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Container shipping operators continue to grapple with the impact of the conflict in the Persian Gulf.

As *Bulk Distributor* went press, a tentative ceasefire was holding, but this had not triggered a return to anything resembling normal passage through the Strait of Hormuz.

And oil traders consistently warn that even if a settlement between the USA and Iran is struck, global hydrocarbons and refined products trades will likely remain disrupted for several months.

A briefing note published on 7 May by maritime data firm Kpler stated that only nine of the 53 container vessels initially caught inside the Strait when transits became untenable, had successfully exited.

According to Isabella Koustas Murcia, of Kpler, two of those required a second attempt before making it through. Two MSC vessels were seized by Iranian authorities — the most severe outcome of the crisis, and one additional vessel sustained damage after being struck by debris.

The capacity implications are significant. Fifty-three vessels of assorted sizes represent tens of thousands of TEU of effective capacity removed from active rotation. Unlike vessels temporarily idled for maintenance or slow-steaming on long-haul routes, these ships generate zero revenue while still consuming fuel, incurring port costs, and tying up crews under extraordinary conditions.

For cargo owners, particularly those with supply chains dependent on Gulf petrochemical exports (of particular concern to *Bulk Distributor* readers), electronics imports through Jebel Ali, or regional feeder connections, the picture has moved from ‘disruption’ to ‘structural rerouting’, Koustas Murcia pointed out. The few boxes that have escaped command significantly different routing costs via alternative corridors.

“The 42 top-carrier vessels still waiting inside the Gulf represent a concentration without modern parallel in container shipping,” Koustas Murcia wrote. “With direct transit through the Strait suspended, cargo flows have been forced to reroute. That pressure does not disappear; it redistributes.”

The ports absorbing diverted Gulf traffic now operate under conditions far outside their historical baseline. These include Salalah (Oman), Khor Fakkan (UAE), and various transshipment hubs across the Indian Ocean.

Consequently, shipping rates on alternative corridors have already increased significantly. As long as the effective blockage remains, continued upward pressure on India–Europe and Asia–Middle East lanes can be expected as capacity constraints intensify.

Changing dynamics

Data reported throughout April, based on Alphaliner datasets and AIS-derived vessel tracking, highlighted how the disruption in the Middle East continued to reshape container shipping dynamics.

Across the month, vessel movements through the Strait of Hormuz remained severely constrained, liner participation declined further, and operational risks escalated following direct attacks on container ships. At the same time, structural trends, such as fleet expansion and strong capacity utilisation, persisted, keeping overall market conditions tight despite widespread disruption.

Within 24 hours of the first ceasefire announcement, only three container ships transited the Strait, including two Iranian-owned vessels inbound and one small feeder outbound. While this was above the March average of fewer than one vessel per day, it remained extremely limited by historical standards.

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Crucially, these movements did not signal any meaningful return of international liner operations.

Overall, container traffic through Hormuz remained, and remains, sporadic and highly selective, with activity largely concentrated among Iranian-linked and regional feeder operations.

Bunkers

Elsewhere, rising bunker prices look to have triggered slower vessel speeds.

Between late 2025 and mid-April 2026, the average speed of container vessels declined by 2.3 percent, falling from 15.58 knots to approximately 15.18 knots, the lowest level recorded since March 2023.

This deceleration closely followed a sharp increase in bunker prices, with VLSFO reaching over US\$1,200 per tonne and LSMGO exceeding \$2,000 per tonne in Singapore.

However, the impact was not uniform across all trade lanes. North–South trades recorded the largest speed reductions, with declines of 3.6 percent on routes such as Far East–South America and Far East–Australia/New Zealand.

Transpacific and transatlantic trades also reduced speeds, though to a lesser extent, while longer routes allowed carriers to absorb slower steaming without significantly disrupting service schedules.

Maersk even warned that the rapidly escalating fuel cost shock is becoming a dominant force in container shipping, as disruption in bunker markets drives up costs and reshapes operations.

Reuters reported that chief executive Vincent Clerc described the situation as “unprecedented, both in terms of size (and) the speed at which it has unfolded” during a first-quarter earnings call, with the group facing around \$500 million a month in additional costs.

While the impact on Q1 earnings was limited, due to timing effects, Maersk said the full financial hit would emerge from the second quarter, when higher fuel costs flow through its accounts.

Moreover, the cost surge is being driven by more than rising crude. Maersk pointed to tightening bunker availability, regional price dislocations and the need to reposition fuel across its network.

“We have responded to fuel shortages...by redistributing available fuel from North America and Europe,” Clerc added, effectively moving fuel between regions to keep vessels supplied.

This reflects growing pressure on bunker markets, particularly in Asia and the Middle East, where supply has tightened amid wider geopolitical disruption.

Longer voyages via the Cape of Good Hope are also increasing fuel consumption, while supply constraints are forcing carriers to rely on onboard and stored reserves.



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ITCO reports slower tank fleet growth

The rate of growth in the global tank container fleet continued to slow in 2025, according to this year's ITCO Tank Container Fleet Survey.

Having seen the fleet increase by just 3.96 percent in 2024, last year saw operators, leasing companies and other owners add to the total fleet by less than 2 percent (1.93 percent).

As a result, the survey estimates that, on 1 January 2026, the global tank fleet had reached 899,044 units, compared with 882,023 tanks on 1 January 2025 – a net increase of 17,021 units.

A total of 28,521 tank containers were manufactured in 2025. During the same period, ITCO estimates that approximately 11,500 tanks were withdrawn from service, either through scrapping, retirement from international transport service, or conversion into long term static storage use.

While the fleet is still expanding, the growth rate has moderated considerably compared with the strong 8-10 percent increases seen earlier in the decade. For example, the fleet grew 8.65 percent in 2022 and 7.3 percent in 2021.

The robust demand for new tanks during 2021

and 2022 was, to some extent, a consequence of the disruptions caused by the Covid-19 pandemic. During that period, supply chains were heavily constrained and many chemical producers and logistics companies increased their use of tank containers both for transport and temporary storage capacity.

Chemical downturn

As global logistics networks stabilised during 2023 and 2024, the exceptional demand seen during the pandemic gradually subsided. At the same time, the tank industry has inevitably been affected by the difficulties facing the global chemical sector, the industry's primary demand driver, over the past two years.

The European chemical industry, in particular, has continued to face significant challenges. High energy and feedstock costs, together with regulatory and environmental pressures and weak downstream demand, have affected competitiveness and resulted in reduced production levels. Over the past two years several major chemical producers have announced plant closures, downsizing programmes or the



While the fleet is still expanding, the growth rate has moderated considerably



The top 10 operators accounted for just over 52 percent of the global operator fleet

relocation of production capacity outside Europe.

While some recovery in production has been reported, the overall environment remains fragile. Investment decisions across the sector have become more cautious, and this is impacting demand for new containers.

In contrast, the North American chemical industry has demonstrated somewhat greater resilience. After experiencing modest contraction earlier in the decade due to inflationary pressures and restrictive monetary policies, the sector has shown signs of stabilisation.

However, even in North America, growth has been moderate rather than exceptional.

Asia continues to play a pivotal role in the global chemical market, with China and India representing major production and consumption centres. Nevertheless, the region has also experienced challenges related to overcapacity, particularly in petrochemicals. In China especially, substantial investments in new production capacity over recent years have contributed to oversupply in certain chemical segments.

This global oversupply of petrochemicals has led some companies to shut down older plants, delay investment in new projects, or restructure operations to maintain profitability.

These developments inevitably influence transport demand and the purchasing decisions of tank container operators and leasing companies.

Ageing fleet

But this year ITCO suggests another factor contributing to the slower net fleet growth; an

increasing number of older tank containers reaching the end of their operational lives.

As the global fleet has expanded significantly over the past two decades, a growing number of tanks are now being retired from international service. While some units are completely scrapped, others are redeployed into stationary storage applications within industrial facilities. ITCO's survey indicates some 11,500 tanks being retired from active operational fleets.

Top 10s

The industry continues to be dominated globally by a relatively small number of major operators and leasing companies. The 10 biggest operators accounted for over 329,900 tanks representing just over 52 percent of the global operator fleet (629,996 tanks). This represents a slight increase in sector concentration as 12 months prior the top 10 operators accounted for just under 50 percent of the operators' fleet.

The top 10 lessors held 334,900 tanks, about 85 percent of the total leasing fleet (393,999 tanks), just up from 84 percent the previous year.

The past few years have seen a number of mergers and acquisitions among both operators and lessors as the slowdown in customer demand, along with greater emphasis on supply chain technology investments, have put some tank players under much greater pressure.

Among the operators, the biggest fleet remains that of Stolt Tank Containers with 65,000 units (52,200 at 1 January 2025). STC was followed by Hoyer with 40,500 (41,500), Newport with 38,500 (unchanged), and Bertschi at 37,200 (35,600).

The combined fleet of Eurotainer and Raffles, both owned by Strem Group, numbered 89,000, up 4,000 over the 12 month period. The total was divided up as 51,000 under Eurotainer and 38,000 with Raffles.

Seaco, acquired last year by investment firm Stonepeak, had 40,000 tanks at the start of 2026, 3,000 fewer than a year earlier.

CS Leasing's fleet numbered 36,750 (35,250) while Peacock Container had 29,000 tanks (24,100).

Opportunities

Writing in the survey, ITCO board chairman William Leigh-Pemberton, said the current disruption in the Middle East could see a return to previous conditions, where chemical companies have to protect their supply chains from geopolitical bottlenecks, holding stock where possible rather than rely on just-in-time delivery of materials.

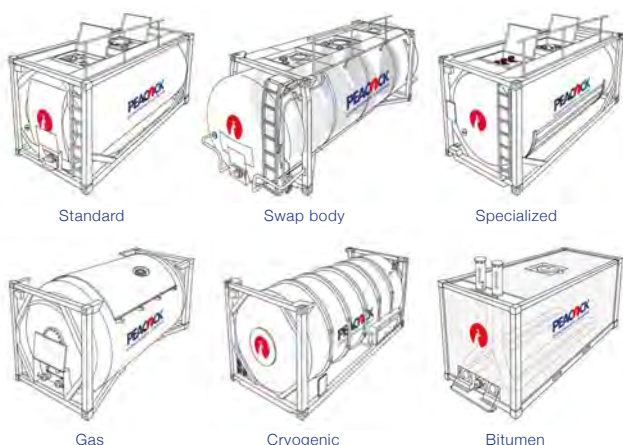
With China becoming increasingly self-sufficient in chemicals, and thus demand growth lower than forecast, there could be a trend away from international supply chains to more local-for-local supply chains, which could present a promising opportunity for tank containers supplying less accessible markets.

"We are pleased to report the tank container continues to prove its value as a shipping tank, a road/rail intermodal tank, and as a temporary storage tank, ideally suited to dedicated logistics supply chains in a volatile business environment" he stated.

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A total of 28,521 tank containers were manufactured in 2025

Vervaeke acquires Transports Bertout

Belgian tank transport specialist Vervaeke is strengthening its presence in the French market.

Vervaeke recently announced the acquisition of French transport company Transports Bertout, based in Nesle, near Amiens, north-west France. The acquisition aligns with Vervaeke's long-term strategy expand its footprint in neighbouring regions.

Day-to-day operations at Bertout will remain unchanged, and owner-manager Francis Bertout will continue to be involved during an initial phase to support the integration.

Like Vervaeke, Bertout specialises in transporting dangerous goods, with a strong focus on the same product segments. The acquisition therefore represents a logical and strategic extension of Vervaeke's existing service offering. For Bertout, the transaction provides a sustainable long-term perspective, ensuring the continuity of the company.

"This acquisition is a perfect match between two companies that place a strong emphasis on

quality," said Frédéric Derumeaux, CEO of Vervaeke. "Bertout shares our expertise in the transport of hazardous materials, operates high-quality and modern equipment, and relies on experienced drivers from the region. Moreover, this step strengthens our capacity in the French market, sending a strong signal to our customers."

"The location of Bertout near the future inland port of the Seine-Nord Europe Canal is an additional major asset," Derumeaux continued. "It creates opportunities to expand our service portfolio and develop intermodal logistics solutions."

"For our customers, continuity is essential," commented Francis Bertout. "By joining Vervaeke, we are deliberately choosing a strong industrial group that shares our values and will safeguard the long-term future of our company, our employees and our activities."

Bertout's fleet currently includes 20 trucks running entirely on biofuel (B100), achieving a CO2 reduction of up to 60 percent. This commitment is fully in line with Vervaeke's sustainability strategy, which actively invests in alternative propulsion systems, including hydrogen.

Following this acquisition, Vervaeke reported consolidated revenues of €175 million, operating a fleet of more than 800 trucks, over 1,100 tankers and more than 900 tank containers.

Transports Bertout operates its own workshop and employs more than 75 people. Its fleet includes over 70 trucks, 65 tankers, and 15 trailers dedicated to the transport of concrete profiles.

www.vervaeke.com



Bertout's fleet currently includes 20 trucks running entirely on biofuel



Jurong Logistics Terminal 5 (JLT5) is a SG\$60 million investment

KN opens new Sing warehouse

Katoen Natie has officially opened its fifth Singapore warehouse.

Jurong Logistics Terminal 5 (JLT5) is a SG\$60 million investment brings the group's total commitment in Singapore to SG\$250 million, reinforcing the long-term belief in Jurong Island as a strategic hub for petrochemicals and specialty logistics.

The warehouse is automation-ready with four-way shuttle automated storage and retrieval systems (ASRS) launching Q4 2026 for faster order fulfilment.

Capacity measures 37,000 sqm of scalable storage, boosting Jurong Island capacity by over 20 percent.

Over the five warehouses, KN's Singapore sites now generate some 10.1 GWh of solar energy each year, enough to power more than 2,400 homes for a year.

Guests-of-honour at the opening were Siow Huang Gan, Minister of State, Ministry of Foreign Affairs & Ministry of Trade and Industry, and Her Excellency Severine De Potter, Belgian Ambassador to Singapore.



The warehouse is automation-ready

"JLT5 is not just a warehouse — it's a statement of our continued investment in innovation, sustainability, and Singapore's future," Katoen Natie stated.

"As supply chain resilience becomes increasingly critical, this development strengthens supply chains and advances our vision of a globally competitive, low-carbon hub — and we are just getting started."

www.katoennatie.com



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Schmidt, Silleno LLP sign contract for logistics complex

Silleno and Karl Schmidt Spedition have signed an EPC contract for the construction of a logistics complex as part of a polyethylene plant project in the Atyrau region of Kazakhstan.

The signing ceremony was attended by Mukhtar Avutbayev, general director of Silleno, and Thomas Schmidt, CEO of Schmidt Group.

The project will enable the development of one of the largest logistics complexes in Kazakhstan's oil and gas industry.

The polyethylene production project is being implemented in the Karabatan industrial zone, within the National Industrial Petrochemical Technopark Special Economic Zone in the Atyrau region.

Its primary goal is to reduce Kazakhstan's import dependency through developing local production.

Capacity will account for approximately 1 percent of global polyethylene production, and in terms of scale and technological sophistication, the new plant will become one of the largest such enterprises in the world.



The signing ceremony was attended by Mukhtar Avutbayev (right), general director of Silleno, and Thomas Schmidt, CEO of Schmidt Group

Commissioning of the plant and production of the first products are scheduled for 2029.

The Silleno logistics complex is designed to handle up to 1.25 million tonnes of polyethylene pellets a year, including packaging, storage, and subsequent shipment to customers. Deliveries will be made to both domestic and export markets via rail and road transport.

Schmidt is a leading international dry bulk logistics operators. The company provides a full range of services, including transport, storage, and handling of products, and has extensive experience in developing logistics infrastructure for bulk materials.

www.schmidt-heilbronn.de

Resilient 2025 for Hupac

Hupac posted a solid result for the 2025 financial year, achieving a profit of CHF3.5 million (€3.79 million) despite persistent disruption across Europe's rail network.

Transport volumes rose by 4.3 percent, with transalpine traffic through Switzerland increasing 4.5 percent, supported in part by new flows on the Belgium–Italy corridor.

The group handled 975,000 road consignments (1.85 million TEU), while revenue grew 3.1 percent to CHF646 million, held back by exchange rate pressures. Extensive construction works and temporary line closures continued to impact reliability, yet Hupac maintained an EBIT margin of 1.9 percent through targeted stabilisation measures.

Strategic initiatives, such as the RadicalShift2Rail high frequency shuttle concept, are already improving punctuality and resilience. Additional market share was secured through strengthened services including Duisburg–Novara and Basel–Busto Arsizio.

Hupac emphasises that political support remains essential, welcoming Switzerland's decision to extend operating subsidies for transalpine combined transport beyond 2030.

Combined transport

Hupac continues to place a strong emphasis on developing combined transport in transalpine traffic through Switzerland. Together with its customers, the company aims to make a substantial contribution to achieving Switzerland's modal shift targets. With around 560,000 road consignments, or 11 million net tonnes, Hupac achieved growth of approximately 24,000 consignments in 2025, thereby strengthening its position as market leader on the most important corridor for combined transport in Europe.

After three decades of successful modal shift from road to combined transport, the trend reversed four years ago. Since 2022, volumes in transalpine combined transport have declined by 11 percent, while road transport increased by 4 percent over the same period. With the discontinuation of the 'Rolling Highway' at the end of 2025, this trend is expected to continue.

Hupac identifies the main cause of this negative development as the renewal of rail infrastructure. In 2025 construction works played again a central role in European rail freight transport. Additional large-scale works are planned over the next two years on the north-south corridor. Without counter-measures, further setbacks are likely in this key Swiss transport policy objective.

The logistics group aims to contribute to reversing this negative trend through innovative transport concepts and by deepening co-operation with railway undertakings and infrastructure managers. This should help limit quality deficits over the coming two years. From 2029 onwards, once major construction works on the Rhine-Alpine corridor are completed, Hupac expects new growth opportunities.

The operator is confident that, from 2029 onwards, once major construction works along the German Rhine Valley corridor and in northern Italy have been completed, it will return to a growth trajectory.

With Piacenza (opened in 2025) and Milano Smistamento (planned opening in 2027), Hupac is making targeted investments in new, high-performance terminal infrastructure. This will enable the expansion of further high-frequency services as a central pillar of its long-term growth strategy.

In addition, Hupac is expanding its network westwards. At the beginning of 2026, it brought the Terminal Barcelona Combiconnect into operation, linking the Iberian Peninsula to the European intermodal network. Hupac sees considerable potential for combined transport in the freight market to and from Spain, which is still largely dominated by road transport.

www.hupac.com



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Internal baffles contribute to improved handling and reduced risk during transit



For more than 30 years, Van den Bosch has transported chemicals between Matco's production site and customers

VdB brands tankers for Matco

Van den Bosch and Matco Chemicals are strengthening their partnership by setting up a dedicated tanker fleet.

The first Matco-branded truck and trailer combination was unveiled at a ceremony in Oss, The Netherlands, where it will now be deployed.

Matco Chemicals is an all-round service and solutions provider for the chemical industry. For more than 30 years, Van den Bosch has been responsible for transporting chemicals between Matco's production site in Oss and the chemical company's customers. Dedicated vehicles have also been used in the past, but by branding these vehicles, both parties say they are cementing their partnership.

The new fleet will be based in Oss, where the partnership is already firmly established. From this base, both parties are exploring opportunities to expand to other sites in the future.

Matco is a leading supplier of tailor-made latex formulation solutions in Europe and the Middle East. Additionally, it offers sourcing and trading of chemicals, valuation of overdue/off-spec chemicals, tailor-made production of compounds and adhesives, and, in Belgium only, the collection and management of hazardous chemical waste. A speciality is chemicals for the flooring and artificial grass markets.

Matco operates from four manufacturing plants; one in Belgium, two in the Netherlands and one in Egypt.

Board expansion

Van den Bosch is also expanding its board with two new members. Rob van Dijk has been appointed chief operating officer (COO), while the role of chief digital officer (CDO), currently held by Pirke van den Elsen, is now formally part of the board.

"Van den Bosch operates in a challenging market and is committed to structurally strengthening the organisation," the company stated. "This requires additional clout at board level. With the appointment of Rob van Dijk and Pirke van den Elsen, the board has grown from two to four members. This creates greater focus on themes that are crucial to the organisation's future, such as operational execution, process design, digitalisation and the use of AI."

Current board members Rico Daandels (CEO) and Thom van Egmond (CFO) are delighted with the expansion of the board. "With this reinforcement, we are creating more capacity and expertise to meet the challenges in the market, both now and in the future. We are proud that we have been able to fill these roles internally with Rob and Pirke, who with their knowledge and experience will take our management team to a higher level," they said.

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H & P Freightways – meeting the needs of new supply chains

With the change in global supply chains and origins of products, this has had an effect on entry points of goods into the UK.

Higher volumes of chemicals are arriving in the UK via deepsea ports compared with European shortsea routes.

H & P Freightways, the largest independent ISO tank haulier and tank wash operator in the UK, is well located around the country to service these new supply chains. The company has transport sites in Felixstowe and London which are home to some of the largest shipping ports in the UK.

H & P Freightways offers a one-stop service for ISO tank transport, heating, cleaning and maintenance. With a fleet of trailers to handle various containers including tipping trailers.

With the operations well covered, other services offered include Customs formalities, deferment accounts and badges for most major UK ports.

Depot operator Tankclean is part of the H & P Freightways group of companies. With more than 25 years of experience, Tankclean can offer a complete range of cleaning services for the tank container and road tanker sector. IBCs, livery and bag-in-box can also be cleaned.



H & P Freightways offers a one-stop service for ISO tank transport, heating, cleaning and maintenance

This being the 51st year of business operation for H & P Freightways, the success is based on a good team, first-class service and the ability to adapt to changing customer requirements.

The company aims to make the last leg of the journey for importers to the UK as efficient as possible. This is what H & P Freightways specialises in and has a proven success record.

www.hpfreightways.co.uk

‘Tough market’ hits STC

A tough market backdrop weighed on Stolt Tank Containers’ (STC) results, in the first quarter of this year.

This was further impacted by the integration costs following the acquisition of Suttons in November last year.

STC reported first-quarter revenue of US\$184.3 million, up from \$152.9 million in the first quarter of 2025, predominantly reflecting the addition of Suttons. In the seasonally weak first quarter, underlying volume (excluding the addition of Suttons) improved slightly, however transport margins remained under pressure.

The outcome was a first-quarter operating loss of \$5.2 million, or \$0.1 million loss adjusted for Suttons integration costs, compared with an operating profit of \$15.2 million in the corresponding period of 2025.

The reduction in transport margins was amplified by lower demurrage and ancillary revenue. Repositioning costs increased due to imbalance in trade flows across regions, while maintenance and repair expenses increased due to inflationary pressures, and administrative and general expenses were up due to scaling up of operations.

www.stolttankcontainers.com



The reduction in transport margins was amplified by lower demurrage and ancillary revenue

Chemion aids cylib

Chemion Dormagen, in Germany, continues to develop into a centre for sustainable industries.

In 2025, cylib GmbH, one of Europe’s most promising green tech scale-ups moved into the location, and is being supported by Chemion Logistik in setting up its recycling plant, which is unique in Europe, with daily logistics services.

The starting signal was given in September 2024. Along with North Rhine-Westphalia Prime Minister Hendrik Wüst, District Administrator Hans-Jürgen Petruschke and Dormagen Mayor Erik Lierenfeld, cylib celebrated the groundbreaking ceremony for its new industrial plant.

The scale-up, which was spun off from RWTH Aachen University in 2022, sets standards in the sustainable recycling of lithium-ion batteries – and brings an innovative, water-based process that recovers all essential battery components and reduces the CO2 footprint of recycling by around 30 percent.

Chemion began supporting the growth of cylib at the Dormagen site with a daily service. “Our logistics services support the daily processes of our customers. For an innovative company like cylib, a reliable infrastructure is crucial for success,” says Tolga Coskun, Chemion team leader at the Dormagen site.

The location between Cologne and Düsseldorf, the proximity to industry and the efficient infrastructure of the Chemion create ideal conditions – especially for young companies with potential.

“Without committed partners here at the site, cylib cannot build a successful company,” emphasises Bettina Brockmann, office manager at cylib Dormagen. One of the first people to contact on site is Silke Montag from the Chemion courier service – she makes sure that the parcels arrive on time and that the set-up runs smoothly.

With a planned annual capacity of 30,000 tons of end-of-life batteries and seven recovered key raw materials such as lithium, nickel or graphite, cylib is a real future project for the circular economy in Germany. The plant is scheduled to be commissioned in 2027.

www.chemion.com



Chemion began supporting the growth of cylib at the Dormagen site with a daily service

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Mouvex marks 120 years

Positive displacement pump manufacturer Mouvex is celebrating its 120-year anniversary in 2026.

Headquartered in Auxerre, France, Mouvex was founded in 1906 by engineer André Petit.

Recognising the limitations of gear and lobe pumps available at the time, Petit invented an entirely new solution: the eccentric disc pump, a design that would become the foundation of the company's legacy.

"Innovation has been part of Mouvex since day one," said Brian Battle, vice president – industrial business unit at parent group PSG. "When André Petit invented the eccentric disc pump, he didn't just solve a problem. He set a new standard for advancing our technology, enabling operators to run applications with greater safety, efficiency and reliability."

As demand for high-performing pump technologies grew, Mouvex expanded its reach beyond France. A key milestone came in 1997 when Mouvex joined Dover Corporation, further strengthening its global footprint. In 2009, Mouvex became part of PSG, a broader portfolio of pump and flow control brands, positioning the company to serve customers across Europe, the Americas, Asia and the Middle East.

Today, Mouvex is a global leader in positive



Today, Mouvex is a global leader in positive displacement pumps and compressors for transferring liquids and dry bulk products

displacement pumps and compressors for transferring liquids and dry bulk products across the hygienic, chemical, energy, military and transport industries.

Mouvex eccentric disc pumps have earned a worldwide reputation for reliability, durability and cost-effectiveness, making them a trusted choice for operators. Beyond its core technology, Mouvex offers a broad portfolio that includes sliding vane pumps, Abaque Series Peristaltic (Hose) Pumps, and oil-free screw and vane compressors.

In 2019, Mouvex launched the G-FLO Series Eccentric Disc Pump to provide full product containment in chemical and industrial applications, and the H-FLO Series Eccentric Disc Pump to deliver superior product recovery in food, beverage, cosmetic and pharmaceutical operations.

"Celebrating 120 years is more than marking a milestone. It reflects our passion for supporting our customers and the industries we serve," Battle added. "We are proud of the legacy behind the Mouvex name and excited about the future as we continue developing technologies that help operators get more out of their production with less effort and less time."

www.mouvex.com

Scully solves vapour connection problem

Scully Signal Company celebrated 90 years of innovation by announcing the launch of the Scully Vapor Connect Kit — a self-proving system for monitoring and verifying terminal to tank truck vapour hose or loading-arm connection as part of the loading permit.

The result is that terminal operators gain the ability to confirm vapour connection before every load, closing a critical gap in environmental protection, operational accountability, and investment security.

The problem as seen by Scully is that connecting the vapour hose is a crucial part of the loading process after connecting the overfill and grounding plug. Yet unlike grounding and overfill protection, vapour hose connection has historically relied on driver compliance alone in certain regions of the world.

When the hose is not properly connected or bypassed entirely, vapours generated during fuel loading escape to the atmosphere rather than flowing to the vapour recovery system, undermining both regulatory commitments and capital investments in environmental infrastructure.

Until now, no broadly adopted terminal solution made vapour connection verification a mandatory, tamper-resistant part of the loading process. Scully is changing that.

The Scully Vapor Connect Kit centres on the ST-46, a self-proving controller that can function independently or in tandem with existing Scully overfill and grounding controllers. The ST-46 incorporates vapour verification status as part of the loading permit so that a tank truck cannot receive a loading authorisation until a proper vapour connection is confirmed.

What sets the Vapor Connect Kit apart is its engineered resistance to workarounds, or 'cheating'. An integrated sensor and wiring are internal to the coupler and hose, and the system



The Scully Vapor Connect Kit

uses a proprietary signal that cannot be shorted to simulate a proper connection. For terminal operators that have invested in vapour recovery infrastructure, this technology ensures that investment delivers its intended return.

Key product features include: maximum vapour capture using closed system design with a poppet coupler adaptor; a trusted system that is difficult to 'cheat' due to an integrated sensor and wiring internal to the coupler and hose, plus a proprietary signal that cannot be 'shorted' to pass as a proper connection.

It also provides an electrical output to TAS or batch controller as an option to include in the permit logic.

Best-in-class vapour flow using a high-flow pressure drop vapour coupler, results in reduced back pressure in the truck compartments benefiting in lower potential vapour release to the atmosphere.

No truck modifications are required due to its compatibility with standard 4ins vapour adaptors per API RP1004 specification.

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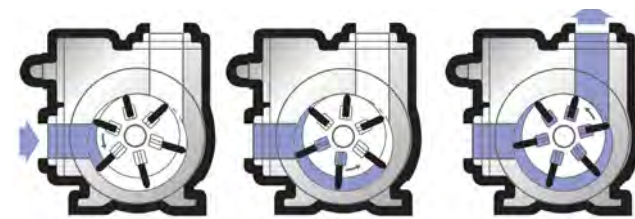
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Achieving high suction lift



Determining the amount of suction lift that a pumping system can achieve and maintain is a crucial task for any industrial liquid transfer application.

Unlike centrifugal pumps, positive displacement sliding vane pumps are dry-run capable, which means they do not need to be pre-primed, resulting in higher suction-lift capabilities, explains Chris Hordyk, an application engineering manager for Blackmer

For any industrial-pump operator, the accepted definition of suction lift as it relates to pump operation – “the vertical distance the pump can pull a liquid when the liquid source is located below the centre-line of the pump” – should be easy to grasp.

Actually achieving sufficient suction lift can, however, be a lot more complicated. The theoretical limit of suction lift for a pump at sea level is 33.5ft (10.2m). This is because atmospheric pressure is constantly pushing down on the liquid at a rate of 14.5 psi (1.0 bar).

When any pump operates, it works to decrease pressure at the inlet. If a pump achieves a ‘perfect vacuum’ and drops the pressure to 0.0 psia it would theoretically allow the pump to pull a liquid 33.5ft vertically.

This article illustrates how positive displacement (PD) pump technologies, specifically those of the sliding vane variety, are able to outperform centrifugal-style pump technologies in overcoming changes in pressure when trying to achieve a proper amount of suction lift.

The challenge

Suction lift is a common need in many industrial-pumping applications. Railcar unloading, fuelling stations with underground storage tanks and chemical-processing plants are notable examples.

The overriding challenge for these applications is that as the suction-lift requirement increases, the pump needs to decrease its inlet pressure in order to effectively pull the liquid into the pump.

However, if that level of pressure becomes too low, the liquid can have a propensity to ‘cavitate’. Cavitation is defined as ‘the formation of bubbles within a liquid’. These bubbles can form when the pressure exerted on the liquid becomes low enough that the liquid starts to evaporate. As the bubbles go through the pump, pressure is rapidly applied to these bubbles, imploding them into liquid form. The rapid collapse creates a shockwave of energy in the liquid that will attack and damage the pump internals, resulting in inefficient operation and early failure.

In all high-suction applications, the pump will have to be primed before it can begin to operate safely and effectively. With that in mind, there are two types of priming that can be incorporated depending on the pump’s setup: wet or dry. (See sidebar for a closer look at dry priming.)

Wet priming

In general, wet priming occurs, as the term suggests, when there is residual fluid left in either the piping or the pump itself. Any fluid that remains in the piping will have surface tension or the fluid may be intentionally trapped within the piping or pump via use of a foot

or similar valve. This enables the inlet to be ‘wetted’ with liquid before operation begins and this ‘wet suction lift’ condition will improve the pump’s overall suction-lift capabilities. It also makes priming the pump easier and offers such benefits as the ability to produce up to five more feet of suction lift at startup and to pump liquids with higher viscosities.

For many years, centrifugal pumps have been the most commonly used technology in industrial liquid-transfer applications even though their operators must pre-condition, or ‘prime’, centrifugal pumps before they can begin operating them, which is a process that is labour-intensive, time-consuming, cost-prohibitive and, quite frankly, annoying.

In other words, the volute of a centrifugal pump must contain some liquid as it begins to operate because if it is allowed to run dry the pump will overheat, which can result in mechanical-seal failure.

Self-priming

A second way that operators can try to make centrifugal pumps work in this type of application is through the use of a self-priming centrifugal pump. These pumps feature a reservoir that continues to hold liquid when the pump is not operating, and the level of this liquid in the reservoir must be manually maintained as it diminishes after initial operation.

When the pump begins to operate, the liquid in the reservoir is circulated through the pump with this circulation forcing any air that is inside the pump to move through the suction piping and out of the discharge port. Only once all of the air has been removed can the product begin to flow safely. Note, though, that even self-priming centrifugal pumps cannot run dry.

Once the centrifugal pump is properly primed, it can create suction lift, but the extra time and (in some cases) cost needed to do so can



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Dry Suction Lift



This illustration shows how the concept of dry suction works. With the sliding vane pump located above the liquid source (Fig 1), the pump's 'self-priming' capability allows it to create a vacuum that can pull the liquid up toward the pump chamber (Fig 2).

lead to production and bottom-line inefficiencies that can hamper the overall performance and cost-effectiveness of the pumping operation.

The solution

A reliable alternative to centrifugal pumps in high suction-lift applications is the PD sliding vane pump. When the piping is flooded via wet priming, a PD pump can create a wetted suction-lift value of approximately 25ft (7.6m), while the maximum actual wetted suction lift for a centrifugal pump is generally up to 15ft (4.6m).

The secret to the sliding vane pump's success in creating high suction-lift values is found in its unique design and method of operation. Sliding vane pumps have a number of non-metallic vanes. When the pump driver turns the rotor, a combination of forces – centrifugal (pump speed), mechanical (push rods) and hydraulic (liquid pressure) – force the vanes out of their slots and into the walls of the pump casing, creating a seal between the two. As the vanes rotate in the cylinder, a vacuum is created at the inlet of the pump. Because sliding vane pumps can run dry, there is no risk of overheating or excessive cavitation within the pump as the pump creates suction.

Additionally, during the priming process, any air or vapour that is in the pump or piping needs a release as a pressurised discharge will prevent the pump from priming. In this instance, sliding vane pumps can be outfitted with supply vessel, which allows the dissipation or any air or vapor that is present.

Wet Suction Lift



This illustration shows how wetted suction lift works. With the sliding vane pump positioned above the liquid source and with residual liquid inside the pump (Fig 1), the liquid is drawn up and into the pump, creating a wetted condition (Fig 2).

Taken together, optimised sliding vane pump operation in these areas will result in a liquid-transfer application that is able to meet consistently, efficiently and safely all of the application's suction-lift requirements.

Conclusion

The ability to create suction lift is a foundational requirement in many common industrial liquid-transfer applications. Some technologies that claim to have suction-lift capabilities may also be inadequate for the job if they are unable to run dry. In this case, these pumps will need to be pre-primed before beginning to operate, which results in added system and labour costs, complexity and hassle for the operator.

The ultimate solution in high suction-lift applications is positive displacement sliding vane pumps. Specifically, Blackmer Sliding Vane Pumps can easily produce 25ft (7.6m) of suction lift with no need for pre-priming or the use of additional system equipment and components, not to mention the additional benefits they offer like lower installation and operating costs, consistent flow rates and easy maintenance.

For these and many more reasons, sliding vane pumps continue to grow market share in industrial applications, at the expense of centrifugal-pump technologies that require pre-priming that makes them much more expensive and complicated to operate, while still not being able to achieve an optimized level of suction lift.

www.psgdover.com/blackmer

Considering dry suction lift

As opposed to wet suction lift, which uses residual liquid or a mix of vapour/air to prime the pump, dry suction lift relies on a dry vacuum to pull liquid from a spot that is lower than its inlet port. In order to do this, the pump must be capable of producing enough vacuum to pull the liquid up to the pump's inlet port. Some pump technologies, like positive displacement sliding vane, are able to run dry and can therefore operate safely until the pump has become 'self-primed', at which point it will begin operating normally.

When you do encounter a situation where the lines are completely dry at start-up, it is recommended that the pump's internals get as wet as possible as quickly as possible. When dry-run operation is not preferred or, in some cases, possible, some pump technologies – such as centrifugal, screw, progressive cavity and lobe – may require the addition of a priming mechanism, typically a vacuum unit, compressor or diaphragm, to the pump that is designed to introduce liquid to the pump quickly, which makes the pump 'self-priming'.

However, the addition of a priming mechanism does make the pump's operation moderately more complicated since the priming liquid needs to be manually added to the mechanism. This also adds cost to the operation of the pump.

So, while it may not be the best scenario, achieving dry suction lift in a sliding vane pump is possible and easier to achieve than with competing pump technologies. The challenge to the operator is designing a pumping system that does not require dry running to achieve suction lift to occur very often or for extended periods of time.



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Driving efficiency and insight across intermodal operations

RFB Containers is a UK-based container specialist with more than 40 years of industry heritage.

Operating across multiple business lines, including container hire, self-storage and third-party depot services, the business manages thousands of containers across the UK.

Following the acquisition of Container World in 2023, RFB Containers required a reliable, scalable solution to support third-party container storage operations at its Bathgate depot in Scotland.

No single source of truth

Container depot operations are inherently complex. With large volumes of containers moving in and out daily, and no standardised barcode or RFID tracking, data capture is highly manual.

Prior to implementing MRI Intermodal Software's solution, operations relied heavily on spreadsheets. This limited visibility, increased the risk of errors, and made it difficult to: maintain an accurate, real-time view of container stock; track container movements and history; ensure accurate billing for storage and handling; or provide transparent reporting to customers.

As the business grew through acquisition, these limitations became increasingly unsustainable.

Manual tracking to connected operations

RFB Containers uses MRI Intermodal Software at its Container World depot to manage third-party container storage operations.

The solution provides a centralised platform to:

- Track container movements in and out of the depot
- Maintain real-time visibility of stock across locations
- Support accurate billing for storage and handling
- Deliver detailed reporting to customers

The system is intuitive and easy for operational teams to use enabling consistent data capture and day-to-day control.



MRI Intermodal Software gives the RFB team a clear, up-to-date view of all containers on site

The impact

Turning data into operational clarity

MRI Intermodal Software gives the team a clear, up-to-date view of all containers on site supporting better operational decisions and customer communication.

Improved billing accuracy and faster issue resolution

With reliable tracking of movements and storage duration, the business can confidently capture all billable activity reducing revenue leakage. As and when discrepancies arise, teams can quickly interrogate historical data to identify and resolve issues.

Business continuity and resilience

The system plays a critical role in keeping the depot running smoothly. A recent temporary system outage highlighted just how essential the platform is. Without it, the team reverted to manual processes, losing visibility and reporting capability.

Built to scale

As RFB Containers continues to expand, both organically and through acquisition, MRI Intermodal Software provides a scalable foundation for future depot operations.

The platform's affordability and functionality make it a practical choice for extending into additional locations, without adding unnecessary complexity.

While the system delivers strong operational control today, the wider industry challenge remains around data capture. With no universal barcode or RFID standard for containers, manual input is still required.

Future innovations, such as automated scanning or AI-driven recognition, could further enhance efficiency, but in the meantime, having a reliable system of record remains critical.

For RFB Containers, MRI Intermodal Software provides the control, visibility and reporting needed to operate a modern container depot.

By replacing spreadsheets with a purpose-built platform, the business has established a reliable operational backbone supporting accurate billing, improved customer transparency, and scalable growth.

"Working with MRI has transformed how we manage our intermodal container operations – it's the backbone of our business," said Angus Barraclough, managing director for RFB Containers. "The platform gives us complete visibility, streamlines workflows, and ensures compliance all while supporting our teams to work more efficiently. The insights we now have are helping us make smarter decisions, improve service, and drive growth across the business." –



Namsung is the first Korean carrier to adopt dry container IoT solutions for multimodal container logistics

Namsung, Nexxiot mark Intra-Asia first

Intra-Asia carrier Namsung Shipping and Nexxiot have successfully completed a large-scale smart container pilot, marking a key step towards the scaled deployment of digital logistics services across Asia.

As part of the initiative, Namsung is the first Korean carrier to adopt dry container IoT solutions for multimodal container logistics.

The collaboration supports Namsung's shift beyond traditional port-to-port shipping towards integrated, data-driven logistics spanning complex inland and regional supply chains to boost visibility for its clients.

The proof of concept (PoC) was conducted across more than 40 inland regions in China and key Southeast Asian markets, including Cambodia, Laos, Vietnam, and Myanmar.

Core capabilities — including real-time location monitoring, impact detection, and detailed movement history — were validated across various multimodal routes, confirming performance in complex inland environments.

Participating customers reported clear benefits for high-value and sensitive cargo, including improved risk management, enhanced planning, and greater control across inland and transshipment operations. By extending visibility beyond the maritime leg, Namsung and Nexxiot say they are enabling differentiated, higher-value service offerings in intra-Asia trade.

Namsung's approach reflects a broader ambition to lead the digital transformation of intra-Asian logistics, where inland transport increasingly defines service quality and customer experience.

As an early adopter of dry IoT in the Korean market, Namsung is setting a new benchmark for digital service enablement in regional trade. Smart container integration unlocks new service models, including premium visibility services, enhanced cargo integrity, and data-driven collaboration with customers and essential trade partners.

"This initiative represents a meaningful step in strengthening our digital logistics capabilities," said Su Kyeong An, of Namsung Shipping's growth strategy team. "By extending visibility across inland and multimodal transport, we are enhancing service reliability and creating additional value for our customers."

"As we continue to pioneer the adoption of digital solutions in intra-Asia trade, we will expand these capabilities across our network in a structured and sustainable manner."

Erik Christian Lund, EVP maritime & logistics at Nexxiot, added: "Namsung is demonstrating strong leadership in redefining intra-Asia logistics. Together, we are enabling new service models and delivering measurable value for shippers."

Following the successful pilot, Namsung and Nexxiot are progressing toward broader deployment of smart container capabilities across the shipping line's network, focusing on key inland corridors in China, India, and Southeast Asia.

Building on validated performance and strong customer feedback, the next phase will expand operational use and integrate digital visibility services into Namsung's core offering - signalling a clear direction towards scaled deployment across the fleet.

Namsung was established as the first private Korean ocean-going shipping company, specialises in intra-Asia trade with a strong focus on multimodal logistics services and integrated inland transport solutions.

Why not take a look at our other magazines?



Trifleet enhancing visibility with telematics

Visibility and control are critical in managing supply chains.

Tank leasing company Trifleet has recently set out how telematics is transforming how tank containers are monitored, delivering near real-time insights that can support safety, efficiency, and decision-making.

Trifleet partners with best-in-class telematics suppliers to provide reliable hardware and support, enabling customers to have greater transparency across their fleets.

The foundation is the communication & location terminal (CLT). Every solution starts with a CLT, enabling real-time tracking of tank containers.

This provides key benefits, such as live location visibility, improved fleet utilisation, better operational planning, and reduced risk of lost assets.

Trifleet's preferred supplier offers global coverage without exception, allowing containers to be tracked across regions worldwide.

Telematics equipment must also meet strict safety and quality requirements. Trifleet's hardware is fully certified, including: CE, ATEX IIC, ISO9001, ISO27001, and ISO27017. These certifications

ensure safe operation in demanding and potentially hazardous environments, while maintaining high standards of data security and quality.

Flexible supplier options

The company offers flexibility in how telematics is implemented. Customers can either manage their own telematics provider or have Trifleet handle supplier co-ordination and hardware requirements.

Data ownership always remains with the customer, ensuring full control and transparency.

A user-friendly portal provides access to real-time data on container location, operational status, asset usage, condition monitoring (where applicable), and smarter, safer operations.

Telematics helps operators improve safety, optimise fleet performance, and respond quickly to operational changes. With certified hardware, global coverage, and flexible implementation, Trifleet supports a more connected and efficient tank container fleet.

www.trifleet.com

Telematics helps operators improve safety, optimise fleet performance, and respond quickly to operational changes



Kisters, Tecvia co-operation

As part of a new co-operation between Kisters, an Aachen-based IT company for occupational safety and environmental protection, and Tecvia Media GmbH, an information provider for transport and logistics with the publishing house Heinrich Vogel, a new, modernised dangerous goods database has been developed.

Since 5 March 2026, this has been online in the 'Promotion' section of the fokus Gefahr/Gut job portal and provides detailed information for promotions.

The new, comprehensively modernised database expands the range of functions, and the providers claim that dangerous goods managers now have an even more powerful tool for daily practice.

The aim of developing the dangerous goods database is to provide a much more efficient and intuitive search for all relevant regulations relating to each UN number. At the same time, the new database supports the legally compliant preparation of transport documents and IMO declarations.

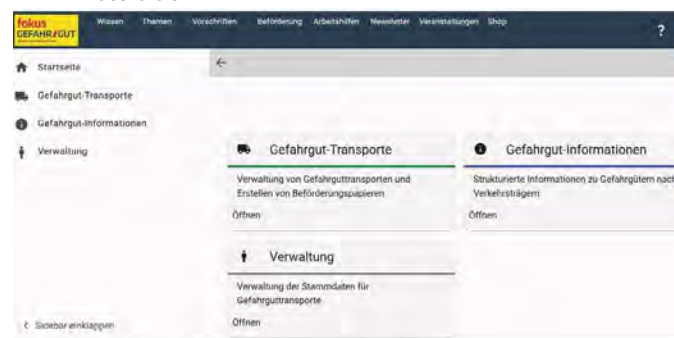
The new database offers the following functions, among others:

- Management of dangerous goods transports and preparation of transport documents for the modes of transport road, rail and sea. The selection has also been expanded to include the handling of dangerous goods in multimodal transport;
- Automatic inspection of approved packaging, transport bans and loading bans every time a transport document is created;
- Structured information on dangerous goods by mode of transport in accordance with 3.2 ADR/RID/IMDG Code;
- Modernised, user-friendly interface for faster and more structured work processes;
- And, management of master data for dangerous goods processes.

The integration of these functions into the new DG database strengthens the security of dangerous goods safety advisors and supports companies in implementing regulatory requirements efficiently and reliably, the partners stated. Further features for the target group of hazardous goods managers will follow.

Kisters is a medium-sized IT company with more than 750 employees. Its EHS (environment, health, safety) business unit offers a range of environmental and occupational health and safety as well as hazardous substances. The legally compliant management systems support specialists and managers in the application, production, storage and labelling of hazardous substances as well as in documentation, dispatch, electronic instruction and other scenarios.

www.kisters.de



Kisters and Tecvia claim that dangerous goods managers now have an even more powerful tool for daily practice



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PPWR and big bags – what does it all mean?

The EU Packaging and Packaging Waste Regulation (PPWR) introduces new reuse obligations from 2030 for certain packaging types, with important consequences for many industrial supply chains.

Whether or not FIBCs will be covered by these specific reuse rules and what this would mean in practice could still be a matter of interpretation.

However, based on the current regulatory text and available guidance, the assessment of Dutch packaging provider NNZ Group is that typical FIBCs used today in industrial and commercial applications should not fall under the PPWR reuse provisions for transport packaging or “sales packaging used for transporting products”.

At Interpack, which took place in Duesseldorf in early May, NNZ was present to offer guidance to customers as to how the regulations might apply, or not, to the industrial packaging sector.

NNZ's reasoning lies in understanding how FIBCs are used today. In practice, filled FIBCs are delivered directly to professional end users (industrial, commercial or agricultural operators) as a ready to use sales unit and are normally not repacked before use. The filled FIBC itself forms the sales unit as it is the container in which the customer receives and uses the product.

Big bags perform several key functions during their lifecycle. For example, there is the sales and presentation function. FIBCs are supplied filled, often with product identification, batch information, regulatory data and brand

information printed on the bag. They are shipped to the end user in this form and constitute the packaging-product unit at the end user's location.

Next is the protection and storage function. The containers protect sensitive contents (eg, food ingredients, dairy powders, chemicals, pharmaceutical intermediates or fertilisers) against moisture, contamination, light, oxygen and other environmental impacts. They are frequently used as long-term storage units in warehouses or on farms, where their robust construction (coatings, liners, dimensional stability) allows space, saving and secure stacking.

In terms of handling and internal logistics, FIBCs are specifically designed for safe filling, lifting, dosing and emptying by means of lifting loops, tailored inlet and outlet constructions, and compatibility with common warehouse and production handling systems (like, forklifts, hoists, dosing stations, etc). These design features serve internal logistics within the end user's operations, not repeated external transport cycles.

Secondary function

So, following this real-world use case, NNZ believes typical FIBCs do not qualify as “transport packaging” or “sales packaging used for transporting products”.

“While FIBCs are certainly transported, this transport function is secondary to their role as packaging that contains and protects the product during storage and use at the end user's location,”



NNZ stated in a white paper ahead of Interpack.

“The design and construction of FIBCs optimise their role as protective storage and handling packaging for bulk materials, not their role as reusable transport containers for multiple trips.”

In addition, many industrial uses of FIBCs seen them emptied in a destructive manner. For example, in construction (sand, gravel, dry mortar) and agricultural (fertilisers) applications, FIBCs are often emptied by lifting and cutting open the bottom of the bag, rendering them impossible for reuse.

Finally, where FIBCs are used for food ingredients (such as, sugar, milk powder, infant formula), pharmaceutical intermediates, chemicals or other sensitive products, realistic reuse would require intensive cleaning to remove all residues and odours from the interior.

Yet, such cleaning would consume significant amounts of water, energy and chemicals, making them technically complex and “environmentally disproportionate” as a standard reuse model. The PPWR itself recognises in the Commission's guidance that such intensive cleaning would not constitute a feasible option for many types of sales packaging.

Economic operators

NNZ says it is important to note that the PPWR reuse obligations apply to ‘economic operators’ who use the specified reusable packaging formats. These obligations do not apply to ‘end users’ that receive and use filled packaging in the course of their activities.

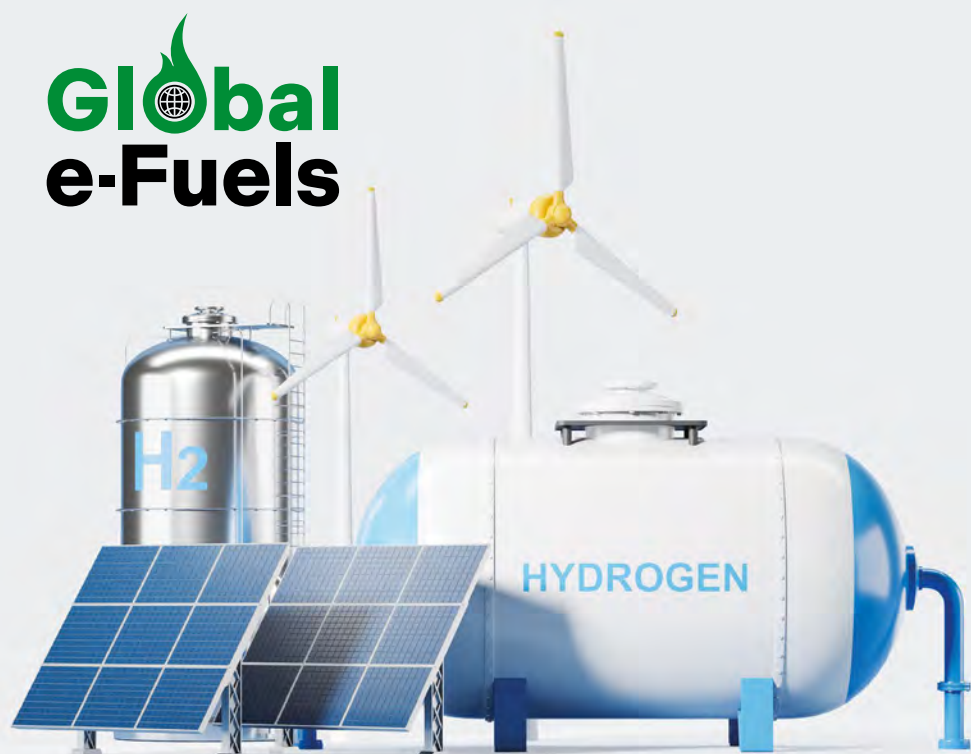
An end user, under PPWR definitions, is “any natural or legal person established in the EU to whom a packaged product is supplied by another person, and who does not reintroduce that packaged product to the market in the form supplied to them”.

So, a company that receives filled FIBCs and empties them in the course of its activities is therefore, in NNZ's understanding, an end user and so not legally obliged to reuse the big bags.

However, FIBC suppliers are encouraged to review their own use of FIBCs and assess how the PPWR may affect their operations. At the same time, they should consult internal or external legal counsel where appropriate, contact industry associations and regulators to ensure legal certainty.

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Schütz Vasitex acquires Brazil's Carmocal

Schütz's Brazilian joint venture Schütz Vasitex is strengthening its market presence in South America with the acquisition of Carmocal do Brasil.

The Brazilian company will continue as an independent unit within Schütz Vasitex.

Carmocal has been active in the Brazilian market as a service provider in industrial packaging management for more than 25 years. It offers a broad portfolio across rental and fleet management, cleaning and inspection, sales, and specialised packaging programmes for IBCs.

“With the integration of Carmocal, we are gaining an established specialist with a strong market position,” a Schütz statement read. “The transaction includes the operational sites in Brazil as well as the right to use the national brand. As an independent unit within Schütz Vasitex, the company will continue its existing business operations and maintain its established

relationships with business partners. Both companies will initially operate independently of one another.”

The transition is supported by a structured and transparent integration process to ensure business continuity and high service quality. The goal is to strengthen operational capacity and make the range of available solutions more comprehensive.

With more than 400 employees, Schütz Vasitex currently operates seven production and service facilities in Guarulhos, near São Paulo and in Camaçari, Bahia, covering a total area of more than 115,000 sqm. The portfolio includes IBCs, PE drums, and canisters, and, following a plant expansion in 2023, packaging from the Green Layer series featuring high-quality recycled plastic in the middle layer.

www.schuetz.net

Gasrec guests 'fuel & feast'

'Operators switching their fleets to bio-LNG can benefit from an immediately available alternative fuel with a resilient supply chain, which is cheaper than diesel and can reduce carbon emissions by more than 80 percent'.

That was the message to more than 100 delegates heard at an event to celebrate Gasrec's latest open-access refuelling facility at Hams Hall, a major industrial and logistics hub in North Warwickshire, UK.

Attendees were invited to 'fuel & feast' at nearby Shustoke Barn, where they heard from guest speakers and enjoyed a tour of the Hams Hall site, including a demonstration of the simple refuelling process.

"It's been fantastic to show existing customers, prospective new ones and industry colleagues our latest large-scale, open-access facility," said Rob Wood, chief executive at Gasrec. "We're very proud of the refuelling station at Hams Hall and it is already seeing a strong throughput of gas trucks every day, which will only continue to grow as more local operators make the transition from diesel."

Located near the M6 and M42, Hams Hall officially opened its doors at the end of 2025 and will fuel up to 1,000 trucks a day at full capacity.

During the event – which was supported by



Arla Foods is moving increasing numbers of its fleet to Volvo gas-powered trucks, helping the dairy co-operative to hit its 2030 sustainability targets

Volvo Trucks UK & Ireland and local dealer Hartshorne Group – attendees learned more about the station build process, how Gasrec selects new sites and its plans to meet the growing demand for biomethane.

Richard Wilson, inbound logistics director at Arla Foods, guided attendees through the journey of switching to bio-LNG. He highlighted the success of moving increasing numbers of his fleet to Volvo gas-powered trucks, which is helping the UK's biggest dairy co-operative to hit its 2030 sustainability targets.

Gary Whitelaw, head of global spreads at Centrica Energy, spoke about the resilience of the UK's bio-LNG supply chain in the face of global headwinds.

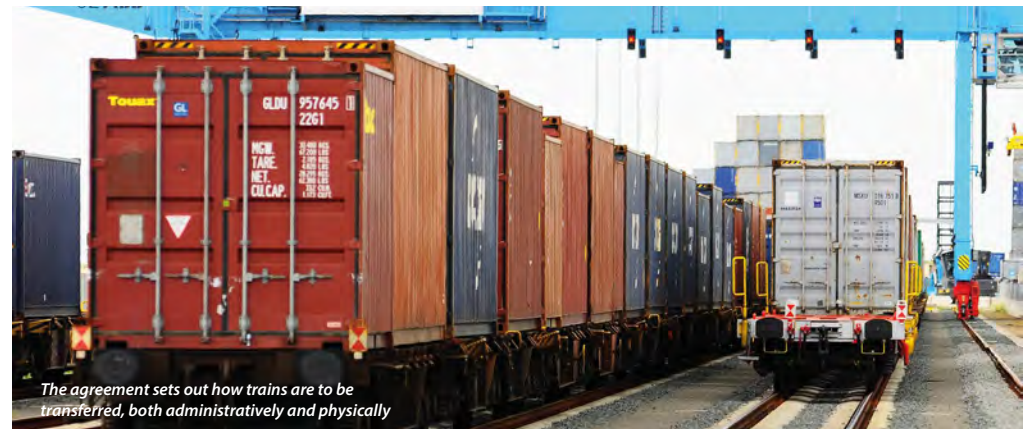
Amy Stokes, decarbonisation director at Volvo Trucks UK & Ireland, discussed the faith the manufacturer has in its gas technology drivelines, how biomethane forms a key part of its three-pronged alternative fuel strategy, and how Volvo's gas trucks offer performance and productivity similar to a diesel-powered truck.

Lastly, Gasrec chief commercial officer James Westcott told delegates about the company's strategy to build a national backbone of biomethane refuelling infrastructure.

Hams Hall is the latest of 18 stations currently operated by the UK's largest supplier of biomethane to the road transport sector, with similar facilities set to open in Warrington later this year and Avonmouth early in 2027. These new facilities complement Gasrec's flagship site at Daventry International Rail Freight Terminal (DIRFT).

"We have big ambitions over the next few years and are on course to fuel 150,000 gas-powered trucks every day by 2030," said Westcott. "That would save the country in the region of 650,000 tonnes of CO2 every year."

www.gasrec.co.uk



The agreement sets out how trains are to be transferred, both administratively and physically

Closer co-operation for Rotterdam rail

Six rail operators – Rail Force One, HSL Netherlands, DB Cargo Nederland, RTB Cargo, LTE and Rail Cargo Group – have signed an agreement, led by Port of Rotterdam Authority, to improve operational co-operation on the Port Railway Line.

Under this so-called shunting agreement, rail operators – who together account for 70 percent of the market – can take over each other's journeys at fixed rates in the event of capacity issues. This form of co-operation is intended to prevent train cancellations and long delays.

Furthermore, the collaboration ensures that a contingency plan is immediately available in the event of deviations from the standard timetables, enabling trains to be taken over quickly. Terminals benefit because their tracks are cleared in good time even in the event of disruptions, allowing scheduled trains to run as planned. The partnership, known as 'Track Together', launch on 1 April as a seven-month pilot scheme. If the programme proves successful, it will continue on a permanent basis.

A shunting agreement is essential to providing clarity and certainty to all parties involved when carrying out work on the entire Port Railway Line – from Kijfhoek to the Maasvlakte and vice versa, including all intermediate stations and terminals. The agreement sets out how trains are to be

transferred, both administratively and physically, and the respective responsibilities of both the principal and the contractor. The shunting agreement thus forms the basis for safe and effective co-operation throughout the port area.

Track Together strengthens co-operation between rail operators in the port of Rotterdam. By sharing information more effectively, the platform helps to ensure more efficient operations and a more reliable rail network for all stakeholders', said Jordy Hermes, product design specialist at LTE.

Martin van der Linden, production manager at HSL, added: "Track Together will enable transport operators to collaborate more efficiently via the platform in the event of disruptions at the port of Rotterdam, thereby ensuring better utilisation of capacity."

Journeys are booked via the specially developed 'PortFlow' app. The app was developed by RailApp with the support of the Port of Rotterdam Authority and the Topcorridors programme. During the pilot period, the app developer, the Port Authority and the rail operators will meet monthly to review the collaboration. This is the first time that various rail operators have collaborated in this way in Rotterdam port.

www.portofrotterdam.com

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The toll replaces the Eurovignette and applies to trucks over 3,500kg



Truck owners will pay a per-km fee on almost all motorways, as well as on selected provincial and municipal roads



Truckers prepare for new Dutch toll

The Dutch government will introduce a new kilometre-based truck toll on 1 July this year. The system replaces the Eurovignette and applies to trucks over 3,500kg, with charges based on vehicle weight, emission class, and CO2 category.

The new toll will directly influence operating costs, fleet planning and long-term fleet investment - not only in the Netherlands but also for cross-border transport across Europe.

What truckers need to know

Known as the 'vrachtwagenheffing', the new regulation applies to heavy trucks (categories N2 and N3, >3,500kg) whether registered in the Netherlands or abroad. The tariff level is determined by the CO2-emission class recorded at the moment of vehicle registration.

For European fleet operators, this means that truck owners driving in the Netherlands will be required to pay a per-kilometre fee on almost all motorways, as well as on selected provincial and municipal roads.

How much to pay depends on:

- Vehicle weight (technical maximum mass)
- CO2 emission category
- Euro emission class (not always required)
- Cleaner and lighter vehicles will pay a lower rate, reinforcing the Dutch government's goal to stimulate low-emission transport.

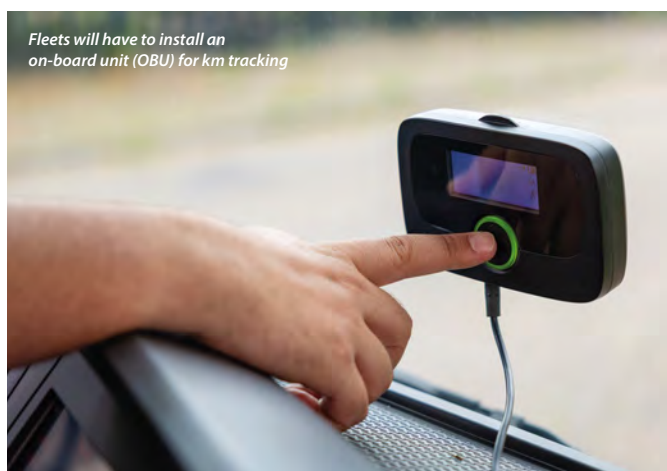
All domestic and foreign trucks in categories N2 and N3 with a technical maximum weight of >3,500kg have to pay. It does not matter whether the vehicle is empty or loaded.

The technical maximum mass is the maximum mass that a vehicle with its load may weigh according to the manufacturer.

N2: Trucks with a technical maximum mass of more than 3,500kg and up to and including 12,000 kg.

N3: Trucks with a technical maximum mass of more than 12,000 kg or more.

Fleets will have to install an on-board unit (OBU) for km tracking



Vehicles with an exemption:

- Electric trucks and vans (zero emission) up to 4,250kg.
- Trucks with a one-day registration number
- Trucks with transition registration number (transit plate)
- Trucks with a trade plate
- Rubbish trucks, street sweepers and drain cleaners
- Defence vehicles

For the following vehicles, users have been able to apply for a dispensation since 1 April:

- Vintage trucks (40 years or older and only used privately)
- Police and fire vehicles

A registration is required for a vehicle with a non-Dutch (European) license plate that qualifies for an exemption.

The toll aligns the Netherlands with existing toll systems in Germany, Denmark and Belgium, enabling fleet operators to use one toll service provider across multiple countries. This is said to reduce the administrative burden and improve cross border efficiency.

Cleaner vehicles will be charged less, encouraging fleets to adopt more efficient and sustainable equipment. Subsidy opportunities increase as revenue from the toll is reinvested into subsidies for electric trucks, hydrogen vehicles and charging infrastructure.

What it really means

Trailer rental company TIP says the toll will create both challenges and opportunities, affecting fleet operational costs and route strategies across Europe. Depending on a fleet's age, fuel type, and usage patterns, this can impact the cost-per-kilometre significantly.

The cost per route will change, as companies will need to recalculate cost structures to keep margins competitive. In parallel, fleet sustainability becomes commercially beneficial, with low- and zero-emission trucks enjoying reduced toll rates or exemptions. And cross-border operations become easier, as the Dutch system is aligned with those in other countries, allowing toll payments via one provider.

According to the official toll website, fleets will have to:

- Sign a contract with a toll service provider
- Install an on-board unit (OBU) for kilometre tracking
- Verify truck classification (weight, Euro class, CO2 category)
- Review route choices, cost forecasting, and operational impacts.

The introduction of the truck toll will require evaluating which vehicles remain cost-efficient under the new system and identifying where upgrades or replacements may be necessary.

Paul Beadle, chief operating officer of TIP Group explained: "The Dutch truck toll means operators will need to make timely and well-informed decisions about their fleets. Our role is to help customers understand the impact, look at the available options and plan ahead with confidence, so they can keep their operations efficient today while preparing for the next stage of transport regulation."

Many fleet operators are actively pursuing sustainability, yet uncertainty remains around the optimal timing, scale of investment, and operational suitability of electric trucks. This makes the current period strategically significant. Selecting an efficiently configured diesel truck today can help operators avoid unnecessary kilometre-charge exposure, while still preserving the flexibility to transition to zero-emission transport as conditions evolve.

More information is available at:

www.vrachtwagenheffing.nl

Briggs bought by IFM

Logistics handling rental firm Briggs Equipment UK has been acquired by pension capital firm IFM Investors.

IFM has invested more than £5 billion into UK infrastructure over the past 20 years, with investments including stakes in Anglian Water, M6Toll and Manchester Airports Group. Its global portfolio comprises some of the world's largest infrastructure assets, including ports and freight terminals outside the UK.

Formerly owned by Sammons Enterprises, of Dallas, Texas, Briggs Group is one of the largest providers and service organisations for capital equipment across the UK and Ireland.

Headquartered in Cannock, Staffordshire, Briggs has experienced significant growth in recent years and reported turnover of approximately £450 million for 2025.

www.briggsgroup.com

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FFS for Cape Town upgrade

South Africa's Transnet National Ports Authority (TNPA) has appointed FFS Tank Terminals as the preferred bidder to refurbish and operate a bulk liquids terminal for a 25-year concession period at Port of Cape Town.

The terminal, specialising in edible oils and compatible cargo, is a brownfield development covering approximately 6,289 sqm within the Liquid Bulk Precinct, boasting a projected investment value of R102 million - including capital and maintenance costs.

FFS Tank Terminals will finance, construct, operate and maintain the terminal, and transfer it back to TNPA at the end of the concession period. The work includes upgrading storage tanks to enhance structural integrity and repurposing the existing import pipeline, which is currently used for vegetable and edible oils.

The investment will also focus on repurposing the Nautilus facility as well as upgrading gantry and receiving systems. Once upgraded, the import pipeline will suitably handle additional new cargo types, such as caustic soda lye and monoethylene glycol at the terminal. These improvements are expected to enhance the throughput of vegetable oils and specialty chemicals through the port.

"The modernisation of this terminal is part of TNPA's strategic shift towards diversification in response to evolving market demands," said Dr Dineo Mazibuko, TNPA general manager commercial services.

"It ensures the security of supply of industrial and food service supplies while meeting new market demands for importation of specialty chemicals. This is a vital contribution to economic stability while optimising infrastructure utilisation and commercial viability of our seaports."

This milestone follows the successful conclusion of the Section 56 process under the National Ports Act of 2005.

FFS Tank Terminals (Pty) Ltd is a Level 1 B-BBEE contributor, bringing more than two decades of experience in bulk liquid terminal operations. The company operates multiple manufacturing sites, storage facilities and tank farms across the country, and is committed to ongoing investment in local suppliers and skills development initiatives.

www.transnet.net



The GeoPura plant at Tilbury will generate hydrogen via electrolysis

Green hydrogen plant confirmed for Tilbury

GeoPura and Forth Ports have penned an agreement to produce green hydrogen on site at the UK's Port of Tilbury starting this year.

The plant will support the decarbonisation of one of the UK's most important logistics hubs and put Tilbury among the first major British ports to host commercial-scale hydrogen production for heavy industrial use.

Enabled by £2 million of Thames Freeport seed capital, the project will support the decarbonisation of port operations and establish Tilbury as a testbed for low-carbon fuel use in heavy industry.

Under the 10-year agreement, with an option to extend, GeoPura is developing an initial 1MW low carbon hydrogen production plant at Tilbury. The facility will generate hydrogen via electrolysis which is planned to be powered by on-site solar panels, creating a secure, locally produced supply of zero emission fuel for port operations and

the wider Thames Estuary.

The UK Government has a goal to reach net zero greenhouse gas emissions by 2050. Transport accounts for over a quarter of the UK's carbon emissions, including heavy goods vehicles (HGVs) and non-road mobile machinery. As a major port operator, Forth Ports is looking for new and innovative sustainable solutions to ensure effective energy transition as it works towards its goal to become net zero by 2042.

Tilbury handles millions of tonnes of cargo each year. The diverse operations utilise an array of plant and equipment, including reach stackers, forklifts and HGV tractor units to keep goods moving. Decarbonising these operations presents an opportunity, not only to reduce carbon emissions, but also to improve local air quality and protect worker health.

www.thamesfreeport.com

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www.transportlogistic-china.com
Multimodal
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www.multimodal.org.uk
Road Transport Expo
30 June - 2 July
Stoneleigh, UK
https://roadtransportexpo.co.uk
Fecc Annual Congress
14-16 September 2026
Vienna, Austria
www.fecc.org
EPCA 60th Annual Meeting
5-8 October 2026
Vienna, Austria
https://epca.eu



The CSG facility offers a full suite of caustic dilutions and is able to pump water at 1,200 litres per minute

Boosting Britain's caustic soda supply

CSG subsidiary GI Chemical Solutions is rapidly expanding its presence in the UK caustic soda market, growing its investment in infrastructure to support operations.

Since launching its operations in Britain, the company has grown the amount of caustic soda it distributes to several thousand tonnes each month and manages an average of more than 55 bulk loads a week.

GI Chemical Solutions recently partnered with Spanish energy firm Exolum to commission an 11,500 tonne caustic soda storage tank at Port of Immingham, expanding the UK's capacity and strengthening supply resilience for key manufacturing sectors.

The facility, managed in partnership with Exolum, provides a dedicated distribution and storage hub for caustic soda on the East Terminal in Immingham, featuring a specialised tank and upgraded tanker-loading infrastructure. Operated by GI Chemical Solutions, it is the largest seaborne caustic soda tank in the region and is designed to support growing industry demand across the UK.

The new facility offers 24/7 loading, improving speed and flexibility for customers.

To address delivery challenges often reported by manufacturing customers, the company has developed advanced dilution times at its dedicated water dilution facility at Immingham. The facility offers a full suite of caustic dilutions and is able to pump water at 1,200 litres per minute, improving the speed of bulk caustic soda supply and strengthening supply chain resilience.

"Expanding into the UK market has been a big milestone for us, and the response has been incredibly strong," said Nick Pickering, business development manager, GI Chemical Solutions.

"Customers here already know us for being reliable and easy to work with, and the Immingham facility helps us maintain that standard – delivering quickly, with the industry-leading dilution times that we're known for."

The caustic soda tank at Immingham strengthens the UK's long-term chemical supply capability. The product is essential in sectors such as textiles, pharmaceuticals, food processing, water treatment, and metals processing, meaning reliable supply is critical for many industries. An additional facility at Immingham helps to support domestic resilience of caustic soda supply.

"This investment at Immingham is about making UK supply more resilient and more responsive," added James Scarisbrick, commercial manager, chemicals at Exolum.

"By adding dedicated storage and loading, we're giving customers faster access to the caustic soda they rely on, at the times when they need it, helping boost confidence in continuity of supply. As an independent operator, we're focused on operational excellence and on building the infrastructure that keeps UK manufacturing moving today, while strengthening the foundations for long-term industrial resilience."

www.csg-corporate.com

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Aerial view of Port of Willemstad, Curaçao. Maritime port agency LBH is present in 24 countries

Rhenus takes control of LBH

German logistics group Rhenus Group has completed the acquisition of the remaining 49 percent stake in LBH Group (LBH Global Agencies Inc), thus completing the full integration of the entity within the group.

Maritime port agency LBH is present in 24 countries, and now becomes a wholly-owned subsidiary of Rhenus, in accordance with the strategy initiated in 2023 when the two groups formed their partnership.

Specialising in managing port calls for vessels operating in the transport of dry bulk, liquid cargo, containers, and general cargo, LBH has established itself as a leading player in the international maritime agency market. The acquisition of the remaining shares held by the Legendijk family consolidates a long-standing collaboration.

The merger was designed from the outset to combine LBH's global footprint in port agency services with Rhenus' international logistics network. This complementarity has strengthened the capabilities of both groups, expanded their service portfolios, and enabled them to offer clients increasingly integrated and resilient supply chain solutions.

As part of the acquisition, LBH will remain a central pillar of Rhenus' maritime strategy. The company will continue to operate under its recognised brand.

DG warehouse

In Thailand, Rhenus is opening a new dangerous goods warehouse in Bangkok.

The new warehouse enhances the company's footprint in providing companies support in specialised goods logistics.

The addition is in line with the company's plans in Asia Pacific to support storage needs for general commodities and specialised goods.

Located near key ports, and next to its current KM19 warehouse in Bangna Trad, the new warehouse aims to strengthen its capabilities in Thailand, as well as the region.

Thailand's warehousing market is expected to grow at a compound annual growth rate (CAGR) of 8.7% from 2023 to 2028. This is primarily due to the expansion of the e-commerce sector, increasing foreign direct investment in manufacturing, and the rising demand for third-party logistics services. The development of specialised warehousing is also gaining traction due to growing demand for temperature-sensitive and high-value goods.

The 5,817 sqm purpose-built dangerous goods compliant facility connects conveniently to key logistics infrastructure and its existing KM19 warehouse, optimising operational efficiency for its customers.

The warehouse will open in phases to support companies with a mix of dangerous and non-dangerous cargoes, enabling integrated storage and handling within one site while maintaining clear segregation and compliance requirements. Key features of the warehouse include 90-minute fire-rated walls and doors, explosion-proof electrical components, fire pumps and sprinklers rated for dangerous goods and explosion-proof ventilation.

Marcus Fornell, regional head of Rhenus APAC Warehousing Solutions, said: "As more manufacturing businesses incorporate the China+1 strategy and increase capabilities in Southeast Asia, Rhenus is scaling up its presence in this region to support the varied storage needs - from general to specialised manufacturing industries' needs. As one of our regional hubs, we will continue to invest in Thailand with more flexible resource allocation solutions."

"The new facility enhances our ability to provide fully integrated warehousing solutions for customers with both DG and non-DG requirements," added Pakpoom Chaokaweepong, general manager - warehousing solution operations, Rhenus Thailand.

"Positioned within our KM19 main site, the key logistics hub in Thailand, we can leverage on shared resources, optimise costs, and deliver operational flexibility while maintaining the highest safety and compliance standards. This also enables us to offer scalable and efficient solutions which align with customers' evolving supply chain needs."

www.rhenus.group

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Why you should join ITCO



ITCO was founded in 1998 as the trade association for companies engaged in the global transport of bulk liquids, gases, and powders by intermodal tank container. Today ITCO has more than 180 registered members, located around the world. The member companies include manufacturers of tanks, tank lessors, operators, and service companies, and therefore represent the whole tank container ecosystem. It is estimated that the membership operates a large majority of the more than 880'000 tanks in the global fleet.

ITCO represents the tank container industry towards chemical and liquid food producers, the public, governments, and regulatory bodies around the world. It participates in regulatory processes impacting the industry (e.g. IMO, RID/ADR), provides technical advice to members through a series of Technical Guidelines designed to raise standards across the industry, and arranges informative membership webinars, work groups and conferences.

ITCO

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Contact: secretary@itco.org
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