

# Klinge down to -60 degC

Klinge Corporation will deliver a "Container Blast Freezer Unit" (CBU) capable of holding a temperature of -60 degC (-76 degF) to the Ministry of Marine and Fisheries of Indonesia. The equipment is being supplied by Klinge's local partner, PT Waisy Indonesia for the Fishermen Empowerment project, and will be used to keep sushi-grade tuna at its required temperature.

Klinge will supply its CBU-30 unit, designed for quickly freezing cargo down to -60 degC. "Blast freezing tuna and other high-value fish to an ultra-low temperature of -60 degC substantially reduces transportation costs, as the fish can be transported by container ship, rather than being air freighted. It also allows for long-term storage of the tuna, so customers can purchase as needed and no tuna is wasted. Tests have also shown that shelf-life is increased when tuna is frozen to -60 degC and thawed, at a time of the customer's choosing, in a controlled environment," Klinge said in a statement.

The Blast Freezer features a two-step refrigerant system, with a high-temperature side with two compressors operating on R134a, and a low-temperature side with a single compressor operating on R23. The high-temperature system cools the condenser for the low-temperature system.

The CBU can be set to achieve the desired temperature in either a 12 or 24-hour cycle, during which time it maintains the air supply at between -30 degC and -65 degC, depending on the cargo capacity. Klinge's design features a special evaporator fan that maintains full airflow, even when the cargo load has high internal pressure drop, and an adjustable ceiling to provide efficient airflow control by ensuring the maximum airflow is pulled across the cargo at the optimum height.

The Klinge CBU-30 was delivered to the Port of Surabaya, where it was then transferred to the remote Banda Islands



# CIMC issues profit warning

CIMC, the world's largest container manufacturer, has issued a profit warning ahead of its final results for 2016 being available. The firm said it is "expected to record a substantial decrease in consolidated net profit attributable to shareholders and other equity holders of the company for the 12 months ended 31 December 2016".

In 2015, CIMC booked a net profit of RMB1,974,005,000, but, for 2016, it expects that result to be "Nil to RMB987,003,000", a decrease of between 50% and 100%. The company cited two main reasons for the precipitous drop: trade factors (including reduced demand for containers, a slowdown in Chinese exports, currency fluctuations and weak trading conditions); and CIMC's move to terminate its acquisition of the entire equity interest in Sino Pacific Offshore & Engineering Co Ltd. CIMC made provision for an impairment charge of RMB 1.2B in its 2016 half-year results, and now expects "a relatively large amount" of that figure will be booked against its final 2016 earnings.

# Leschaco expands its worldwide network

The globally operating logistics service provider and tank container specialist Lexzau, Scharbau GmbH & Co. KG (Leschaco) has expanded its worldwide network with new branch offices in Japan and the USA.

Bremen-based Leschaco recently opened its new US office in Los Angeles. The latest move gives the group its 19th office in the Americas, a region that its management sees as offering the company considerable growth opportunities. It follows the setting up of an office in Miami in Q2 2016, and both offices are seen as regional centres for developing the liquids trades to/from the eastern and western seaboard of

South America, respectively. In the Asia-Pacific basin, Leschaco has added an office in Osaka, Japan.

"Through our presence in Osaka, we will intensify our business with existing customers in western Japan, and develop a new business stream at the same time," said Jörg Conrad, owner and CEO of Leschaco.

Japan is Leschaco's largest market in Asia, but one that is still expanding. It is also the location for the group's so-called competence centre for the area, with the office in Tokyo being responsible for all tank container operations, including pricing and fleet management, in the region.



Leschaco operates a fleet of approximately 4,000 tank containers, and generated annual revenues of about €720M in 2016

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## When Purchasing a Shipping Container Never Forget The

# 7 Questions

New containers may all look alike on the outside. But what's going on under the surface? As you will see in the comparison below, there can be a big difference in quality, durability and capability between a low specification and high specification box.

	High Specification Box. As always used by Flex-Box. We never use low spec.	Low Specification Box. As used by many traders.
1 What is the Tare weight? <i>(The weight of the empty box)</i>	2,185 kg ✓	2,040 kg That's 145 kg less material ✗
2 How thick is the roof panel?	t 2.0 mm ✓	t 1.6 mm Weak and prone to rust penetration ✗
3 How thick are the side panels? <i>(For each of the five panels)</i>	t 2.0 mm outer t 1.6 mm inner ✓	t 1.6 mm Weak and prone to rust penetration ✗
4 How thick is the door panel?	t 2.0 mm ✓	t 1.6 mm Weak and cheap feeling ✗
5 How strong is the floor payload test?	7,260 kg ✓	5,460 kg Likely floor failure under heavy load ✗
6 How many years is the paint guaranteed for?	5 years ✓	2-3 years Very weak rust protection ✗
7 What is the composition of the external paint? <i>(Specifically the thickness of the Zinc rich primer)</i>	Zinc primer 30 um Middle coat 40 um Top coat 40 um ✓	Zinc primer 10 um Middle coat 40 um Top coat 30 um Very weak rust protection ✗

When you have the answer to these seven questions, you can compare that box's specifications to those of a Flex-Box container. Then you can make an informed decision on which of them you want to buy.

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