



Tapping in

News about Bulk Liquids Industry Association Inc

Winter 2016 Edition

Welcome

By all reports our first meeting of the year in Sydney on Tuesday 19 April 2016 held at the Cruising Yacht Club of Australia, Darling Point was a success.

Mark Williams of Sanmar Consulting and Lee Stringer of Safe Load Program addressed members and guests on issues relating to safety in transport and industry in general.

Finally, The Victorian state government has legislation to sell the leasehold for the Port of Melbourne.

Still a lot of work to be done but we can report that the current PoMC will be renamed as Vic Ports Corporation a Government instrumentality to control of the waterways, hazardous materials authority, station pier Port Melbourne and matters pertaining to Government requirements.

The change will be effective from 1 July

Milk was the second liquid available to mankind

According to Chapter 1 Verse 25 in the *Book of Genesis* milk was the second liquid available to mankind.

Australian Milk production in the 12 months ending June 2015, increased by nearly 360 million litres or 3.8%, to 9.73 billion litres. Except for a few teats full, all of the milk produced would have been transported as a bulk liquid.

Every day on our freeways, highways or country roads trucks hauling tankers trailers mingle in with the general traffic flows and only people in the industry are aware what is being carried. Most motorists would twig petrol and gas as the tanks generally have company branding. But amongst those trucks are many stainless steel tankers that cart milk from the farm to a processing plant.



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This is the story of one of those trucking companies. McColl's Transport Pty Ltd
When McColl's began in 1952, it was a family-run operation with a single vehicle transporting milk to Geelong.

More than 60 years later, McColl's is the country's largest independent carrier of milk, bulk food products and bulk chemicals, with an operation encompassing every Australian state.

Cans and vats may have given way to modern bulk tankers but what hasn't changed is McColl's commitment to customer service.

McColl's Transport Chief Executive Officer Jamie Bolton said the company remained firmly focused on meeting the highest standards of reliability, compliance and safety.

Following the expansion of a long-standing client into Tasmania, McColl's opened its first depot in the island state in September 2015. The Scottsdale service collects milk from farms in the state's north-east and delivers to production plants at Wynyard and Spreyton.

Mr Bolton said infrastructure investment was vital to ensuring McColl's met the current and future needs of its customers.

"To that end, we've also purchased land in northern Victoria for a staging station to service our farm milk collection in that state," he said. "Planning for the staging station is well underway and it is expected to open later this year."

Although McColl's is expanding into new geographical markets, it has stayed true to its roots with a thriving farm milk collection business. Each year, McColl's collects about 1 billion litres of milk from farms across Australia and transports it to dairy processors. Specialised drivers ensure the integrity of the milk supply while loading and unloading, as well as on the road.



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The fleet now comprises 190 prime movers and 500 tankers across 15 depots. Every vehicle is GPS enabled, allowing McColl's to receive location and speed information in real time.

Technology such as this plays a major role in McColl's success. The company invests heavily in developing systems to improve the safety, efficiency, productivity and accountability of its operations.



Brown Coal Briquettes

The onset of winter and the story about milk fired up the memories!

At Morwell in Victoria's Latrobe Valley brown coal was turned into briquettes both for industry and home consumption. The production commenced in 1949 and finished around 2014. Many issues impact on the demise of the humble briquette. Some say it may become resurgent!

For the dairy industry briquettes were used extensively on the then small farms. Prior to the 1970s, the dairy industry was made up of large numbers of small family owned farms milking under 70 cows. Today average herd sizes are in the mid two hundreds.

Most farmers had briquette fired heaters in the dairy to provide the necessary hot water hygiene. These briquettes were railed in bulk to major distribution centres operated by the State Electricity Commission or the fuel merchants in regional towns. There they were bagged for distribution around the district, but some were also delivered in bulk using small tip trucks.



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Most households had briquette fired hot water units and heating from briquettes or wood. The best heat was delivered by a combination of wood and briquettes. The fuel was sourced from local wood yards and generally delivered to the customers.

There was a major power station at Newport where electricity was generated using brown coal briquettes that were railed direct into the plant by up to six trains a day. The Victorian Railways had extended the electric overhead to Morwell and used electric locomotives to haul the trains to Melbourne. This power station's main task was to power the suburban electric train network.

Today the Newport Power Station is a gas fired unit that is mainly for peak shaving. It was often though ironical that the electricity supplier was the largest user of gas as they compete in the market place.

Many thousands of tonnes of briquettes were exported to Europe and Asia and across state borders to large industries.

The Panama Canal

The Panama Canal revolutionized global trade when it opened more than a century ago. Now, the agency charged with operating and managing the canal is close to finishing a \$5.25 billion project to add a third set of locks, which will accommodate larger ships. The expansion began in 2007 and will be [officially inaugurated at the end of June](#) 2016.

Currently, only ships with a carrying capacity of up to 5,000 20-foot equivalent units (TEU) can traverse the canal. The expansion will allow for the passage of so-called "post-Panamax" megaships, which can carry 13,000 TEU. This could mean a significant uptick in Asian containerized traffic heading to ports on the U.S. East and Gulf coasts, some observers say.

It's still up for debate exactly how the expansion will impact shipping patterns, but several U.S. ports and railroads say they're ready for any changes coming



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their way. Their prep work has included deepening harbors, building new intermodal facilities and developing better supply-chain efficiencies.

Source:- http://www.progressiverailroading.com/intermodal/article/Ports-railroads-continue-infrastructure-upgrades-as-Panama-Canal-expansion-nears-completion--47887?source=pr_digital04/20/2016&email=michael.halley1@bigpond.com

U.S. Chemical Industry Investment

WASHINGTON (April 6, 2016) – The American Chemistry Council (ACC) today announced that U.S. chemical industry investment linked to plentiful and affordable natural gas and natural gas liquids (NGLs) from shale formations has reached \$164 billion.

40 percent of the investment for the 264 projects—new facilities, expansions and factory re-starts—is completed or underway, while 60 percent is in the planning phase.

ACC analysis shows that \$164 billion in capital spending could lead to \$105 billion per year in new chemical industry output and support 738,000 permanent new jobs across the U.S. economy by 2023, including 69,000 new chemical industry jobs, 357,000 jobs in supplier industries and 312,000 jobs in communities where workers spend their wages. Much of the new investment is geared toward export markets, which can help improve the U.S. trade balance.

One beneficiary

Dow Chemical is bringing online two gulf coast plants in 2017-19 that will produce 1410 kilo tons per annum of PE. The production of their two new plants and supporting warehouses is well under way.



Dow's Freeport Texas Polyethylene Plant



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It is projected that there will be \$47 billion in investments in new production in plastics resins alone in North America in the next decade, with most of that production being based in the Gulf Coast. PE production is expected to grow by more than 50 percent by 2020, and plastic exports out of the U.S. to increase by over 300 percent by 2030. In fact Dow's production alone will increase by 35 percent, in comparison to a 2015 base year, by 2019. This will mean 250,000 new container shipments per year when production has fully ramped up, with 70 percent of that increase being dedicated to the export market.

Source: - <https://logisticsviewpoints.com/2016/04/25/strategic-planning-is-critical-to-dow-chemicals-supply-chain/>

Ink is a liquid transported in bulk

Those of a certain age will not have had the pleasure of dipping a girl's plaits in the inkwell on their desk, or learning to write with a steel nib that had to be continually dipped in said inkwell.

In January 1938 the Sydney Morning Herald under the above headline had a story about a more efficient way to deliver ink to newspapers.

"An interesting development of the commercial tank waggon [sic] is the special vehicle which has been put into service in Melbourne for delivering news ink in bulk to the newspapers.

"The tank and delivery pipes have been specially designed for this purpose- quite a new one as far as Australia is concerned and the vehicle is fitted with an air compressor so that the ink may be pumped out of the tank into bulk tanks at the newspaper offices by compressed air."

"The practice hitherto has been to deliver ink to newspaper offices in 4cwt drums, involving a good deal of time and labour."

"The tank and its special equipment are mounted on a 1937 model Ford V8 truck chassis, the salient features of which are the eight-cylinder engine, developing 90 brake horsepower, four-speed gearbox, and dual pneumatic tyres at the rear"



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The story went onto say “The adoption of this method of delivering news ink shows that there is hardly a liquid used in quantities in business and in normal daily life which cannot be transported efficiently and economically in bulk by motor powered tank waggonss [sic].”

Over sixty years ago I accompanied a relative to Brisbane in a truck owned by Colliers Bulk Liquid. The load from Melbourne was red ink and we back loaded with whale oil to a soap manufacturer in Sydney.

With the advent of ball point pens and more recently the move from hand written to electronic text the volumes, packaging and destinations of ink transported have changed markedly.

Today smaller intermediate bulk containers [IBC] of around 1000 litre capacity is the most common vessel for the transport of ink. Ink supplies for the largest selling newspaper arrive in IBC units already batched.

Was once bulk liquid

Marine litter is human-created waste that has been intentionally or unintentionally discharged into the coastal or marine environment. Its effects have prompted governments, private enterprises, environmental groups, and countless citizens to take action.

Marine litter is not only unsightly – it can harm ocean ecosystems, wildlife, and humans. It can injure coral reefs and bottom dwelling species and entangle or drown ocean wildlife. Some marine animals ingest the litter, which can result in starvation and death. Medical waste (such as syringes), sharp objects, and large pieces of litter can pose a direct threat to humans. In addition, the economic impact of marine litter is significant.

While marine litter consists of all sorts of materials, many plastics float, making them more visible. Many also are resistant to degradation and persist in the marine environment.



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Plastics makers and processors have long been involved in efforts to reduce plastic marine litter, from conducting research to enhancing product stewardship to cleaning up beaches.

To consolidate and leverage these efforts, and to generate additional innovative solutions, 47 plastics associations from regions across the globe signed the Declaration of the Global Plastics Associations for Solutions on Marine Litter in March 2011. The Global Declaration represented a public commitment by a global industry to help tackle a global problem: plastic litter in the coastal and marine environment.

The 2016 Progress Report provides an update on the commitments made under the Global Declaration.

Source and more information → :

<https://www.marinelittersolutions.com/what-we-do/progressreport/>

