselves as a reliable partner, particularly in the field of specialised cleaning, and are able to handle demanding products such as MDI, TDI and latex in a professionally correct way."

Ongoing staff training and close collaboration with the cotac site in Singapore ensure high quality standards. In future, these will be progressed by a dedicated safety representative in Ho Chi Minh City to optimise additional processes.

The Laem Chabang site was expanded at the same time. Depot capacity was increased from 900 to 1,600 tank containers. In addition, cleaning processes and workshop areas were expanded to meet growing customer requirements. The team in Laem Chabang specialises in tank modifications for European customers, and is preparing for future specialised cleaning demands.

Gonera added: "With the expansions in Vietnam and Thailand, we are responding to the growing importance of these locations in the Asia-Pacific region and reaffirming our commitment to the market. cotac stands for flexibility, quality and solution-oriented service - even for individual customer requirements."

www.hoyer-group.com

www.cotac-group.com

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ABL acquires SCF Containers

Indonesian logistics company ABL Group has acquired Australia's longest established national container supplier, SCF Containers.

SCF had been owned for some years by private equity outfit ICG. Under ICG's ownership SCF strengthened its nationwide network, expanded product offerings, and enhanced operational capabilities.

The acquisition strengthens ABL's footprint in Australia by deepening exposure to a diversified industrial base. It follows ABL's previous acquisitions of One Rail Australia (East Coast Rail, ECR) in 2023 the third-largest bulk rail haulage provider in the country, and Transshipment Service Australia (TSA) in 2025, a long-established transshipment provider headquartered in Perth.

Together, these steps reflect ABL's long-term strategy to broaden its portfolio beyond energy commodities into sectors such as retail, consumer goods, construction, and chemicals.

SCF Containers is one of Australia's largest container solution providers, serving customers across rental, sales, design, and



SCF Containers is one of Australia's largest container solution providers

maintenance segments. Its range spans general-purpose containers, ISO tanks, reefers, intermodal assets, site sheds, and remote accommodation modules.

With more than three decades of operations, SCF maintains a presence in Adelaide, Melbourne, Brisbane, Sydney, Perth, Darwin, Townsville, and other key locations.

<https://abl.co.id>

2GO joins TCDA

2GO Group has joined the Tank Container Development Alliance (TCDA) as its official Philippines partner.

Manila-based 2GO, owned by SM Investments Corp, is a logistics group in the Philippines with its own fleet of ISO tank containers. China-based TCDA is a business network promoting collaboration in the tank container sector across Asia.

2GO said its membership in the TCDA underscores its commitment to finding new opportunities to enhance connectivity and reliability across all its ports of call.

"This milestone marks a significant step forward in expanding 2GO's network and enhancing its presence in the global logistics market," the company said in a statement.

TCDA, an Asia-based industry platform established in 2014, has grown into a third party service network. It currently counts more than 200 members across 14 countries, including China, Singapore,



Manila-based 2GO is a logistics group in the Philippines with its own fleet of ISO tank containers

India, and Canada, spanning sectors such as manufacturing, leasing, forwarding, depot services, and inspection.

The partnership is expected to enhance 2GO's access to specialised networking, training, and business development programmes organized by TCDA, including member salons, industry conferences, and targeted customer engagement platforms.

Zink to head ECTA, new focus on EU regs

ECTA has a longstanding commitment towards improving safety and responsible care in the chemical logistics sector.

As the chemical industry dynamics have drastically been changing over the past decade, further pillars of focus, like decarbonisation, digitisation and DEI (diversity-equality-inclusion) have been added enabling new dialogues, workgroups and network opportunities for all ECTA members.

In 2025, driven by these challenging times, the ECTA board felt the need to add a new EU regulatory focus, due to unclear, complex or unstable EU regulatory frameworks impacting chemical transport and logistics operations.

Stronger presence

Specifically, in the second half of 2025 the board took the decision that ECTA has to strengthen its presence in public bodies, such as DG Move, the European Parliament, UNECE, IRU, CEFIC, etc, to lobby better in the interest of its members.

To realise this new ambition, the ECTA board announced that Andreas Zink, a former president of the association, has rejoined the team as of 1 January in the position of managing director. In his Zink will also lead the new Regulatory EU focus pillar.

Former managing director Peter Devos now becomes the new ECTA digitisation director.

The ECTA board thanked Devos for his nine years of "significant contribution" as the managing director. During his mandate, he helped to grow the association and shaped it to an influential industry body with real chemical logistics impact and more than 120 members.

In addition, he laid the foundations for the digitisation pillar, the ECLIC vzw striving for standardised eDocument exchanges and Women in Logistics, responsibilities he will continue to embrace under his new role.

Taking over as president of ECTA is Joep Aerts, of Royal Den Hartogh.

Aerts sits on the executive committee along with vice presidents David Goekoop, of Hoyer Group, Konstantin Kubenz, of Kube & Kubenz, and treasurer Alberto Marenzana, of MRZ Group.

<https://ecta.com>

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Perolo strengthens global footprint

Expanded distribution across India and the Middle East

The year 2025 marked the 20th anniversary of Perolo's independence, following the management buy-out led by Thierry Bourguignon.

Over the past two decades, Perolo has pursued a strategy of sustained growth, marked by rapid expansion and the consolidation of its global presence in the tank container and bulk transport markets.

Several major milestones defined 2025. One of the most significant was the opening of a brand-new production facility in Rudong, China, covering more than 20,000 sqm on the same strategic site as the previous factory. This fully integrated facility, including an in-house lost-wax foundry, represents a key asset in supporting Perolo's long-term growth ambitions. Located less than one hour from major Chinese tank container manufacturers, the new plant enhances Perolo's ability to respond quickly and efficiently to an increasingly agile and demanding market.

Another major highlight of 2025 was the strengthening of Perolo's global distributor network. Three new distributors were appointed during the year, each receiving dedicated technical training from Perolo's teams and holding critical OEM parts stock locally. This approach has significantly optimised Perolo's worldwide service capabilities, ensuring faster response times and closer customer support.

Early in 2025, Perolo signed a distribution agreement with Bulk Commodity Tank Services in Australia. In April, during Chemexpo Mumbai, Perolo officially introduced its new distributor for India, Bulk Flo Agencies.

Later in the year, Logiworks was appointed as Perolo's official distributor in Turkey, further reinforcing the company's presence across key tank container regions.

The positive momentum continues into 2026, with an important development for the Middle East market. Bulk Flo Agencies has expanded its operations by opening a subsidiary in Dubai, UAE.

Following a joint visit by Perolo and Bulk Flo teams in early January, feedback from local depots, leasing companies, and operators was overwhelmingly positive. The announcement of local OEM stock availability in the Jebel Ali Free Zone was particularly well received,



addressing a long-standing need for shorter lead times and reduced logistics costs in the region.

Bulk Flo Agencies brings extensive experience in the tank container industry. In India, its office is located in Mumbai, with a stock holding of more than 80 different part numbers, enabling nationwide service coverage within 24 hours. The Dubai office, located in the Jebel Ali Free Zone, will hold stock tailored to regional demand and will allow Bulk Flo Agencies to efficiently serve all GCC countries with short delivery times and competitive costs.

With the rapid growth of the Indian and Middle Eastern markets, establishing strong local support has become essential. The strategic axis from India through to Dubai now ensures the availability of Perolo OEM spare parts with fast, reliable delivery, supporting safe and efficient ISO tank container operations.

Looking ahead, the collaboration between Perolo and Bulk Flo Agencies is set to play a key role in supporting tank container operators, leasing companies, and depots across these dynamic

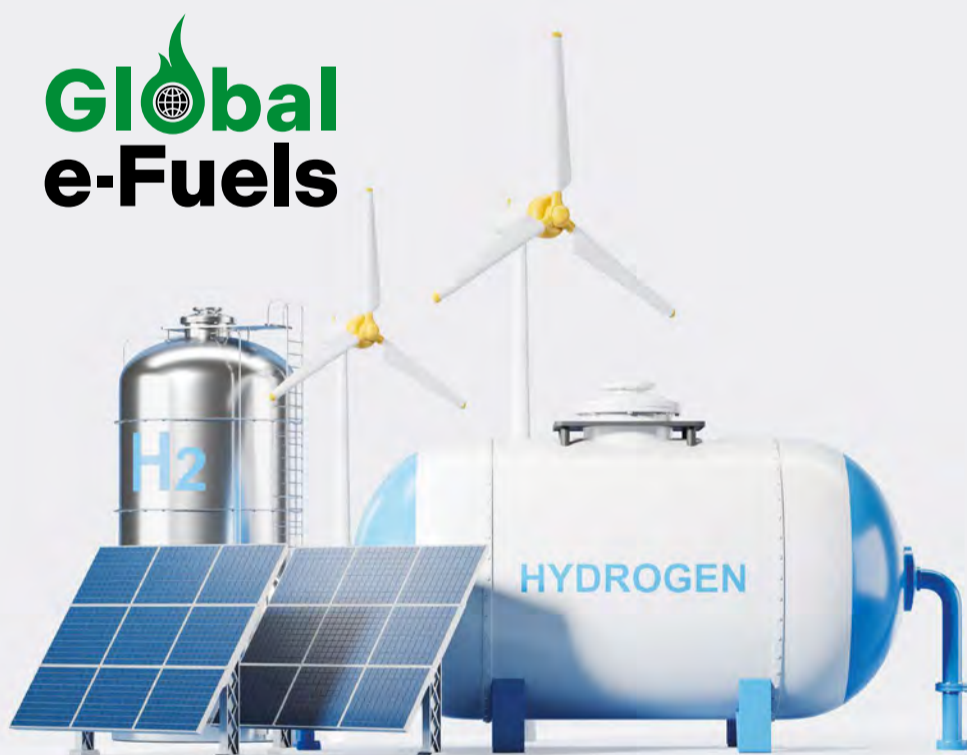


Perolo appointed Bulk Flo Agencies as its new distributor for India

regions. The outlook for this partnership is decidedly positive, built on shared expertise, local presence, and a common commitment to quality and service.

www.perolo.com

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Scully upgrades MTT for hazloc

Scully Signal Company recently obtained approval for the Mobile Truck Tester (MTT) to be used in hazardous environments — a feature required when used in loading lanes of petroleum terminals, and in many global regions.

The accompanying user-friendly app received upgrades as well, with new functionality including test report generation, back-up and restore capability, and global real-time clock adjustments among several other enhancements.

The MTT provides an intuitive, single-operator solution for troubleshooting and validating tank truck overfill, grounding, and vehicle identification systems prior to loading.

Key capabilities of the MTT include: comprehensive testing for overfill, ground verification, and truck identification systems; versatility making it ideal for tank truck carriers, independent repair shops, and terminal managers; single person operation allows users the ability to conduct wet tests solo with a phone or tablet; truck ID is easily accessible available on the tester or the app; and, single sensor or sensor holder testing through the socket adapter and wire harness.

When paired with the app, the MTT offers added automation to streamline troubleshooting, documentation, and maintenance. Key app capabilities include:

- Test report results: a simple table of single or aggregated test results that can be shared
- Archive test results: store test logs per truck ID, customer, or work order for historical reference
- Advance fault notifications: detailed failure



Scully's Mobile Truck Tester can now be used in hazardous environments

- modes are listed during wet test, allowing for quick repairs
- User-friendly digital application: the application in the industry is intuitive, easy to use, and supported on IOS and Android devices.

"The Mobile Truck Tester has been widely adopted by repair shops and fleet technicians because it is simple, ergonomic, and built for true single-person operation," said Dani Alkalay, director of product marketing at Scully. "Achieving hazardous area approval opens new opportunities for use at petroleum terminals and other global facilities requiring these safety standards."

The MTT Kit is the latest addition to Scully's portfolio of overfill prevention and safety technologies.

<https://scully.com>

Galaxy selects MRI Intermodal Software

Newly-launched intermodal leasing business Galaxy Container Management has chosen MRI Intermodal Software to support its operational and financial foundations as it prepares for large-scale fleet deployment.

Galaxy has implemented a suite of solutions from MRI, including: MRI Container Lease Management (CLM) to support fleet operations, contracts, and intelligent billing management; MRI index24 to automate messaging from manufacturers and depots, ensuring equipment is placed on-hire and billed automatically; MRI Fixed Asset Accounting to support accurate financial reporting for container assets

The decision to partner with MRI was driven by the team's prior experience with the technology provider and its ability to deliver significant time savings, automation, and operational efficiency.

CLM's contract-driven intelligent billing engine, combined with IDEX 24's automated equipment messaging, removes manual processes and enables Galaxy to begin billing immediately as assets go on hire.

By leveraging MRI's platform, Galaxy Container Management is reducing administrative burden, accelerating time to revenue, and establishing a scalable operational foundation to support long-term growth in the global container leasing market.

Galaxy was launched in 2025 by private equity firm KKR. It is owned by KKR-managed credit funds and accounts, which are committing US\$500 million to the company via KKR's Asset-Based Finance (ABF) strategy.

The goal is provide a full suite of container leasing and financing solutions to shipping companies. However, details of the equipment range are not yet known.

Galaxy is led by leasing veterans CEO Jeffrey Gannon and COO Adrian Dunner. Most recently, the pair co-founded and led Global Container International, the seventh largest lessor of marine containers globally at the time of its sale to Triton International in



Galaxy's goal is provide a full suite of container leasing and financing solutions

March 2025.

They will be joined by former GCI chief financial officer Stephen Controulis, along with a team of specialists across container leasing

management, operations, finance and sales functions.

www.kkr.com

Orbcomm for Evergreen

Taiwan's Evergreen Line is equipping its dry container fleet with Orbcomm's smart container technology.

The rollout provides advanced event alerts, including door openings, temperature deviations, shock detection, and comprehensive location reporting. These capabilities work together to protect cargo, improve container security, boost crew safety, drive operational efficiency, and provide customers with new digital solutions.

"This move signals a broader shift in the maritime industry where dry containers are rapidly evolving from static assets into smart, connected, intelligent units," explained Sameer Agrawal, Orbcomm's CEO. "Orbcomm is the only company in the world that has enabled more than one million smart containers to date. Now, we have been entrusted by Evergreen to roll out smart dry containers to its fleet as well."

Agrawal went on to state that smart intermodal containers are no longer experimental, but becoming the new standard.

"Deployments are moving beyond visibility to cargo protection and container security. This evolution reflects growing industry demand for real-time data, enhanced cargo protection and operational transparency across the supply chain," Agrawal added

New deployments will take advantage of Orbcomm's second-generation smart dry container technology, which adds new sensors for security and cargo integrity, while continuing to enable longer sea journeys, longer device life, and higher reliability.



Orbcomm's smart container technology will provide Evergreen with advanced event alerts

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Tarmac cements customer service with Podfather

UK building materials group Tarmac is using Podfather route planning and optimisation tools to improve operational efficiency and boost customer service.

Operating across the UK, Tarmac is rolling out Podfather logistics software to plan, route and report on more than 30,000 deliveries a week. Operating from Inverness to Southampton, and transporting aggregates and asphalt, as well as ready-mixed concrete, the use of Podfather will help Tarmac improve consistency in its planning, reduce unladen mileage and release additional customer service resources.

"Using Podfather, we can plan to a set of rules, regardless of personal preferences or geographical priorities, which allows us to operate across borders, allocating routes fairly and consistently," explained Ben Garner, Tarmac's logistics director.

"This is allowing us to transition from purely next day planning to more live, dynamic planning, which in turn, means our team can be more responsive and reactive to our customers, building relationships and having the capacity and tools to troubleshoot if required."

Tarmac has been working with Podfather for a number of years, having first introduced its ePOD (electronic Proof of Delivery) solution and real-time tracking in 2017, which at the time, although familiar for home deliveries, was considered an innovation for the construction sector.

Digital capture

Digitally capturing date, time, and location stamped photographs and

signatures, Podfather's ePOD tools are thought to be saving Tarmac in the region of three-quarters of a million sheets of paper each month. The system also means that all delivery information is available, when needed, at the click of button, to answer customer queries, and it has had a positive impact on Tarmac's 'on-time in-full' (OTIF), a key performance indicator that measures the efficiency and accuracy of supply chain operations.

Building on this success, Tarmac has been working with Podfather to deploy the Podfather system further and realise additional operational benefits and service improvements. The nationwide roll-out of the route planning and optimisation solution was designed to introduce consistency in the planning process and maximise cross-border opportunities.

"This hasn't necessarily been an easy process. We are dealing with experienced people and changing the way we do things," Garner continued. "However, we are already seeing positive impacts on the business. We are able to evidence to our third-party hauliers a fairness of allocation, and we are increasing their productivity by improving the ratio of laden vs unladen mileage, by up to 10 percent, which has a direct impact on their bottom line."

Tarmac is the UK's largest construction materials company. It employs around 7,000 people across more than 350 sites around the UK.

www.thepodfather.com



Using Podfather allows Tarmac to transition from purely next day planning to more live, dynamic planning



The deployment marks the first time frac sand will be hauled autonomously on public roads and highways in the Permian Basin

Autonomous trucks for frac sand

Self-driving trucks are to be deployed in the US bulk freight sector.

Tech firm Aurora Innovation, Inc, has announced a commercial agreement with Detmar Logistics, a San Antonio-based dry bulk and frac sand haulier, to transport frac sand for an unnamed multinational oil and gas company.

The deployment marks the first time frac sand will be hauled autonomously on public roads and highways in the Permian Basin, in Texas. It also establishes one of Aurora's initial routes between customer sites, a key milestone as the company expands its network beyond terminal-to-terminal operations in 2026.

Detmar says it wants to be a leader in the use of sustainable fuel and electrification technology in the trucking and logistics industry.

"Launching autonomous highway operations for Detmar is a great example of how we're delivering immediate customer value," said Chris Urmsen, co-founder and CEO of Aurora. "With the Aurora Driver, Detmar can achieve nearly 24/7 asset utilisation and effectively double its capacity to move sand for a leading energy producer."

Supervised autonomous operations between Detmar's facility in Midland, Texas and Capital Sand's mining site in Monahans will begin early this year. Once Aurora deploys its second fleet of driverless trucks, expected in the second quarter, trips for Detmar will transition to driverless operations without anyone onboard.

Interstate 20

The route combines high-speed driving on Interstate 20 with local and private roads surrounding Detmar's facility and the mining site. Notably, Aurora is delivering advanced capabilities at the mining site, including autonomously navigating overhead filling silos for proppant loading.

The Aurora Driver is claimed to be able to operate longer than human drivers, never gets drowsy, and vigilantly monitors 360 degs around the truck. Enhancing road safety is particularly critical in the Permian Basin, which experiences a higher rate of severe and fatal crashes than the rest of Texas.

Under the initial contract, Detmar commits to using 30 Aurora Driver-powered trucks in 2026, with each unit hauling sand for more than 20 hours a day. This will unlock a level of asset utilisation that enables Detmar to grow its business with key customers.

Alongside the human-operated fleet and network of independent contractors, Detmar also plans to own and operate an expanded fleet of Aurora Driver-powered trucks in the future as the technology is adopted and broadly deployed.

"As simul-fracs demand higher sand volumes and operators move to 24/7 schedules, maintaining a safe, reliable flow of proppant is critical," said CEO Matt Detmar.

"Aurora's autonomous technology is a game changer for our industry. It will enable us to improve efficiency safely and support our customers' continuous operations. We expect autonomous trucks to become a competitive advantage to strengthen and grow our business in the years to come."

www.aurora.tech



Once Aurora deploys its second fleet of driverless trucks Detmar will transition to driverless operations without anyone onboard

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Combined transport keeps Europe's supply chains running, the group argues



Time to 'Save Combined Transport'

Following an open letter from Kombiverkehr, Hupac and TX Logistik to the German Minister of Transport, a campaign to 'Save Combined Transport' has been launched.

Leading logistics companies and associations have come together in a joint initiative, sounding the alarm at current developments in rail freight.

They claim these are jeopardising the backbone of climate-friendly and efficient logistics – with far-reaching consequences for the economy, transport and the environment.

The Open letter to Federal Transport Minister Patrick Schnieder and DB CEO Evelyn Palla was first sent at the beginning of November.

"The broad response shows the industry needs a strong, visible voice," a campaign statement read.

The Save Combined Transport initiative lists a series of demands that politicians and infrastructure operators need to address: stable and predictable framework conditions; reliable transport capacities during the construction phases; functioning, marketable diversion routes; fair and competitive track access charges; and, an infrastructure development that does not slow down logistics and industry.

Combined transport, which links rail and road vehicles, keeps Europe's supply chains running, the group argues. "In Germany alone, it replaces around 6 million truck journeys every year," the statement continued.

"But the system is under massive pressure: declining punctuality and train cancellations; rising costs; months of full closures as part of the general refurbishment of the German railway network; and the lack of marketable diversion routes."

As a result, transport is moving back to the roads – often permanently, the logistics businesses claim. This means more traffic jams, more CO2, and jeopardised production chains. "Even a 30 percent shift back to road would cause over 1 million additional truck journeys and 1.3 million tonnes of CO2."

A new website (see below) provides comprehensive information on the importance and risks of combined transport. In particular, it documents the collateral damage of current and planned corridor renovations in Germany for industry, freight forwarders and the environment.

www.save-combined-transport.com

Sitra snaps up Marlep

Sitra Group has acquired Marlep Tanklogistik GmbH, a Hamburg-based tank transport company.

Marlep Tanklogistik specialises in temperature-controlled liquid foodstuff logistics, with a turnover of €30 million, employing more than 100 people and operating 50 trucks and 70 trailers. As well as its headquarters in Hamburg, it also has a key operating site near Gdansk, Poland.

Marlep was founded in 2010 by Lars Johannsen, who will exit the business along with investor, Boettger Logistik GmbH. Marlep will continue to be run by the current managing director Marlon Roda.

"After an exciting 15 years of founding and growing the business, I am delighted to hand over ownership to Sitra Group, who were an obvious candidate as buyer due to our shared values of providing a first-class customer service in food liquid logistics," said Johannsen.

"Sitra's acquisition creates the platform to take Marlep to the next level. I'm excited to lead this

next phase alongside Sitra and to help unlock opportunities that were not accessible to us as an independent company," added Roda.

Sitra, headquartered in Leper, Belgium, is owned by the Saelens family and Creafund, an investment company that entered the business in 2021. In recent years, Sitra has been on the acquisition trail.

"Sitra has an ambition to reach €500 million in annual turnover in the next few years through organic growth and a buy-and-build plan, which has already seen Ricotto (Italy), Abbey Logistics Group (UK) and Albert Keijzer (Netherlands) join us in the past three years," explained David Saelens, executive chairman of Sitra.

"The quality of the Marlep offering really stood out for us when we first became aware of the potential opportunity and cemented our desire to bring Marlep into the Sitra family," added Creafund partner Kenneth Depuydt.

www.marleptank.com
www.sitra-group.com



Marlep Tanklogistik specialises in temperature-controlled liquid foodstuff logistics

UK, US acquisitions for Brenntag

Brenntag, already the world's biggest chemicals distributor, is still growing. Before the end of 2025, the company made two significant acquisitions to increase its reach in different markets.

In December, Brenntag signed an agreement to acquire UK firm Airedale Group, based in Keighley, North Yorkshire.

The planned acquisition is said to bring valuable expertise as well as significant blending and formulation capabilities to Brenntag's network in the UK. It also enhances the range of products and services available to customers, supported by a regional supply chain infrastructure and global reach.

Russel Argo, president Brenntag Essentials EMEA, commented: "The team at Airedale has built an exceptional business and we are pleased to welcome the company to Brenntag. Together, following completion, we will build on its strong customer and supply partner relationships, and expand the value-added services that sets it apart."

Founded in 1973, Airedale has grown from a small dye trader into a diversified chemical distributor through steady expansion and product diversification. The company has invested in new technologies and capabilities as well as expanding operations through acquisitions across sectors, including food and beverage, and metal surface

treatment. Airedale had an annual revenue in 2024 of £81 million.

Chris Chadwick, executive chairman of Airedale Group, added: "Our plans for expansion and diversification have always been ambitious, and, through several generations, we have built a strong supplier and customer base. With this step we will be joining a truly global player in chemical distribution, unlocking synergies for growth we can now capitalise on."

Financial details of the deal are not being disclosed. Closing of the transaction is subject to customary conditions, including certain third-party approvals, and expected in the first quarter of this year.

Chem Trade

Prior to this, Brenntag announced the acquisition of US production chemicals provider Chem Tech Services, Inc.

Chem Tech has proprietary formulations for shale energy operators in the Permian Basin of Texas. The company will be integrated into Coastal Chemical, a Brenntag platform focused on serving the upstream, midstream and downstream parts of the oil and gas industry.

Signing and closing of the transaction took place simultaneously. Financial details were not disclosed.

www.brenntag.com



Airedale has grown from a small dye trader into a diversified chemical distributor



Chem Tech has proprietary formulations for shale energy operators in the Permian Basin

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It all began in 1955 when Rafael Lindedahl recognised the growing demand for transport services in Finland



In the 1980s, RL-Trans made significant strategic decisions that guided the company towards bulk transport and logistics

In 2025, RL-Trans reached a significant milestone: its 70th anniversary.

It all began in 1955 when Rafael Lindedahl recognised the growing demand for transport services in Finland. Rafael's relentless and hard work laid the foundation for the company that today is operated and managed by the second and third generation.

Strategic choices and development

In the 1980s, RL-Trans made significant strategic decisions that guided the company towards its main business, bulk transport and logistics.

Transport of unpacked products in bulk was growing and the need for specialist companies was in demand. The company experienced stable and moderate growth up to the year 2000, when the company had eight bulk trucks.

In 2002, RL-Trans expanded its operations abroad by starting shipments to Sweden and Norway, as well as commencing the liquid gas transport. It was followed by the ambitious expansion into Continental Europe and the Baltics in 2006.

Those were key happenings in the development of the company, setting the pathway to where it stands today, and it marked the beginning of the company's rapid and international growth, which has remained strong to this very day. Today, RL

Trans operates Europe-wide with a fleet consisting of more than 300 units.

The digitalisation process of the company started already before 2000 with the integration of new tools and software. This digitalisation made it possible to seek new customers and volumes, to optimise and monitor shipments, which in turn supported both the company's growth and the customers' business operations. In recent years, the company has grown its fleet extensively and invested in several terminals, further expanding in value-added solutions and warehousing.

Responsibility, safety and environmental performance

Responsibility and safety have been an integral and important part of the company's operations. The commitment to the green transition has increased even further in recent years. The fleet has for many years included sustainable trucks that run exclusively on biogas. It offers multimodal logistics solutions and has introduced new sustainable logistics concepts that decrease emissions.

Taking care of the well-being of personnel is a key part of RL Trans' responsibility strategy. RL-Trans actively invests in safety, the professional development of its employees and in the continuous updating of their skills, enhancing sustainability and safety performance.

The way forward

Quality, safety, reliability, sustainability. The central company values and the foundations on which it base its entrepreneurial actions to move not only products but also the company forward every day. Responding to the ever-changing demands of the market is in its DNA and thanks to a skilled team of

professionals, the company is well prepared to meet the future challenges and opportunities in the bulk logistics sector. The company will continue its active development work in digital solutions, sustainability and customer-oriented service.

<https://rltrans.fi>



Today, RL Trans operates Europe-wide with a fleet consisting of more than 300 units.



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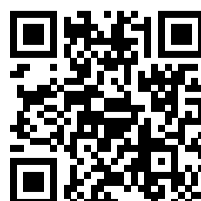


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LiquA helps avocado oil producers keep up

Described as a luxury elixir, avocado oil is celebrated for its creamy texture and myriad health benefits.

However, it requires attentive care during transit. Collaborating with avocado oil producers worldwide, LiquA has engineered flexitanks claimed to provide unmatched protection and higher payloads, ensuring stable transport of bulk avocado oil while preserving its richness.

There is growing consumer awareness of the health benefits of avocados, as well as the global adoption of healthy lifestyles. These are two factors driving demand for avocado oil.

Containing vitamins A and E, which help nourish the body's internal system, avocado oil is said to offer several health benefits. It helps lower blood pressure and cholesterol, aids in detoxification, improves nutrient absorption, and helps to treat skin issues. The oil also nourishes hair and controls inflammation.

The demand for avocado oil in the global cosmetics market is growing rapidly in recent years. Consumers across the globe are looking for personal care products with natural ingredients, avoiding synthetic ingredients in cosmetics and personal care products, such as parabens, petrochemical oils, and phthalates.

Avocado oil has unique properties, and its widespread availability makes it a favourite choice for cosmetics companies.

The main producing countries are Mexico, Colombia, Peru, Indonesia, Brazil, Ethiopia, and Kenya.

In December 2024, LiquA Europe solidified its position as the leading provider of flexitanks in Kenya's thriving bulk avocado oil industry.

This achievement was celebrated at the

prestigious Avocado Industry Excellence Awards 2024, held at the Argyle Grand Hotel in Nairobi. The event gathered Kenya's top avocado oil processors, who praised LiquA's high-capacity, foodgrade flexitanks as a revolutionary solution for their operations.

At the awards ceremony, LiquA was recognised for its contributions to and steadfast support of Kenya's avocado oil industry. LiquA received a Certificate of Excellence, reflecting its leadership in the market.

Capacity boost

LiquA says its high-capacity flexitanks have transformed bulk avocado oil transport, offering an anti-bulging design, liability insurance, and technical support guarantees.

The company's high capacity flexitank, designed exclusively for avocado oil, allows shipments of 27,000 litres/24 tons in a 20ft container.

Unlike conventional flexis, LiquA's solutions prioritise safety, efficiency, and reliability, earning trust across Kenya and East Africa. This innovation has also attracted collaboration pledges from avocado oil machinery providers expanding their operations.

Nickson Mwikya, LiquA's Kenya operations and sales director, showcased LiquA's pivotal role in supporting Kenyan avocado oil processors. He emphasised how the company empowers the industry across East Africa and reassured stakeholders of its readiness to meet increasing demands, highlighting the availability of flexitanks at its Nairobi warehouse in Semco Industrial Park.

LiquA also honoured its customers for their contributions to value addition in the industry.

www.liquatrans.com



Avocado oil is celebrated for its creamy texture and myriad health benefits



LiquA says its high-capacity flexitanks have transformed bulk avocado oil transport



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Actual photograph taken during testing by American Rail Road Association

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Geo Textiles & Agricultural products | Silo Bags

WBWE highlights resilient bulk wine

With 2,150 participants from 60 markets and 240 exhibitors representing 25 countries, the 17th edition of World Bulk Wine Exhibition confirmed its position as an influential hub for the global bulk wine and spirits trade.

In the current international context of economic tensions and evolving consumption patterns, bulk remains resilient and is continuing its upward value trend.

Organised by Vinexposium, the 2025 edition stood out for its strengthened business dynamic, the 'premiumisation' of bulk products and the arrival of new producing countries.

"After 17 editions, WBWE continues to evolve. It follows the market, supports its shifts and stands today as a key professional tool for the bulk wine and spirits sector," said Rodolphe Lameyse, CEO of Vinexposium.

Over two days, WBWE showcased a sector undergoing rapid transformation. Bulk accounts for more than a third of global wine trade volumes (34.2 percent) and remains the market's most stable category (-0.3 percent in value compared with -3.1 percent for bottled still wines).

This resilience puts bulk at the heart of international strategies, driven by the rising value of premium wines and the growth of bulk spirits, represented by 6 percent of exhibitors this year. The arrival of new countries such as Lebanon, Mauritius, and Panama further



WBWE showcased a sector undergoing rapid transformation

illustrates the evolving geography of the sector.

Shifting flows

During the opening conference, two guest experts observed that international flows are shifting: purchasing changes in the United Kingdom and Germany, renewed imports into China and the central role of Spain, which alone accounts for a third of global bulk exports.

This edition also welcomed 17 diplomatic representatives — ambassadors, consuls general, high commissioners and economic counsellors — signalling the growing strategic importance of bulk trade in national export policies.

Every year, the key players covering 70-80 percent of global wine volumes gather in Amsterdam for WBWE. In 2025, the number of pre-scheduled and on-site business meetings almost doubled compared with 2024, supported by the business matching service deployed by Vinexposium.

"This is our third time exhibiting at World Bulk Wine Exhibition. We come back because each event delivers a clear and measurable return on investment," said Carrie Meslar, director of marketing and international growth of Endless West (USA). "This year again, we met buyers from a wide range of markets — Ukraine, Georgia, China, Japan, Sweden and the UK — as well as buyers based here in the Netherlands."

Buyers also expressed a clear intention to secure and diversify their sourcing strategies.

New uses, new categories

WBWE 2025 confirmed its role as a key observatory for the changes shaping the bulk market.

One of the most notable changes is the rise of no/low-alcohol beverages and premium ready-to-drink (RTD) products. It demonstrates the structuring of new segments that rely on bulk to gain flexibility, volume and quality. Bulk acts as an industrial accelerator, enabling rapid adjustments to formulations in response to new market expectations.

Beyond product trends, WBWE also shed light on the sector's structural dynamics through two key initiatives: the International Bulk Wine Competition and the Academy programme, offering additional insight into the market and its developments.

IBWC

The International Bulk Wine Competition (IBWC) once again showcased the excellence of international expertise with 39 winners from 10 countries: Argentina, Australia, Chile, France, Georgia, Italy, Lebanon, New Zealand, Romania and Spain. The blind tastings were conducted by a jury of 25 international experts — oenologists, buyers, sommeliers and specialised journalists.

A bulk spirit won a gold medal, confirming a growing openness to premium bulk spirits for both the competition and the market.

Italy, France, New Zealand, Argentina and Spain won the most awards this year.

The Academy

With a programme of 10 sessions, the Academy confirmed its role as a hub for expertise, offering professionals clear insights into the dynamics shaping the sector. Strategic conferences, geopolitical analyses and masterclasses delivered data-driven, internationally informed perspectives.

The most attended sessions included: Why blends are the future of the wine industry (Barry Dick et Robert Joseph); Bulk and beyond: the global wine trade today and tomorrow (Meininger's International); Sustainability: the great packaging conundrum (Sustainable Wine Roundtable).

Mendoza

Before returning to Amsterdam next November, Vinexposium is extending its bulk expertise and joining forces with Promendoza with the launch of a new Vinexpo Explorer chapter dedicated to bulk for the first time, to be held in Mendoza (Argentina) from 8-10 June 2026.

"Building on our experience in Amsterdam, we are offering in Mendoza an immersive format entirely dedicated to bulk wine. It is a new lever supporting the industry's global development by connecting international buyer delegations directly with key producing territories," said Grace Ghazalé, director of Vinexposium Overseas Events.

The next edition of WBWE will be in Amsterdam, from 30 November to 1 December 2026.

<https://worldbulkwine.com>



Exhibitors met buyers from a wide range of markets



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ChemMed calls for stronger industrial policies

At its latest General Assembly, the Tarragona ChemMed chemical cluster issued a clear call for industrial policies that reinforce the competitiveness of the petrochemical sector, particularly in the face of Europe's energy transition and global market pressures.

Held on 12 December at the College of Industrial Engineers of Tarragona, the semi-annual meeting brought together representatives from industry, institutions and associated organisations. The venue reflected ChemMed's strategy of decentralising its assemblies and highlighting the role of its diverse member entities.

The session reviewed the current state of the chemical industry at European, Spanish and regional levels, with a particular focus on Tarragona's role as a leading petrochemical hub in southern Europe. Against this backdrop, ChemMed leaders stressed the urgency of co-ordinated public policies to support investment, innovation and long-term competitiveness.

According to the cluster, a key strategic opportunity lies in the development of a multi-energy industrial hub integrating refining, basic chemicals and downstream production. Such a hub would be designed to operate within a decarbonised, circular economy, enabling the



A strategic opportunity lies in the development of a multi-energy industrial hub

sector to maintain industrial capacity while progressing towards climate neutrality.

Sustainability was another central theme. Members received updates on a range of projects currently being attracted to the cluster, many of which are focused on sustainable chemistry, circular economy solutions, recycling technologies and alternative energies and fuels. These initiatives form part of the sector's broader green transformation, aimed at aligning industrial

growth with Europe's climate objectives.

In addition to reviewing budgets, ongoing projects and the implementation of its Strategic Plan, ChemMed presented its new LinkedIn profile to members. The platform is intended to strengthen the cluster's visibility among professional and industrial audiences, highlighting Tarragona's competitive advantages and industrial capabilities.

This communication effort is embedded in

ChemMed's 2024–2027 Strategic Plan, which places a strong emphasis on image, reputation and stakeholder engagement. By reinforcing its positioning at both national and international levels, the cluster aims to attract further industrial interest and investment, consolidating Tarragona's status as a benchmark petrochemical ecosystem in Europe.

www.porttarragona.cat

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Events

StocExpo 2026 10-11 March 2026 The Ahoy, Rotterdam www.stocexpo.com
PBLA Annual Meeting 17-19 March 2026 Madrid, Spain https://pblaglobalnetwork.com
Biofuels International Conference & Expo 14-15 April 2026 Brussels, Belgium https://biofuels-news.com
Interpack 2026 7-13 May 2026 Düsseldorf, Germany www.interpack.com
transport logistic China 24-26 June 2026 Shanghai, China www.transportlogistic-china.com
Multimodal 30 June - 2 July Birmingham, UK www.multimodal.org.uk
Road Transport Expo 30 June - 2 July Stoneleigh, UK https://roadtransportexpo.co.uk

Oregon terminal for I Squared

Global infrastructure investor I Squared Capital is buying Energy Terminal in Portland, Oregon, a renewable diesel (RD) and sustainable aviation fuel (SAF) logistics hub on the US West Coast.

The terminal is seen as essential to helping Portland and the State of Oregon meet their clean fuel policy goals.

The transaction is being conducted through I Squared's Energy Transition Infrastructure Fund (ETIF).

Based in Portland's Northwest industrial district, the terminal includes 1.7 million barrels of storage capacity and multimodal connectivity via rail, marine, truck and pipeline. As part of an agreement with city officials, the terminal is on track to convert 100 percent of its fossil fuel storage to renewable fuel by October 2027.

It is a critical component of Portland's existing energy infrastructure and is currently the only facility in Oregon with SAF storage. The terminal was the origin of Portland Airport's (PDX) first-ever SAF delivery in September 2025.

Commenting on the acquisition, Gautam Bhandari, I Squared's global chief investment officer & managing partner, said: "We see significant opportunity for the Portland facility and look forward to deepening our commitment to the region by moving the new headquarters to

Portland and hiring a local management team. We believe the terminal is uniquely positioned to become one of the West Coast's leading renewable fuel hubs, supported by strong structural demand for low-carbon fuels and a broad shift toward sustainable transportation solutions."

Damian Darragh, fund partner at ETIF, added: "At I Squared we are committed to investing in local leadership, transparent operations, world-class safety standards, strong partnerships with Portland and Oregon stakeholders, and supporting a steady transition from fossil fuels to a cleaner future."

As an SFDR Article 9 fund, the ISQ Energy Transition Infrastructure Fund is targeting projects that materially contribute to the energy transition. With a mandate to back renewable fuels and clean-energy infrastructure, this investment ensures that the Portland terminal continues to be aligned with the long-term decarbonisation and resilience goals of the city of Portland and the state of Oregon, as well as furthering the Fund's ambition to deliver a more sustainable future.

The transaction is subject to customary regulatory approvals and closing conditions. Financial terms were not disclosed.

www.isquaredcapital.com



The Energy Terminal was the origin of Portland Airport's first-ever SAF delivery

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Ports urged to unite on climate action

A global, multi-stakeholder initiative has issued new guidance to help port leaders build long-term resilience in the face of climate change.

Resilience4Ports (R4P), led by the International Coalition for Sustainable Infrastructure (ICSI) and supported by Arup, UN Climate Change High-Level Champions, Lloyd's Register and Lloyd's Register Foundation, unveiled its Port Decision Makers Guide to Climate Risk Assessment (CRA) at COP30, held last November in Belém, Brazil.

The backbone of global and local economies, ports are at the forefront of the climate crisis and often feel its effects most acutely. According to an analysis from the Environmental Defense Fund, climate-related port disruptions cost the global economy an estimated US\$7-10 billion a year, with projections suggesting this could rise to \$25-30 billion by 2100 without adequate adaptation measures.

In response to the need for action, the report offers practical guidance to ensure port leaders can better understand and implement Climate Risk Assessments (CRAs), a structured process designed to identify, evaluate and prioritise risks associated with climate change, from rising sea levels and flooding to extreme wind or temperatures. The tool covers physical assets, as well as digital systems crucial to port functionality, taking a holistic view of the entire port ecosystem.

Dr Darshana Godaliyadde, director of Resilience4Ports, said: "The resilience of global port systems is under threat, and the urgency of the situation cannot be understated.

"Climate change-related risks have the potential to shut down parts of the global logistics network completely, the financial, social and environmental consequences of which would be dramatic on both a local and international scale. That's why we believe understanding and managing these risks will be key to catalyse momentum across the industry and build long-term sustainability.

"Calls for port actors to mobilise are growing, but all too often there is limited funding or tools available to empower them to make meaningful, long-lasting changes. While the CRAs won't stop sea levels from rising, they are a vital tool for decision-makers to assess the risk and build a roadmap to address these pressing challenges throughout the port value chain. Our guidance was designed to provide actionable, concrete steps to building robust CRAs, so we



Higher temperatures and rising sea levels will increasingly expose vulnerabilities in port infrastructure

hope port leaders worldwide will take advantage of it to understand and manage climate risks while also accessing appropriate climate finance mechanisms."

Vulnerabilities

Thomas Thune Andersen, Chairman, Lloyd's Register Foundation, pointed out that higher temperatures, rising sea levels and more frequent and severe weather patterns will increasingly expose vulnerabilities in port infrastructure, particularly in small island developing states and emerging ocean economies, where the impact of these changes will be felt hardest.

"Overcoming these challenges will require significant investment, mobilising a vast amount of resources to adapt our ports and build resilience into our supply chains," he said.

Niriko Tsirenge, director general, SMMC Toamasina & Port Authority of Vohemar said: "As the architect of Madagascar's strategic maritime gateways, SMMC has a national responsibility to ensure our ports are resilient against climate change. This essential R4P guide provides a clear and practical framework that moves resilience from theory to action."

www.lrfoundation.org.uk



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