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Global News & Information on the Quarrying, Recycling & Bulk Materials Handling Industries

September/October 2025 | Issue 94

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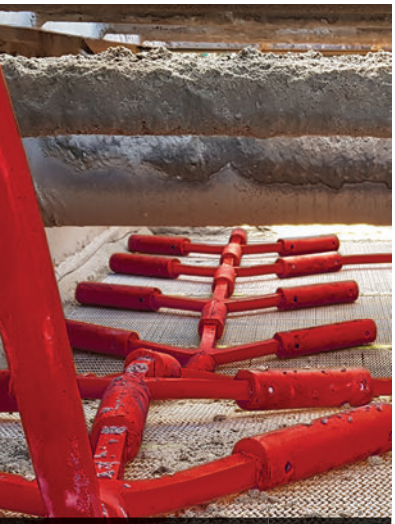

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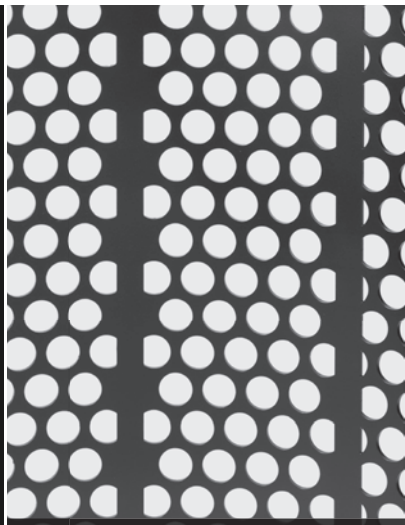

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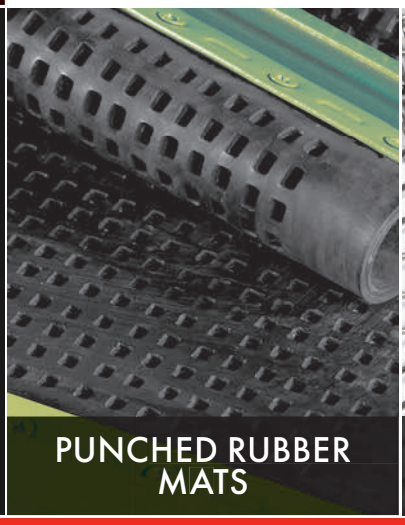

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Port Sutton Bridge Ltd takes delivery of a new Sennebogen 865E Hybrid Material Handler

The Port Sutton Bridge Ltd sits just a few miles inland of the coastline of The Wash, historically one of the most important trading routes with our European cousins.

Originally opened in 1881, the port sits on the banks of the River Nene and is the only heavy-lift port on the river. Port Sutton Bridge has recently been incorporated into the Gold Star group of companies and provides a 350-metre-long wharf accommodating between four and five vessels, with a maximum vessel length of 120 metres and 17 metre beam. Vessels up to 5000 DWT, with a draught of 6 metres can be accommodated at spring tide. "Whilst vessels of up to 5000 DWT can be accommodated on the highest tides, we can regularly handle vessels up to 3000 DWT on a daily basis." Director Gavin Patrick commented. "We are essentially a dry goods port handling bagged sand and cement, scrap metals, and bricks. Thanks to the substantial quayside construction, we are also building a reputation for the ability to handle a variety of heavy lift operations."

Whilst the heavy lift projects are handled by one of the UK's leading heavy logistics companies, the day-to-day cargo handling is undertaken in house by the experienced Port Sutton Bridge team. "When we purchased the site, the deal included a material handler which had seen better days." Gavin commented. "Our plans to increase the throughput of material at the site meant we needed to find a suitable replacement. Already operating a small fleet of material handlers throughout the group's other sites, we knew what we wanted for Sutton Bridge. Whilst our fleet is dominated by Sennebogen material handlers, they are all smaller machines, and we felt that we needed to look at the wider market before making such an important purchasing decision."

With a selection of quotations received, the details were analysed before the decision to purchase a new Sennebogen 865E Hybrid was made. "We received cheaper quotes for the basic machine, but it was the entire package offered by Molson Green which made the decision a relatively easy one for us." Gavin explained. "Throughout the rest of the fleet we have had very little in the way of issues with the Sennebogen product, it's well built and designed to handle almost any operation.

The 865E Hybrid is one of over 20 different material handling models in the German manufacturer's range which are sold and serviced exclusively by Molson Green in the UK. "We can offer a huge range of material handling solutions from just 18 tonnes to over 400 tonnes in operating weight." Brian Albiston, Molson Green's Product Specialist commented. "As a manufacturer, Sennebogen are focussed on the material handling sector designing productive, operator friendly and fuel-efficient machines just for this industry."

When specifying the new material handler, Gavin was able to choose from a huge option list enabling him to build the machine to ideally suit all applications the port will see. With three wheeled and a crawler undercarriage to choose from, Gavin opted for the MP80 wheeled option which sits on four 26.5-25 solid rubber tyres. The heavy-duty undercarriage comes with four-point outriggers which spread the weight of the machine when operating and provide a stable platform on any surface. At almost 2m high, the undercarriage is fitted with substantial galvanised steps and handrails allowing safe and easy access to the machine's upper structure from any position. There is also a pair of large toolboxes incorporated into the chassis of the machine allowing a variety of tools and lifting accessories to be stored in a dray and safe location.

The huge green upper structure of the 865E Hybrid houses a 261Kw Cummins X12 diesel engine which meets Stage V emissions regulations and many of the Sennebogen range, is accessed through large gullwing style canopies on each side of the machine. A neat feature of the range is the fitment of a long rail along both sides of the bodywork to which a galvanised ladder is attached to give easy and safe access to the components inside. "It's very rare we have to access the components as all daily checks can be carried out from inside the cab." Gavin explains. "The ladder access is a safe and simple solution to a problem that can be made to be overcomplicated for no reason at all."

Like the undercarriage, the cab and cab riser choice can be selected to suit a variety of applications. The Sutton Bridge machine has been specified with an E300/270 riser which allows the operator to lift and push forward the cab allowing them a better view into the hold of vessels they are loading or unloading. The large and spacious cab offers a host of 'home comforts' for main operator John Baggaley including a premium, air suspended and heated seat with a range of movement designed to suit any operating style. Along with the Bluetooth connectivity, DAB radio and ample storage solutions, the cab has been laid out to allow for easy and intuitive operation. "It's a very comfortable cab to spend a long shift in." John commented. "Whilst the large areas of glass allow great vision all around, my only criticism would be the cross member on the front windscreen."

With the need to handle a variety of cargo types, the Sennebogen port range can be configured with a variety of boom and stick options. The 865E is available with eight different options ranging from 18m up to 25m. There are two boom options K for straight industrial and B for greater reach at depth. Both the K25 and B24 come in Port configuration offering the longer reach with more load capacity. The Port Sutton machine has been delivered with the B24 option giving a 24m reach and allows it to easily service the vessels of up to 17m beam the port accommodates. A standard fit camera has been joined by an additional unit on the stick allowing John to carefully direct the attachment where it is required. With a wide variety of cargo to handle at the port, the Sennebogen has been delivered with a sack lifter, carne hook with additional weigh loader and 1800 litre Rotobec orange peel grab.

"In the first three years of operating the port, we have almost doubled the volume of cargo handled year on year." Gavin commented. "We are looking at almost 200,000 tonnes this year which has been made achievable with the addition of the 865E. Whilst we are increasing our productivity on the site, we have also been doing it with a lower fuel burn. Brian told us we could achieve around a 30% decrease in fuel consumption from the Sennebogen over our previous machine. We took it with a pinch a salt but have to admit the fuel figures do not lie and we are currently seeing a 27% decrease in fuel burn which we estimate will save us around £19,000 per year! Add

this to the higher availability we will see with the Sennebogen and the better residuals we will get for it and that small amount of extra money we paid for the machine soon disappears into insignificance." The decrease in fuel consumption is partially down to the fitment of a third boom cylinder. Filled with nitrogen, the gas in the cylinder compresses as the boom lowers and expands when the boom raises. This expansion of the gas increases the lift power of the boom and lowers the need for the Cummins engine to rev harder and use more fuel.

At the time of our visit the arrival of a vessel from Europe had been delayed but John and the 865E were not standing still as the incoming piles of scrap were constantly growing and needed tidying up to allow for faster transhipment to the vessel once it arrived. Goldstar Metals own fleet of bulkers were constantly ferrying material in from their regional processing centres with John and an accompanying wheeled loader keeping the piles tidy. Sitting just a couple of metres in from the quay edge allowed John to reach the tipped material and stack it carefully, ready for the boat's arrival. With the Sennebogen working adjacent to the river, the machine has been finished in a corrosion resistant paint to ensure it remains in the condition in which it was delivered.

The machine was delivered in just two separate parts allowing the four-strong Molson team to quickly build it and get it up and running. "Both Brian and colleague Dave Peacock have been excellent in the way they have handled the whole process." Gavin commented. "We have also been impressed with the service we have received since the machine started work. We had a pipe come loose late one afternoon and had to call in our back up machine to complete the vessel. We made the call and when I got in at 7am the following morning, the machine was up and running again. I simply cannot fault the service we have had from fitters Andy and Mike. Having this level of confidence in Molson and Salesman Andy Wilkinson has now meant we have placed an order for a second, identical machine to be delivered in the near future."

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In this issue

Welcome to issue 94

Welcome to our fifth edition of 2025 - issue 94.

In this fifth issue of our bi-monthly magazine the team at Hub-4 present you with another bumper edition reporting on the latest news from the Quarrying, Recycling & Bulk Handling Industries, including a spotlight on **MRF's**.

Onwards into 2026:

If you're starting to look at marketing in 2026 our new media file is available on request from john@hub-4.com

Electronic advertising is also available on the website and on the weekly e-newsletter which is distributed to our readers which is on-line here: https://hub-4.com/pages/newsletter

Our increasingly popular social media packages are also available across our X, Facebook & LinkedIn pages all of which can be linked with electronic web and e-newsletter advertising – why not enquire about our extremely competitive packages for the new year.

Finally, our last edition of 2025 will focus on **Shredders in the UK**.

I welcome any editorial contributions for this forthcoming issue.

John Edwards
Editor

Hub Digital Media Limited

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NOV - DEC 2025

SHREDDERS - a review of the latest models.

MOBILE PROCESSING & MATERIALS HANDLING EQUIPMENT - material handlers, mobile stackers, mobile conveyors, mobile radial stockpilers, mobile tracked conveyors.

QUARRYING - Open topics for this issue

RECYCLING - Open topics for this issue

BULK HANDLING - Open topics for this issue

Editorial copy deadline – 17th November 2025 Advert copy deadline – 24th November 2025

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New DX270WMH-7 Material Handler from DEVELON

DEVELON, formerly Doosan Construction Equipment, has launched the new DX270WMH-7 wheeled material handler. The DX270WMH-7 is powered by the latest generation Develon 6-cylinder, turbocharged DL06V water-cooled diesel engine, providing an output (SAE J1995) of 141 kW (189 HP) at 1900 RPM.

Next Level Performance

Incorporating new undercarriage, arm and boom, elevating cab and counterweight designs, the new DX270WMH-7 is built to offer next level performance for the toughest tasks across a wide range of material sorting and handling applications. The latter include the handling of scrap metal and other solid waste, as well as those in recycling, demolition and the timber industry.

The DX270WMH-7 has a newly designed undercarriage with heavy duty, wide axles and longer and broader dimensions, combined with a matching wheelbase to provide enhanced stability when working with the machine.

With a range of elevation increased to 2603 mm, the new hydraulic cab riser design gives the operator better all-around visibility of the attachment and work area. This is combined with a faster up speed for the elevation.

The very latest DXW-7 cab design provides a comfortable interior and ergonomic layout, including an 8 inch gauge panel and smart controls provided by the very latest operating technology.

The elevating cab incorporates structural reinforcements to ensure smoother operation and provide better protection of components such as hoses and greasing lines. There are also two safety valves for emergency cab descent, one in the cab and the other on the outside.

Longer Reach and Higher Lifting Capacity

The DX270WMH-7 offers a greatly improved performance without compromising on dimensions, with a longer reach and a higher lifting capacity, with a straight arm as standard and the options of gooseneck and long gooseneck arms as alternatives.

The straight arm configuration offers the bucket linkage and standard coupling for the use of sorting grapples. The gooseneck arms provide a cost-effective solution, for use where suspended attachments are being employed. Arms and booms have been designed specifically for material handling tasks, with the emphasis on durability and lifting stability.

The new material handler is easy to operate with ergonomic joysticks and a steering wheel. The machine comes equipped with two-way auxiliary and rotate circuit hydraulics to improve efficiency. The operator can use buttons on the joysticks or an optional foot pedal to control auxiliary attachments.

A special Develon-developed system, Smart Power Control (SPC), improves machine efficiency while maintaining productivity through variable speed control and pump torque control, automatically adjusting RPMs according to the load being handled.

Made to Match the Application

Built on years of experience with previous models, the DX270WMH-7 is engineered specifically for the demanding needs of waste and recycling operations. Its wide and stable undercarriage with individually controlled stabilizers ensures exceptional balance and durability, even in uneven or debris-laden environments. A reversing fan comes standard, helping to maintain optimal engine temperatures by automatically clearing dust and debris from the cooling system - minimizing downtime and maintenance.

To enhance operator and site safety, the machine features an innovative virtual wall system, allowing for customizable operating boundaries to prevent accidental contact with obstacles in front of the machine or with ceilings when working indoors. The system also prevents the risk of contact of the attachment and the cab with the surroundings.

For more on Develon, please visit the website: https://eu.develon-ce.com/en/

McLanahan hold successful open day at SunEnviro

McLanahan Corporation recently held an Open Day at SunEnviro in Thetford, Norfolk which was attended by a large number of industry figures who were treated to an exclusive tour of the McLanahan Aggregate Processing Operation to learn about how SunEnviro are able to process C&D and Construction waste for reuse while limiting waste sent to landfill. The SunEnviro partnership with McClanahan created a C&D Waste Processing System which included an UltraSCRUB Modular Scrubbing Plant, UltraSAND Plant, 10m EcoCycle High-Rate Thickener and an Overhead Beam Filter Press.

Changes to UK Landfill Tax:

The significance of this open event was to illustrate the wide machine portfolio that McLanahan has to provide a processing system that gives a maximum return on materials whilst limiting waste to landfill. Trommel fines are at the top of the agenda in this area.

The most significant upcoming "new" change to UK landfill tax legislation for trommel fines is the removal of the Qualifying Fines Regime from April 2027. This will mean that, from that date, all fines disposed of to landfill will be subject to the higher standard rate of landfill tax, unless the fines are listed under the landfill tax (Qualifying Material) order 2011. This is part of a broader government plan to transition to a single rate of landfill tax by 2030, a process that will involve an escalator on the lower rate to eventually meet the standard rate.

Key aspects of this proposed change will be the removal of the Qualifying Fines Regime which starting in April 2027 will mean the specific rules that allowed certain fines to qualify for a lower tax rate will be removed. This will then be transitioned to a single rate of landfill tax by 2030. This will be achieved by annual increments until it reaches the standard rate in 2030.

The impact on businesses that produce or dispose of trommel fines will face higher landfill costs from 2027, as all fines will likely fall under the standard tax rate.

The existing LOI testing regime prior to 2027 means that the requirement for loss on ignition (LOI) testing to qualify for the lower rate will still apply. Loads of fines must have an LOI of 10% or less to be eligible for the lower rate under the current rules.

These changes are happening to eliminate misclassification as the current system is seen as open to exploitation and misclassification of waste with the new measures incentivizing more efficient waste management and reduce the amount of waste going to landfill.

Alternative Solutions

The McLanahan Open Day encouraged the visitors to explore alternative solutions through their wider machinery portfolio with a working example of what has been achieved at SunEnviro.

Prior to a tour of the plant Donal McNicholl discussed how with a McLanahan solution it is straight forward to process material responsibly and sustainably.

With the whole philosophy to support a circular economy and minimize waste McLanahan machine solutions for C&D recycling help to support a circular economy by recovering aggregate material destined for the landfill and processing it for reuse in the construction industry.

Once the aggregate material recovered from C&D debris streams has been properly sized and sorted, it may need to undergo additional processing before it can be used for certain construction projects. The wet processing part of the C&D recycling operation includes washing and scrubbing away deleterious material from the sound aggregate. It can also include classifying and dewatering the sand fraction. To add to the sustainability of the wet process, the resulting waste stream can include liquid-solid separation equipment for recycling reusable process water and getting the solids fraction to a drip-free, easy-to-manage state.

These previously used construction materials are given new life as recycled aggregate to be reused once again, minimizing the amount of material sent to waste.

As Donal pointed out McLanahan supports these efforts with complete packaged solutions for feeding, crushing, screening, scrubbing, washing, classifying, dewatering, sampling, water recycling, and tailings management in C&D recycling applications.

The importance of recycling plant growth in the UK.

HUB4 spoke to Donal McNicholl – Director of Sales at McLanahan, "The UK produces approximately 220 million tons/year of aggregate with 79 million tons of that material made up of recycled aggregates. The UK has a large population on a small island with limited mineral reserves. If you look at London it has a number of sand and gravel pits, no hard rock quarries so recycled aggregates needs to play an integral part of the mineral supply."

"McLanahan business is separated into three main sectors, those being aggregates, mining and agriculture. The aggregates sector which I am involved in deals with quarries and companies processing recycled aggregates generated from construction and demolition waste. Each of our plants are tailored to pulling valuable resources out of those waste streams."

"McLanahan is investing heavily in the European marketplace with the recent expansion of our factory in Dungannon, NI. The factory was opened two years ago and this summer we have doubled the floor space to be able to process more business and shorten the time-frame of point of order to dispatch."

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Smiley Monroe now closer than ever to GB customers with new UK facility

Global conveyor belt supplier Smiley Monroe is delighted to announce the opening of a new conveyor belt depot in the Midlands, UK.

With a huge variety of flat and chevron options available, the Northern Ireland headquartered manufacturer holds the largest stock of conveyor belting across the UK and Ireland. The new base in Ilkeston, Derbyshire, will offer full conveyor belt rolls and cut lengths of belt with expedited delivery options available, including next day delivery and same day collection.

The commitment to expand Smiley Monroe's footprint into GB is a direct response to customer feedback, particularly from their loyal customer base of service companies.

Chris Monroe - Smiley Monroe CEO commented: "GB has always been an important market for Smiley Monroe and while our customers wanted to do more business with us, they needed faster lead times that what we could provide from Northern Ireland. As demand grew, we acted quickly, and we're delighted that our new Midlands Hub allows us to offer the swift delivery and service levels our customers deserve.'

Founded in Northern Ireland in 1979, Smiley Monroe has grown from a local service company into a global conveyor

belt partner, with manufacturing and distribution facilities in the UK, USA and India, supplying some of the biggest equipment manufacturers across the construction, recycling and environmental sectors.

The company's GB expansion marks not only the company's ambitious growth plans but also their commitment to staying close to their customers, an approach which has always been a key driver in Smiley Monroe's success.

Jeremy Cross, Business Development Manager at Smiley Monroe, commented: 'Our roots are in site service and early in Smiley Monroe's journey we had many teams servicing conveyor belts on sites in Ireland and GB. This background knowledge and understanding of the challenges means we're trusted by vulcanising companies and have a loyal and valued customer base. Moving stock closer to customers was the natural progression to ensure we could provide the speedy turnaround and service they required.'

Contact the Smiley Monroe team to explore stock availability or request a quick quote. Email gbsales@smileymonroe.com or call 0115 671 4080.

Successful Industry Demo for New Develon Series 9 Excavator

- Focus on Ground-breaking Safety Features of New Develon Series 9 -

DEVELON, formerly Doosan Construction Equipment, has announced that it has conducted a successful field demonstration of the company's new DX230LC-9 23 tonne crawler excavator and its smart safety technologies, including the ground-breaking E-STOP system, at a test site in Compiègne in France.

The demonstration was organized by OPPBTP (the French professional organization for improving health and safety in Building and Public Works) and took place at the construction site of the Seine–Nord Europe Canal project, operated by Bouygues, a leading global construction company. The OPPBTP is made up of health and safety experts from the industry, who provide daily support to professionals and stakeholders in the construction industry. Its aim is to develop practices to prevent workplace accidents and occupational illnesses to improve the health and safety of workers in the construction industry.

Stephane Dieu, Product Manager for Develon Excavators in Europe, said: "It was a great pleasure to accept OPPBTP's invitation, giving us the opportunity to demonstrate our innovative technology for reducing accident risks on earthmoving sites. Many thanks to Sébastien MARIE from OPPBTP and also to Société du Canal Seine-Nord Europe (SCSNE) for allowing this innovation to be tested on the Canal Seine Nord construction site and Bouygues Travaux Publics for conducting the tests and for their positive feedback on the E-Stop system.

As well as Bouygues, the demonstration event was also attended by representatives from four other major international construction firms - including Eiffage - as well as government representatives, the Chairman of the Board of the Seine Nord Europe Canal Company and the Safety Director of FNTP (Fédération Nationale des Travaux Publics), the French national federation representing the public works and construction industry.

E-Stop, the First Safety System of its Kind as Standard on an Excavator

Develon's equipment was deployed to showcase both its core performance and advanced smart safety functions, including E-Stop, the first system from a crawler excavator manufacturer that stops the movement of the machine when a person is detected within 4 m of the excavator.

Stephane Dieu continued: "The new Develon DX230LC-9 excavator used in the demonstration was equipped with a range of smart safety technologies such as collision risk warnings and around-view monitoring. Among them, the E-STOP system - similar to automotive emergency braking systems - garnered particular attention from operators and demonstration attendees.

Develon plans to further develop the E-Stop system and begin launch in the European market with it installed from January of next year."

The OPPBTP (Organisme Professionnel de Prévention du Bâtiment et des Travaux Publics) was established in 1947 to address high accident rates in the construction sector. Since 2022, it has been operating the joint industry project "Stop Collision" aimed at preventing accidents between equipment and pedestrians. The recent field demonstration and showcase with Develon was conducted as part of this project.

Star of the Bauma 2025 Exhibition

Presented for the first time at Bauma 2025, Develon's new Next Generation Series 9 Smart Crawler Excavator range represents the latest stage in a proud legacy at Develon that can be traced back through five generations of excavators that began with the Solar range in the 1980s.

With the Series 9 range, Develon is aiming to set a new standard for future products and technologies in construction equipment. Like all Series 9 models, the DX230LC-9 achieves this goal by combining 10 (ten) ground-breaking technologies and will redefine and set new industry levels of Productivity, Safety, Operator Convenience and Sustainability. The Series 9 range not only endorses the company's forward-thinking vision but also underscores Develon's unwavering dedication to innovation and excellence in the construction equipment sector.

Safety & Smart Features on Series 9 Machines

The Smart All-Around Viewing Monitor (SAVM) is an AI-based Object Detection technology to effectively identify both moving and stationary individuals in close proximity to the machine. Upon detection, the system promptly alerts operators through a combination of visual signals and audible alarms on the monitor, ensuring a heightened awareness of the surrounding environment. The innovative E-Stop and Virtual Wall functions prevent accidents the operators are not aware of. To help ensure safety, the area surrounding the machine is clearly defined into specific zones: a yellow warning zone (Zone 2) and a red danger zone (Zone 1).

The SAVM and E-Stop system utilize 6 cameras and 3 radars and work in three stages with a detection range of 6 m and 330°. The system is active only for personnel, and is able to make out the difference between people and objects:

1. Visual personnel detection by the HD cameras
2. Warning and slowing down the speed from 6 m
3. Stopping the machine from 4 m (swing and reverse)

The E-Stop is an essential safety feature designed to control or halt a machine's movement, such as driving or swinging, in cautionary or dangerous areas, thereby ensuring operator safety. The Virtual Wall feature significantly enhances operation by allowing users to confine the machine's movement within predefined areas where the risk of collision may be heightened.

For more on Develon, please visit the website: https://eu.develon-ce.com/en/ and watch the video at - https://www.youtube.com/watch?v=4EZGCh_JbPE

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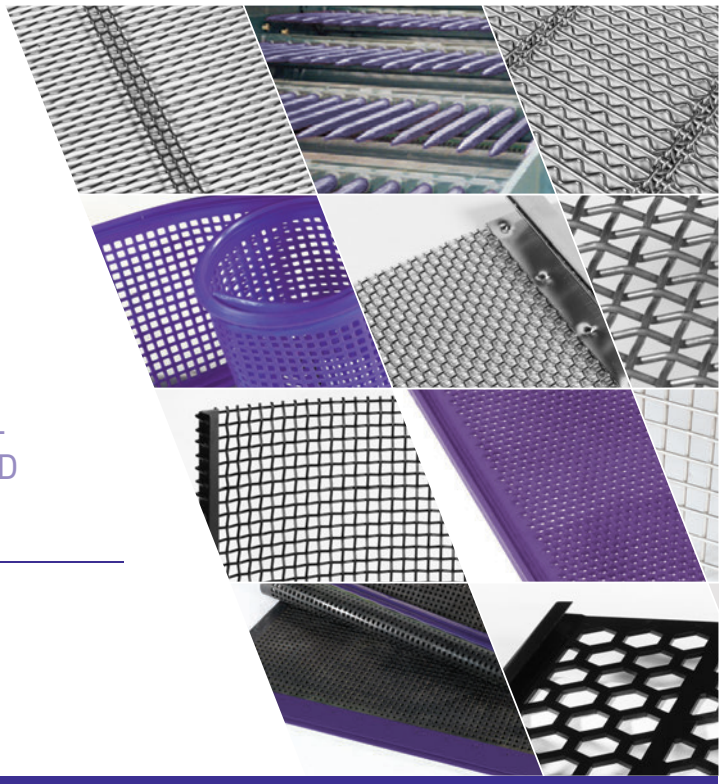

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> *Michael Williamson - Midlands Reclamation and Waste Ltd.*

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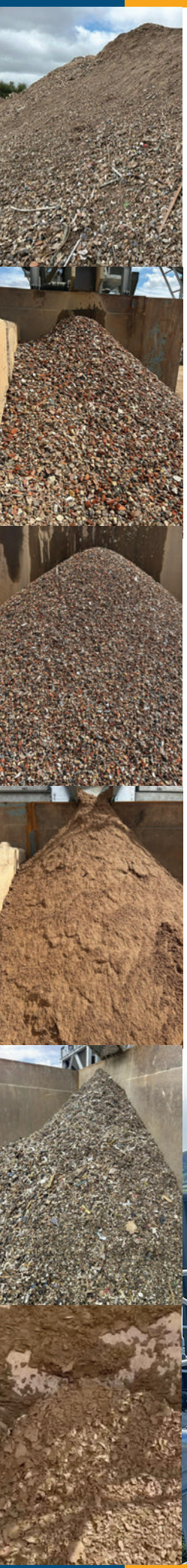

Parnaby Cyclones design & supply a Skip Waste (fines) Washing Plant to Midlands Reclamation and Waste Ltd

Parnaby Cyclones have been in the business of supplying modular and mobile washing plants for more than 50 years.

The business was founded by Derek Parnaby in 1973 and is still family owned and operated to this day with three generations of the family actively involved with the business.

"It is always a pleasure to meet and deal with other family owned and operated businesses such as Midlands Reclamation and Waste Ltd, based in Stratford Upon Avon". MRW is owned and operated by Mr Michael Williamson and his son Joe Williamson.

"We started discussions with Michael quite a while back with a view to supplying a skip waste (fines) washing plant. Initially we were looking to supply a Density Cyclone Separator system with a closed-circuit effluent system including the Parnaby high-rate thickener / clarifier vessel and the Parnaby multi roll press belt press filter, whilst maintaining a compact footprint.

The initial plant design duty was to handle 15-20 tph of <15mm skip fines.

"Close to starting Michael's project we discussed the option to incorporate a coarse material washer module to allow for handling up to 50mm particle size feed".

Prior to completing the final plant design Parnaby's carried out test works to obtain the typical range of size gradings and inerts / organics content.

This is invaluable for ensuring the right capacity is designed with each section of the wash plant and wastewater treatment circuit.

Following review of the test results, Michael asked for the feed tonnage to be increased to 25-30 TPH to produce the following products:

- 10 x 50mm coarse fraction
- 4 x 10mm pea gravel
- <4mm sand

This is when the coarse material washer was introduced into the system.

The plant was commissioned July of this year, and it is fair to say Michael and Joe are very pleased with the overall plant performance in terms of consistent throughput circa 30 TPH and cleanliness of products.

"From Parnaby's perspective we have been proud to supply this wash plant to MRW. Michael and Joe have been an absolute pleasure to work with and we wish them every success with their business".

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Planning for performance: how STADLER designs MRFs that deliver

By Dr Benjamin Eule, Director at STADLER UK and Head of Commissioning.

Today's Materials Recovery Facilities (MRFs) must carefully balance operational efficiency, regulatory compliance, high material recovery rates, and future scalability. At STADLER, we approach each project as a customised solution – one that reflects not only the material realities of today but also the uncertainties of tomorrow.

Understanding the input and the required output

The first essential step in MRF design is understanding the feedstock. Whether the system is single-stream, dual-stream, or comingled, the input composition directly influences every downstream decision. Plastics, paper, metals, glass, and the contaminants mixed in determine the choice of equipment and how the plant is configured. We assess not only what is in the material stream but also the specific densities, particle sizes, and seasonal variations.

Building on this foundation, we establish performance targets: recovery rates, contamination thresholds, and the quality standards expected by downstream reprocessors or offtake partners. Whether you supply high-grade PET to a bottle-to-bottle recycler or mixed paper to a pulp mill, the MRF must deliver material that meets market expectations. That's why product quality requirements are central to every STADLER planning discussion.

Designing from the ground up

Our project planning process is rooted in close collaboration with clients. During initial briefings, we identify input types, throughput targets, and specifications for the final product. A comprehensive site audit then takes place, alongside a feedstock sampling programme or a review of existing data.

From there, we create conceptual 2D and 3D layouts to visualise the equipment and material flows. Each component – from screens and optical sorters to conveyors and bunkers – is specified based on simulations, trials, and decades of experience. Equipment is sized to accommodate peak loads and ensure smooth flow with minimal bottlenecks. We also plan for vehicle movement, material storage, and future expansion space during this initial phase.

Built-in flexibility for a changing waste stream

Designing for comingled input presents specific challenges. Achieving the right balance between flexibility and efficiency is key. Included in our designs are recovery conveyors, bypass routes, bidirectional conveyors, and backup systems for built-in redundancy. This will ensure operational flexibility and maintenance redundancy. The combination of using proven mechanical pre-sorting with precision optical sorters enables adaptability without sacrificing performance.

Planning for the future from day one

We design MRFs with scalability and compliance in mind as regulations and materials streams are constantly evolving. This may mean oversizing conveyors or screens where appropriate, leaving space in the layout for future equipment additions, and in turn, ensuring facilities are ready for stricter fire codes, health & safety standards and maintenance access requirements.

What success looks like

For STADLER, a well-designed MRF is one that runs efficiently and safely, with minimal downtime and maximum material recovery. Key design elements include ergonomic layout for operators, smooth material flow to avoid bottlenecks, and the right level of automation — always with room for human oversight and maintenance access.

Our projects at the Biffa MRF in Ipswich, UK, and the Republic Services Polymer Center in Indianapolis, U.S., demonstrate what's possible when planning and collaboration begin early. In both cases, detailed feedstock analysis guided equipment choices, early design decisions reduced civil engineering costs, high automation delivered consistently clean output materials that command premium prices, and scalable layouts prepared the plants for future growth.

As material recovery becomes increasingly central to the circular economy, the role of smart, flexible MRF design becomes ever more critical. At STADLER, we see each project as infrastructure for a more sustainable future.

White Skip Hire boosts RDF Efficiency with new Twin Ram Baler

White Skip Hire facility in London has recently commissioned a fully automatic twin ram baler, significantly improving RDF (Refuse Derived Fuel) processing capacity, throughput, and overall operational efficiency.

REP-TEC, the market leader in energy efficient twin ram balers, supplied the fully automatic baler, which is now running at full capacity, producing bales every 2.5 minutes, with individual bale weights of up to 1.2 tonnes. This twin ram is REP-TEC's flagship Goliath baler, the largest twin ram baler in REP-TEC's product portfolio, delivering a massive throughput, significantly outperforming the facility's previous equipment.

Designed to meet the demanding needs of RDF processing, the Goliath combines high-density baling with fully automatic controls, allowing operators to maintain consistent output with minimal manual intervention. The robust build and powerful compaction system make it particularly suited for handling the lightweight, mixed materials typical of RDF streams.

RDF Baling

Efficient baling of Refuse Derived Fuel plays a key role in optimising its value. The Goliath twin ram baler from REP-TEC is designed and engineered specifically for this purpose, enabling high-performance, low-maintenance operation in high-volume environments.

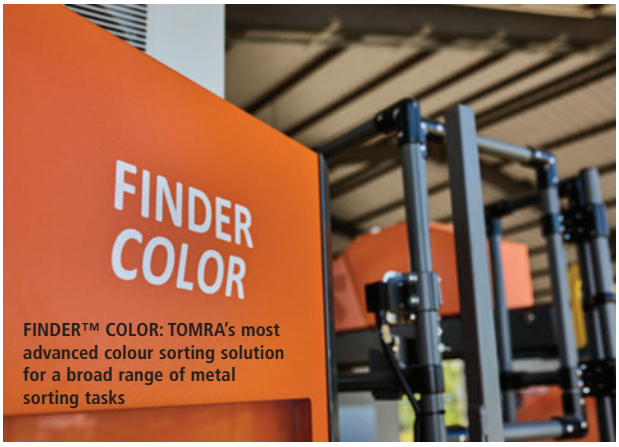
Josh Vaughan, Plant Manager at White Skip Hire commented: "Since installing our new twin ram baler, REP-TEC has been fantastic to work with. It's always easy to get hold of someone for support, and their team is incredibly knowledgeable. The regular servicing by the team means our machine stays in top condition, and any potential issues are looked after before they become problems. This machine itself is much faster than our last one, significantly improving our efficiency. We are delighted with the service and support!"

TOMRA Recycling unveils FINDER™ COLOR: next-generation colour sorting for high-purity metal recovery

Global leader in sensor-based sorting solutions, TOMRA Recycling, has launched FINDER COLOR, a new high-throughput solution designed to meet the evolving needs of the scrap metal recycling and e-scrap processing industries. The next-generation colour sorting system is engineered to deliver exceptional purity and recovery levels at high throughputs across a broad spectrum of metals sorting tasks.

FINDER™ COLOR is particularly effective for recovering valuable materials such as copper and brass from mixed heavy metals, cleaning stainless steel fractions (including those from end-of-life vehicles) and achieving high-level purification of printed circuit boards (PCBs) from mixed e-scrap. It is capable of processing grain sizes from 6-120mm and delivering throughputs of up to 20 tons per hour on Zorba material.

Building on TOMRA's legacy of innovation in metal sorting, the new FINDER™ COLOR solution is a flexible system that combines proven hardware and software with advanced AI algorithms to adapt to changing material streams and market demands. Its core features an ultra-precise RGB camera and advanced AI-powered object singulation technology, enabling accurate, object-level sorting down to a few millimetres, even when objects are overlapping, adjacent or the same colour as the belt. This single-camera system sorts materials by colour, size and shape, providing operators with full control and unmatched accuracy.

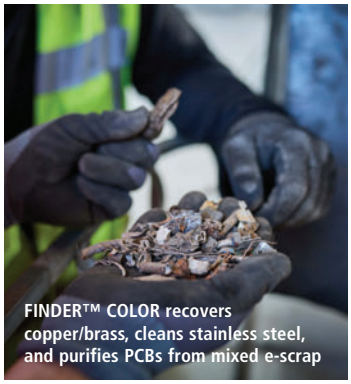


FINDER™ COLOR: TOMRA's most advanced colour sorting solution for a broad range of metal sorting tasks

With its flexible design, it can adapt to changing material streams and market demands

For enhanced purification, an optional electromagnetic (EM) sensor can be added. This is particularly useful for sorting materials with similar colours. The optional high-sensitivity EM sensor enhances metal recovery from mixed streams in batch mode, supporting PCB classification in e-scrap, or complementing the RGB sensor to add an extra purification layer against plastic contamination. The system also offers easy configuration for both batch and continuous flow sorting, with fast switching between different fractions. This allows operators to quickly change which material they are sorting, such as switching from copper one day to brass the next.


The new system processes 6–120mm grain sizes with up to 20 TPH throughput on Zorba material


FINDER™ COLOR recovers copper/brass, cleans stainless steel, and purifies PCBs from mixed e-scrap

FINDER™ COLOR's compact and simple design ensures easy integration into existing sorting lines, while its maintenance platform and accessible valve block are engineered for simple and efficient servicing. The machine can be connected for optimized, data-driven sorting through TOMRA Insight, an optional cloud-based data platform.

"Feedback from our metals customers highlighted the need for a highly flexible sorting machine to cover a wide range of sorting tasks," explains Tom Jansen, Head of Metal Segments at TOMRA Recycling. "After 25 years of offering colour sorters, we continue to see strong demand for versatile, highly accurate, reliable and cost-efficient solutions. FINDER™ COLOR pushes the boundaries of what colour sorting machines can achieve with applications like separating stainless steel from a mixed fraction of other grey metals, such as zinc and aluminum, and purifying e-scrap to help customers maximize their output and stay competitive."

Developed by the same inhouse engineering experts behind TOMRA's comprehensive portfolio of metal sorting machines, FINDER™ COLOR can be used as a standalone machine, following magnetic separation or to extract value from heavy metals removed by XRT technology such as TOMRA's X-TRACT™. It is also the ideal last-step sorting solution for extracting value from PCBs in e-scrap and can be used to sort stainless steel and wire from material recovered using TOMRA's FINDERTM unit. These integration options optimize the entire sorting process, helping customers refine performance, reduce operational complexity and drive greater business value.

For more information or to schedule a demonstration, please visit https://www.tomra.com/waste-metal-recycling/products/machines/finder-color

A new lease of life with Liebherr

A change in purchasing policy has given a recycling company the confidence that its new Liebherr materials handlers will always be in peak condition.

Until recently, all machine acquisitions by J. Dickinson & Sons (Horwich) Ltd were of the outright capital expenditure variety based on package cost. However, the business has decided it will now acquire major items through two-year operating leases, a move that will enable director James Dickinson and his finance team to monitor the costs more accurately.

'This type of lease gives us far more flexibility than before and puts the onus on the manufacturer to service the machines in a timely fashion and ensure they are in perfect working order at all times,' said James.

With two Liebherr LH 30 M handlers due for renewal the company took the decision to canvass the wider market for replacements. 'Some dealers came back with figures, others didn't but it was the relationship we have built up with John Tierney [Area Sales Manager] at Liebherr Great Britain and his insistence that the reliability of the machines would be ensured that swayed us to return to the brand. The package he put together is based on a variety of factors which we believe will benefit our company in the long term.'

A 22-tonne class machine with 13-metre reach, the LH 30 M uses a lightweight stick fitted with a tipping link allowing it to carry a selector grab with a 0.85m3 capacity. 'While these Liebherrs are large machines for picking and sorting work, their additional reach over more traditional 9- or 10-metre reach models allows them to work far more efficiently around our site,' explained James.

The upper structure uses Liebherr's own hydraulically raised cab to provide more than 2.3 metres of additional height for the operators to load the bulk walking floor trailers that leave the yard each day. Dickinson chose the standard cab with a traditional opening door rather the sliding version, eliminating the need to fit a walkway which would have increased the machine's width. 'We have a big site here but it can be quite

tight in some places,' James pointed out. 'Removing the need for the walkway ensures less damage and less cost for us in repairs.' Inside the cab, the operators enjoy to a stick-steer option to reduce fatigue and to increase the forward visibility from the seat.

The business uses several smaller excavators and wheeled loaders around the yard but the two Liebherrs with their D934 four-cylinder diesel engine delivering 190hp, will be at the forefront of the recycling operation. 'We work the machines hard, including a night shift to make sure the plant is clean and tidy for the next day,' added James.

'We needed the assurance that the machines we were taking on were not only up to the job in terms of build quality but we also wanted to ensure they were reliable. Having Liebherr take care of the servicing and maintenance takes the hassle away from us and puts it back on to the manufacturer. So far, the machines have lived up to Liebherr's reputation of being the best material handlers out there.'

THE CUSTOMER

J. Dickinson & Sons began life in 1939 as a family business offering haulage around Bolton with nothing but a horse and cart. Four generations later it operates from a 17-acre recycling village in Horwich, handling around 250,000 tonnes of waste and 75,000 tonnes of inert each year. Services include skips, direct tipping, aggregates, transport and commercial bin collection.

'The machines have lived up to Liebherr's reputation of being the best material handlers out there'

James Dickinson, Director

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See how it sorts

Kiverco delivers fourth recycling plant for Binn Group

Kiverco, a global leader in recycling solutions, has completed the installation of a new recycling plant for Binn Group, a prominent waste management company in Scotland. This marks their fourth collaboration, reflecting a long-standing partnership built on trust and exceptional service.

A third-generation family business and Kiverco customer for over 20 years, Binn Group shares a deep commitment to innovation and sustainability. Their trust in Kiverco was reinforced more than a decade ago when a fire at their site damaged the waste plant.

Kiverco's rapid response helped them get the plant up and running again very quickly and this level of support at a critical time for the business has forged strong lasting relationships

Binn Group's latest investment supports both business growth and their drive to adopt greener energy solutions. The new facility, designed for construction and demolition (C&D) waste, will boost throughput, improve material purity, and advance their green energy initiative, which includes converting waste into energy.

Sustainability is central to Kiverco's approach. Their plants are built to ensure a longer useful life and retain their value over time. Binn Skips sold their previous Kiverco plant to another waste processor, recouping part of their investment. The 10+ year old system was decommissioned from the Glenfarg site and recommissioned with another waste company in Scotland.

Marcus McAlinden, Kiverco Sales Manager, said: "We're very happy with this project at Binn Group. It integrates advanced automation to increase throughput, adapt to changing waste streams, and future-proof operations. The inclusion of an optical sorter is a game-changer, removing wood as a waste stream transforms it from a disposal cost into a valuable fuel."

As Vice Chairman of the Resource Management Association Scotland, Allan MacGregor highlighted the significance of this project: "Kiverco has never let us down. Their service and support have been exceptional. This new facility gives us cleaner commodities, higher throughput, and the capacity to handle more waste in the future."

Stewart Smith, Director of Operations added; "It's more robust and heavy-duty than the competitors we considered. Over the years Kiverco machinery has proven that it dependable and long lasting and that's why we've remained loyal to Kiverco who have delivered all four of our plants over the lifetime of the business. The site combines waste-to-energy technology with four large wind turbines producing 9MW of electricity, creating a private grid for power generation and consumption. Kiverco understood the vision and came up with exceptional design to bring our vision to life. From the initial enquiry to installation, I couldn't fault Kiverco. The installation was seamless. They went the extra mile."

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Conveyor Skirtboard Design to Control Dust and Spillage

R. Todd Swinderman, P.E. / President Emeritus / Martin Engineering

Whether the belt conveyor transfer chute is a dead drop, rock box design, or sloped design, dust and spillage from dry bulk material must be controlled. Fugitive material can limit access to a system for maintenance, foul rolling components, add to labor costs for cleanup, and reduce workplace safety.

Figure 1 - This is an example of a fabricated curved skirtboard, which is hard to maintain when replacing wear liners and skirting.

This article covers some of the common approaches to skirtboard configuration that bulk handlers use to mitigate dust and spillage to ensure a safe and compliant workplace with a lower cost of operation. [Fig.1]

Configuring the Skirtboard

By far the most common configuration is the vertical skirtboard.[Fig. 2] The height of the skirtboard is based on the sealing system components and is commonly at least 300 mm high. The double wall skirtboard is sometimes used with dust extraction for very fine free flowing materials.

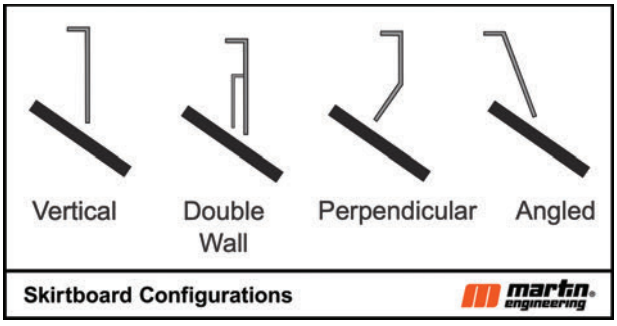

Figure 1

The perpendicular and angled configurations are used in some industries. Angled skirtboards are designed to allow the load to center. Perpendicular skirtboards relieve side pressure on the skirtboard seal.

Skirt Sealing Configurations

Vertical seal with a rubber or elastomeric material is the most common sealing system. [Fig. 3] The seal is held in place with a series of clamps which can be loosened to adjust the seal against the belt. The main drawback to the vertical seal is that an undulating or vibrating belt can break the sealing contact unless the belt is supported. The lay-in and lay-out seals are self-adjusting depending on the elastic nature of the sealing material. The double skirting configuration is the most effective in retaining a belt seal. Even if the belt profile fluctuates, the secondary seal rides softly on the belt, retaining the seal.

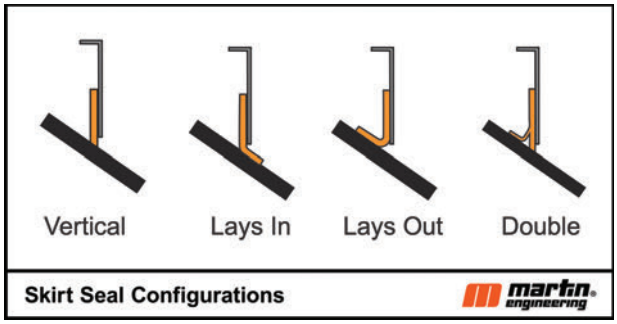

Figure 3

It is a common belief that the seal material must be softer than the belt but the real property of concern is the abrasion resistance of the seal should be less than the belt top cover. The seal is sacrificial and designed for easy adjustment and replacement without excessive sealing pressure.

Over-adjustment can cause excessive friction heat, leading to belt damage and premature skirting wear.

The sealing pressure should be light. For the self-adjusting seals, use 15 kPa contact pressure. CEMA proposes added belt tension of about 4 kN/m per side without considering the seal thickness.

Wearliner Configurations

The wearliner has two functions. First is to be a sacrificial wear material protecting the skirtboard wall. The second is to reduce the side pressure on the sealing system. Not all systems require a liner. The most common liner is the internal liner made of abrasion resistant material such as AR plate or ceramic blocks. The liner often has some ability to adjust the space between the bottom and the belt to adjust for wear. [Fig. 4]

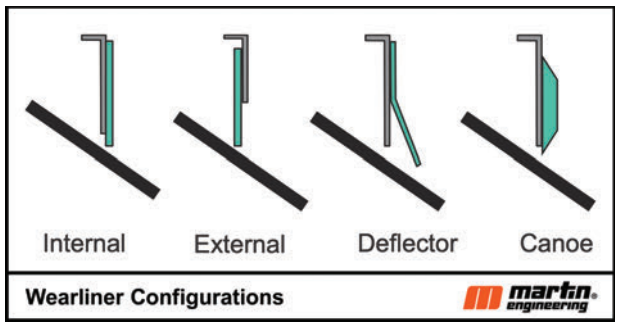

Figure 4

The deflector liner is a variation of the internal liner that is used to center the load and reduce side pressure on the seal. The canoe liner performs a similar centering effect with a substantial volume of wear material and is often used in heavy duty applications like hard rock mining.

The most important details for a liner are proper installation and ease of replacement. The external liner was developed to

address these two issues. With the external liner, the skirtboard is raised above the expected depth of loaded material causing it to rub against the liner instead of the skirtboard wall. The external design eliminates the gap between the liner and the seal.

Skirtboard Cover Configurations

Covers protect the cargo from weather but are used primarily for dust control. Covers enclose the loading zone and contain splashing material caused by significant drop distances from one belt to the other or process equipment such as rotary crushers. The most common cover is the rigid flat cover made from steel. When rain protection or buildup of fugitive materials is a concern, angled or semi-circular covers are often used. [Fig. 5]

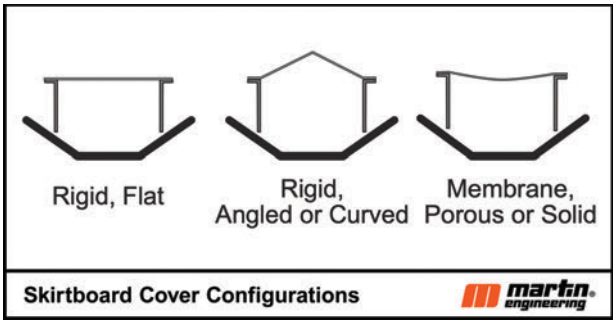

Figure 5

Plastic covers are sometimes used to reduce weight. Regardless of the cover design, the most critical design feature is ease of access. When there is a lot of positive pressure in the enclosure, sealing the covers becomes an issue. Porous covers are sometimes used to reduce positive pressure, but the most common membrane applications are rubberized fabric with continuous grip edges that can connect between vibrating equipment, such as screens, and the skirtboard enclosure.

Unfortunately, in the rush to get back into production, covers are removed during cleaning or maintenance and often not replaced in those areas that require frequent access. Maintaining the integrity of the covers is critical to the control of fugitive material. If it is possible that covers will be walked upon, load bearing work platforms should be incorporated into the design.

Skirtboard Design and Installation

The distance the bottom edge of the skirtboard or wearliner from the belt surface often varies by industry. Some designers keep the skirtboard high off the belt to facilitate idler changes but a better solution is to use retractable idlers. The primary issue is the flatness of the belt in the loading area. To achieve a good seal without damaging the belt's surface, the belt must be supported.

The raised skirtboard allows room for the external wearliner to perform its function and be changed easily from outside the system.

Common practice is to place the wearliner bottom edge parallel, but close to the belt, with approximately 25 mm of clearance for the skirtboard upright from the belt. The liner is then adjusted to be closer to the belt in the range of 10 to 20 mm and self-relieving in the direction of travel. Adjusting the liner to ensure that there are no gaps between liner sections is essential to prevent particles from being trapped and abrading the belt.

Conclusion

Each approach is unique to the application and the bulk handling environment, but preventing dust and spillage makes the cost of the modifications easy to justify over the long run. Consider installing an enclosed modular loading chute with an external wear liner and double skirting. The modular design makes the chute able to be easily adjusted to changes in production, belt speed, or material and the seal and wear liner are adaptable to those changes. This lowers the cost of future modifications and improves the safety of the transfer point throughout the conveyor's life.


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Bjorstaddalen's Fully Automated MRF sets new standard for household recycling

Bjorstaddalen, a prominent Norwegian waste management company, has commissioned a new Material Recovery Facility (MRF) to provide decentralised, cost-effective household waste recycling using equipment from ZenRobotics® and Terex® Recycling Systems.

Located to the south of Oslo in the municipality of Skien, the MRF is now fully operational and has demonstrated exceptional throughput and precision, processing 5 tonnes per hour of residual Municipal Solid Waste (MSW) without the need for any manual labour. This touch-free operation not only boosts efficiency but also enhances worker safety by eliminating exposure to hazardous materials and repetitive strain tasks.

"Our Fast Picker and Heavy Picker robots are exceeding expectations," said Kristoffer Hauen, Operations Manager of Bjorstaddalen. "We're seeing high recovery rates from household waste, including plastics, paper, cardboard, and even black plastics. Most notably, it is also handling complex waste streams such as diapers and organics, materials that are traditionally difficult to recover. In addition, the absence of manual sorting has reduced fatigue, improved safety, and allowed our team to focus on higher-value tasks."

The system's dual-action robotic arms, equipped with both mechanical jaws and vacuum grippers, enable precise sorting across a wide variety of material categories typically found in household waste. The Fast Picker robots excel at sorting diverse materials, including various plastics, paper, and cardboard, while the Heavy Picker robots efficiently manage bulky items weighing up to 40 kg. Additionally, the facility's modular design allows for scalable expansion, while its low energy consumption and minimal operating costs make it a sustainable and economically viable solution for communities seeking to reduce landfill dependency.

Juha Mieskonen, General Manager, ZenRobotics and Sales Director, Terex Recycling Systems (TRS)/ZenRobotics, commented, "This installation proves that AI-powered sorting can deliver both environmental and financial returns. The robots operate 24/7, improving recovery rates and reducing contamination without the need for expensive spectral cameras."

Kenny Hull, Product and Commercial Manager at Terex Recycling Systems, added, "The modularity of our systems enabled rapid deployment and seamless integration at Bjorstaddalen. Combined with ZenRobotics AI capabilities, we've created a future-ready solution that adapts to evolving waste streams and market demands."

This new MRF complements Bjorstaddalen's existing robotic sorting plant at the same site, also powered by ZenRobotics technology that processes up to 150,000 tonnes of construction, demolition (C&D), and commercial and industrial (C&I) waste per year. Together, these facilities underscore Bjorstaddalen's commitment to advancing material recovery and accelerating the transition to a circular economy.

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Terex Recycling Systems installs Bulky/POPs Waste Processing Plant at BIFFA, UK

Terex® Recycling Systems is proud to announce the successful installation of a bulky and POPs waste processing plant at BIFFA, one of the UK's most reputable waste management companies.

With over 100 years in waste management, BIFFA started at a time when waste management simply meant taking it away. The company has evolved to provide organisations of all shapes and sizes with sustainable ways to manage waste. Recycling and recovery processes are an integral part of BIFFA's services, to transform as much waste as possible into a raw material or resource to be looped back into the circular economy. As part of these services, the BIFFA facility in Milton Keynes required a system to process bulky waste and Persistent Organic Pollutants (POPs).

"The project was to build a shredding facility that would take bulky waste from household recycling centres across Milton Keynes, shred it to a size suitable for incineration, while also removing any metals present in the waste stream," said Andy Tap, Site Manager at BIFFA Milton Keynes.

Collaborating with Terex Recycling Systems to plan, design and execute the project, BIFFA installed a user-friendly plant that features a fully integrated electrical control system with an intuitive interface. At the heart of the plant is the TDS-820SE low speed, high torque shredder with powerful twin shafts and aggressive teeth to provide efficient volume reduction of waste materials. The machine's two-metre-long shafts, featuring fully welded teeth, offer impressive throughput and material reduction.

"We needed a shredder capable of handling anything from household waste, reducing it to the right size. After reviewing several machines, we chose the TDS-820SE. Since the shredder is fixed and indoors, we opted for the electric version. Terex even provided the opportunity for us to trial a diesel version beforehand, which helped confirm our decision."

The bidirectional shredding capability of the TDS-820SE allows for greater flexibility in material processing, enabling BIFFA to not only handle bulky waste, but also POPs. POPs are toxic chemical substances that are commonly found in items such as fire-retardant-treated upholstered furniture and certain electrical devices. Since POPs resist natural breakdown and can remain in the environment for long periods, these pollutants pose serious risks to both human and wildlife health. In response, the UK Environment Agency has introduced strict regulations requiring POPs waste to be safely stored and processed—prohibiting disposal in landfills.

By incorporating the advanced separation and shredding technologies of the TDS-820SE, the BIFFA Milton Keynes plant ensures that POPs waste is managed in full compliance with these regulations. "When we're processing bulky waste, we can direct it one way, and when we switch to POPs waste, we can divert it into a separate RORO skip. This setup allows us to keep the two waste types completely separate, just as required," explains Andy Tap.

The system also includes a permanent over-band magnet for the removal of ferrous metals and an eddy current separator for the extraction of non-ferrous metals. The result is a shredded product that is ready for further processing at a waste-to-energy plant.

"The system has been superb—it removes ferrous and non-ferrous metals and allows us to shred and divert bulky and POPs waste into separate streams. The brief we gave to Terex Recycling Systems at the outset has been fully delivered, and we're extremely pleased with the outcome."

Michael McMenamin, Regional Sales Manager for Terex Recycling Systems added, "We are proud to support BIFFA with their ambitious efforts at Milton Keynes. The installation of our TDS-820SE electric shredder, combined with advanced separation technologies is a great example of how engineering innovation and customer collaboration can drive real environmental progress."

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Innovative Block Wall Design transforms IMERYS Storage Operations

IMERYS, a leader in mineral-based speciality solutions, recently undertook a transformative refurbishment of their Furzebrook facility in Dorset.

The project included replacing aging, deteriorating steel columns and wooden sleeper walls, resulting in structural failures, limiting storage capacity, and cross contamination between different grades of stored materials, which was undermining product quality and profitability, threatening IMERYS' operational standards.

Assessing the Challenge

Sourcing a solution, IMERYS turned to RSG Structures, with RSG Director, Gareth Neale identifying several key challenges:

- Complex Building Layout – the facility featured an array of supporting stanchions, complicating the installation of new walls
- Uneven Floor Levels – negatively impacting traditional walling methods
- Heavy Storage Requirements: Ball clay storage material is exceptionally dense at 1300 kg/m³ and required storage up to four meters high, with additional surcharge loads
- Existing Steelwork Integration: The new solution needed to work seamlessly with the in-situ steel frame and accommodate unique flooring and structural conditions

RSG Structures drew on their extensive experience and proposed a two-part solution: In-Situ Plinths and Legato® Walls that included:

- In-Situ Plinths: Providing a stable, even base for the walling, overcoming the challenges of uneven flouring
- Rubbing Bar Function: Protecting new walls from damage from shovel bucket material handling
- Customer Fit: The flexibility of Legato® block walling sizes allowed walls to be positioned close to existing steel supports, optimising space and structural compatibility
- Engineered Strength: Designed to withstand the immense loads of storage ball clay, ensuring robust containment
- Structural Cohesion: Where steel supports interrupted the wall line, a steel plate was installed, enhancing overall stability and Layalocka straps were used throughout to increase anchoring

Continuing Gareth emphasised the benefits of Legato® walling saying: "One of the great things with using blocks and this is why we do it a lot, is that it's a very simple system that can be designed many different ways".

"Most precast units are designed to take one load, if you want them to do more, they simply can't. With Elite Precast blocks I can put designs together for multitude of different loads, heights and lengths of walls"

With designs finalised, construction proceeded in planned phases, allowing IMERYS to maintain operations in unaffected areas, minimising downtime and ensuring continuous productivity throughout the project.

Delivering immediate and measurable benefits:

- Reducing Cross Contamination: Separating material grades, drastically minimises contamination, directly improving product quality and sustainability
- Increased Profitability: Enhanced product integrity means higher product values and improved margins
- Optimised Storage and Handling: Increased capacity and durable designs have streamlined material handling and storage efficiency
- Sustainable Project: The new walling will protect the column steel from being damaged, due to heavy machinery manoeuvring inside the shed, ensuring a longer project life

Collaborative success

Lead by construction solutions specialist RSG Structures the project's success is a testament to the effective collaboration of the team they employed:

- CLP Structures: Design expertise
- TR King: High-quality steelwork
- Evabuild: Groundworks
- Elite Precast Concrete: Legato® walling blocks

Upon completion of Gareth concludes "IMERYS staff are really happy with the new walls and are already reporting that with the new walls in place, cross contamination of product is reduced drastically which is showing an increase in value of their products"

This project demonstrates the power of innovative engineering and collaborative expertise in driving business success.

CDE deliver the right solution for Brett Aggregates

CDE, a leading provider of wet processing solutions for the natural minerals processing and waste recycling sectors, has commissioned a 400tph sand wash plant in Portsmouth for Brett Aggregates.

With history dating back over 115 years, Brett is a building materials group comprising of seven companies, providing aggregates, concrete and paving products to commercial and domestic markets.

As one of the UK's leading independent aggregate producers, Brett Aggregates has over 60 locations across the South-East of England and sells around six million tonnes of aggregate sales per year.

Commenting on the two companies' working relationship William Melanophy, Head of Business Development UK & Ireland at CDE said: "We have been working with Brett Aggregates since 2018 having worked together on other sites. With this pre-existing relationship, we've been able to showcase our innovation, and the team at Brett Aggregates has seen our technologies in action, so they knew we could deliver the right solution."

Ben Johnson, Production Manager for Brett Aggregates added: "This is my first time seeing a CDE plant be installed from the ground up. The install was well organised and completed in good time. The compact size and the efficiency of the plant really adds value to our operation, allowing us to maximise storage on site."

A compact solution

One of the biggest challenges with this plant was the limited space. The site is in close proximity to a Royal Navy base, and planning permissions allowed for a low-level plant.

With the limited space available, CDE designed and commissioned a 400tph modular sand wash plant with a compact footprint in order to meet Brett Aggregates' needs.

To process the marine dredged material, CDE engineered a solution which comprises of an M-Series modular wash plant with integrated hopper, a triple deck of InfinityTM inclined screens, an EvoWashTM sand washing system, and AquaCycleTM thickener for primary stage water management and an AquaStore water tank.

With Brett Aggregates seeking a plant with a minimised footprint, CDE provided an AquaCycle and AquaStore to this solution, both of which work in unison to remove the need for settling ponds, which was imperative for Brett Aggregates due to the limited site capacity. The AquaCycle thickener is a single compact highly efficient water management solution that minimises costly water consumption by ensuring up to 90% of the process water is recycled for immediate recirculation. The AquaStore receives recycled water from the AquaCycle which is then recirculated, reducing the volume of fresh water required to feed your washing plant.

Another mechanism to maximise performance in the limited space, was using a sludge re-blend system. This is product that is put back into the sand as typically marine dredged product is less than 3% silt. This allows Brett Aggregates to control the flow back into the buffer tank and supports the production of high-quality sand products to be produced on site.

As well as this, CDE's M4500 modular wash plant integrates feeding, screening, sand and aggregate washing and stockpiling on a single chassis. The M4500 also incorporates a VibroSync drive system on the integrated Infinity dewatering screen which ensures even distribution of material across the full screening area for efficient dewatering of material.

Adding to this, CDE incorporated an EvoWash sand washing system. A compact and modular technology, the EvoWash separates the smaller sand and gravel fractions through an integrated high-frequency dewatering screen, sump and hydrocyclones which provide unrivalled control of silt cut points and eliminates the loss of quality fines with significant commercial value.

CDE also installed its OptiMax technology which constantly reads live material data in the washing process to monitor the plant's performance so that any necessary enhancements can be made.

Minimised footprint delivering maximum performance

The solution enables Brett Aggregates to produce two sand products, a 0-2mm, 0-4mm, and two aggregate products, 4-10mm and 10-20mm, which will be used for concrete production.

Thanks to investment with CDE, Brett Aggregates has capitalised on an opportunity to build a successful wharf processing site in Portsmouth which has opened many opportunities within the area and increased business.

Ben Johnson added: "It's been great working with CDE on this project. The maintenance of the plant is straightforward and the aftercare support has been good. The processing, maintenance and running of the plant have been consistent since commissioning in early 2024. The team at CDE have been really engaged with us from the start of the process, updating us on the designs, deliveries and installation milestones, right through to today to ensure the plant is still running as efficiently as possible."

William Melanophy says that the plant is exceeding expectations.

"Both our teams were determined to find a solution that met and exceeded operational requirements. It was exciting to support Brett Aggregates at their new site in Portsmouth. We look forward to continuing our relationship with Brett Aggregates and seeing the progress of this plant in the months and years ahead."

Quality products made from oversize aggregates

Oversize aggregates are a major challenge for many operators. The high-quality aggregates are often stored in a space-consuming way or even disposed of by backfilling at a considerable loss. Nevertheless, even large quantities can be processed with a manageable amount of engineering effort thus achieving significantly higher added value. This is put into practice at Plant 2 in Saaldorf of the German Austrian Moosleitner Group, where an SBM vertical impact crusher model V8 crushes oversize aggregates with grain sizes 4/8 and 16/32 mm to produce high-quality crushed stone fines 0/4 as an additive to washed concrete sand 0/4.

With around 600,000 tons of gravel and a further 120,000 tons of certified recycled construction materials, Plant 2 in Saaldorf is the largest facility of the German Austrian Moosleitner Group. Two gravel quarries, three concrete plants, and several quarries, recycling facilities, and landfill sites, either operated independently or in cooperation with partners, belong to the raw material, building material, and environmental sector in both countries. With a total of over 200 employees, this long-established family business also operates in the fields of earthworks, civil engineering, road construction, and demolition across national borders.

Since the beginning of 2023, road construction materials in the Saaldorf plant have been processed by a track-mobile SBM impact crusher type REMAX 400 (0/400 to certified grain sizes 0/16, 0/22, 0/32, 0/63 mm). The aggregates for two of the company's own concrete factories and other concrete factories in the region are supplied by a stationary 300 t/h gravel washing plant. From 0/100 feed material, the multi-stage screening plant produces high-quality 0/4, 4/8, 8/16-, and 16/32-mm grain sizes with an average annual output of around 400,000 tons. Already since 2010, some of the coarse 32/70 grain size and other surplus materials have been processed into chippings and crushed stone fines, primarily for asphalt production, by an 80 t/h cone crusher located directly next to the gravel washing plant.

Flexible added value

Due to the natural grain spectrum and the current market situation, 10,000 to 20,000 tons of oversize material particularly in the 4/8 and 16/32 mm grain sizes occur in the plant in Saaldorf per year. On the other hand, there is often a high demand for high-quality 0/4 concrete sand.

Since the end of 2023, an SBM V8 vertical impact crusher has been solving this problem: Particularly developed to efficiently produce sand this compact crusher was integrated into the existing crushing plant with feed hopper, feed conveyor and double-deck screen. With an output of 60–70 tons per hour, the SBM V8 crusher now processes oversize aggregates 4/8 and 16/32 to high-quality 0/4 crushed stone fines which can be directly mixed with washed 0/4 concrete sand without further processing thanks to the distinctive cubic grain form and precisely adjustable grain size distribution. Depending on the results of the corresponding laboratory tests, between 10 and 20% are added, whereby the targeted control of the properties of the crushed grain sizes also allows to optimise the quality of the 0/4 delivered grain sizes by correcting the grain size distribution.

The decision to go with the 'sand machine'

'Our solution with the SBM V8 vertical shaft impact crusher has fulfilled all expectations,' explains Senior Manager Matthias Moosleitner, who runs the Moosleitner Group together with his wife Martina and son Mathias. The evaluation phase lasted a good six months including on-site assessments of various already implemented solutions for oversize aggregates. Different tertiary crushers were assessed not only in terms of their crushing characteristics – the focus was on finding the economically best technical integration into the existing gravel washing plant.

The aim was to achieve a final product that was as compatible as possible with the washed concrete sand in Saaldorf in terms of grain form and grain size distribution. The decision was eventually taken in favour of the SBM V8 vertical impact crusher: Just like larger V-crushers with outputs of up to 160 t/h, it was particularly developed to produce sand and to make poorly shaped fines more cubic. With vertical feeding (feed

Moosleitner integrated the SBM V8 vertical impact crusher into his existing crushing plant.

As an easily relocatable unit, the SBM V8 vertical impact crusher was quickly and simply integrated into the existing crushing plant.

The patented SBM inlet control tightly closes the crushing chamber of the V8 vertical impact crusher, ensuring a stable material bed and low-dust operation of the crusher.

sizes 35/40 mm), the patented SBM inlet control and the electric drive with frequency converter-controlled rotor speed as the key control parameter, SBM vertical shaft impact crushers can be integrated into existing plants very easily and simply and are also available as mobile skid-mounted plants. In the standard design, crushing takes place in the material cushion or '"material bed"' thanks to the high energy input of the especially developed high-speed rotors. The SBM inlet control with filling level monitoring at the material hopper minimises the pull effect even at constantly high rotor speeds, thereby ensuring that the material bed is maintained and guaranteeing uniform quality, low wear costs, and low dust emissions under full or partial load.

An automatic lubrication system minimises maintenance works at the SBM vertical impact crusher V8.

The SBM V8 vertical impact crusher has around 7.5 tons and is an easily relocatable unit in a steel structure with a surrounding maintenance platform. Therefore, it was very simple to integrate it into the existing installation in Saaldorf. The crusher is fed by wheel loader via a pivoting conveyor belt; the crushed material is transported to the double-deck screen by oversize material return conveyor belt to the feed hopper; and there are wide conveyor belts for the final grain sizes 5/8 mm chippings and 0/4 mm crushed stone fines.

It all adds up

After some 200 operating hours, Matthias Moosleitner is very positive: 'We were able to integrate the SBM V8 into our crushing plant without any problems. It delivers consistently high-quality products, both in terms of grain form and grain size distribution, which is essential for the controlled addition to our washed concrete sand.' The production output is also excellent: 'With 60 to 70 t/h, it easily equals the sand output of our washing plant, and its independent operation gives us complete flexibility to process any oversize aggregates at hand.'

Plant Manager Peter Gastberger also emphasises the advantages of the SBMM vertical impact crusher: 'With V8, we can precisely adjust the properties of the crushed material 0/4 mm to the washed material. Currently we are working with three pre-settings in the crusher control system taking into account the usual variability in the washed sand.' The SBM V8 crusher also excels in operation and maintenance: 'Even under full load, the crusher operates quietly, with low vibration and virtually no dust thanks to the inlet control. Especially in direct comparison with our cone crusher, wear is extremely low, which minimises maintenance and significantly increases the availability of the V8 due to the electric drive concept.' Take winter operation, for example: While the cone crusher, with its some 300 l of gearbox respectively hydraulic oil, requires a considerable lead time at low temperatures, the SBM crusher V8 is ready for operation in no time at all thanks to its grease lubrication and only 10 litres of hydraulic volume necessary for the gap adjustment.

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Metso HRC8 – Crusher with sand crushing credentials

According to Metso – Finland's global name in the manufacture of crushers and screening equipment – Industrial quality sand is a threatened commodity.

In a recent press announcement promoting their HRC 8 (HPGR) high pressure grinding rolls crusher, Metso stated: 'With a decline in the number of sand extraction sites in Europe – and limitations in the number of permits for new ones – the supply situation for sand has become challenging'.

'With transportation of sand from distant locations declining due to economic viability', Metso is of the view that 'local production' is the recommended alternative – a fall-back whose time has truly come.

In this regard, Metso and their UK and Ireland distributor, McHale Plant Sales share a common opinion, to wit that the production of industrial sand, and the separation of usable construction materials for cement and concrete production, 'present significant business opportunities' with the added benefit of 'addressing the rising demand for sustainable practices'.

From its appearance at bauma 2025 - and the interest its presence at the event generated - the HRC 8 (HPGR) high pressure grinding rolls crusher occupies a niche position within the pantheon of stone crushers, not least for its usefulness to aggregates producers and contractors who themselves are active in supporting sustainable operations.

Geared for the production of industrial sand, the HRC 8 offers process flexibility and higher capacity coupled with low energy and wear part consumption – attributes that make it an attractive option for aggregates specialists.

According to Metso, 'the cement industry creates 8% of global CO2 emissions with a target to reduce these emissions by 25-55% by 2030 and to achieve zero-emission cement production by 2050'.

With the construction industry moving towards the circular economy - and urbanization expected to drive demand for raw materials to meet growing global needs – the use of recycled materials in cement and concrete production is expected to increase above current levels – an increase that Metso calculates will be in 20-30% bracket.

According to them, the HRC 8 offers a proven solution for aggregate producers and contractors, delivering high quality output with excellent gradation and particle shape, features that McHale Director UK, Morgan Grant says: "fully meets the specifications for recycled concrete and cement applications".

"We have just completed the sale of the first Metso Nordwheeler HRC8 into the UK. Eco-friendly, and fully electrically driven and operated, the machine provides the quality and reliability associated with Metso products in a portable and user-friendly wheeled unit. Specified to crush 0/32mm down to a 0/2mm the machine has exceeded expectations in terms of performance and reliability, achieving 20% more final product than originally anticipated," he added.

Included in the Metso Plus offering, the HRC 8 for Aggregates is available as a portable model on Nordwheeler as a part of Nordplant's pre-designed crushing modules and plants, and in stationary format.

Providing flexibility for relocation based on material location, the 'energy efficient' HRC 8 saves up to 50% energy compared to other technologies, whilst generating low dust emissions and noise levels.

Equipped to convert quarry and demolition waste into high-quality, high-value sellable products – under the upcycling acronym CDW (Construction and Demolition Waste).

Of particular note is its capacity to release recycled cement from CDW to produce high-quality manufactured sand, and improve poor-quality sand, thereby avoiding the use of virgin resources and upcycling quarry waste materials.

As McHale sales director, Denis McGrath puts it: "given the increasing number of high-profile businesses now supporting the circular economy – including Metso and McHale Plant Sales – the HRC 8 perfectly reflects the appeal it has for manufacturers and distributors alike who are 'on record' as supporters of the circular economy".


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Use the QR code below and sign up to experience the power of proven technology, real-world results, and a smarter approach to waste recycling.
Scan the QR code and discover more about our events this coming autumn
Visit cdegroup.com

RWM: Evolving with the Industry, supporting those who shape it

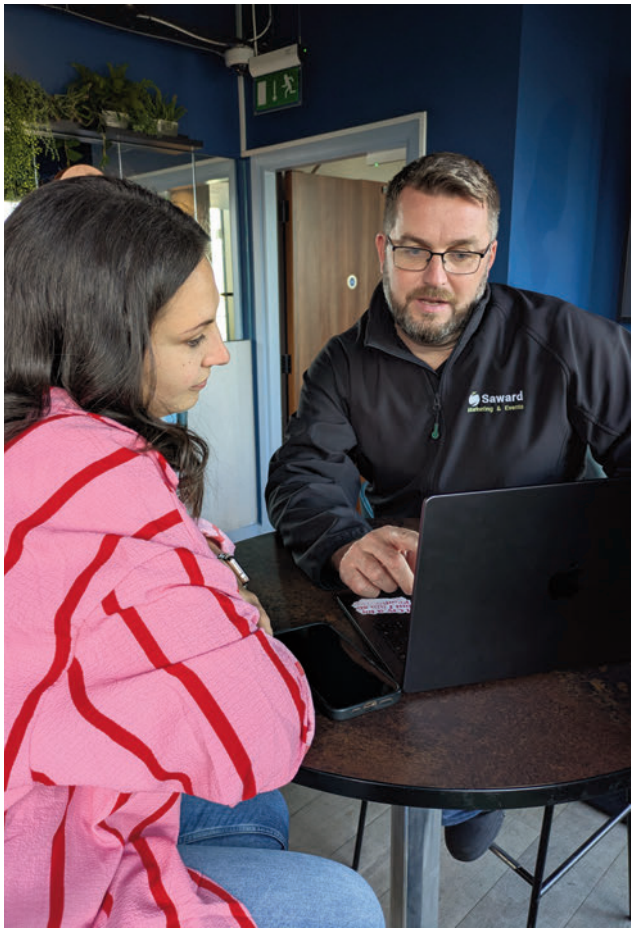
Over the years, RWM has firmly established itself as one of the UK's key exhibitions for the waste, recycling, and resource management sectors. And rightly so. The event has evolved to reflect the priorities of the industry it serves, from policy and innovation to infrastructure and circularity, all while retaining its energy and practical focus.

We've had the privilege of supporting multiple clients at RWM over the years, and we'll be doing the same again in 2025. Whether they're exhibiting, attending, or looking to grow their presence in the sector, we work alongside them to make sure they're visible, confident, and set up to achieve what they need from the event.

Our support might look different depending on the client, from designing engaging exhibition spaces that reflect brand personality, to managing logistics and activation plans that allow them to focus on conversations, not complications. But the goal is always the same: to help them connect with their audience in the right environment.

What's impressive about RWM is how it continues to adapt. It's not just a place to show off kit (though there's plenty of that too). It's where businesses come to talk policy, share innovation, and figure out what the future looks like for the sector. From net zero to the economy, the key issues are front and centre and the event feels designed to encourage those discussions in a productive, practical way.

Its location at the NEC plays a big part in that. The accessibility, the scale, and the flexibility of the space make it possible for everything from large machinery demos to focused panel sessions to sit under the same roof. That mix of hands-on activity and meaningful dialogue gives RWM its edge.



It's also a great reminder of what good events can do: bring the right people together, in the right space, with a shared focus. That's why we continue to champion shows like this, and why our clients see real value in showing up, not just physically, but with purpose.

We know from experience that success at events like RWM doesn't just happen. It takes planning, creativity, and a clear understanding of what the client wants to achieve. It's a collaboration, between our team, our clients, and the wider network of suppliers, organisers and industry partners working hard to deliver something valuable.

So, while we're not ones to shout about ourselves, we are proud of the role we play in helping organisations show up well, and of the relationships we've built along the way.

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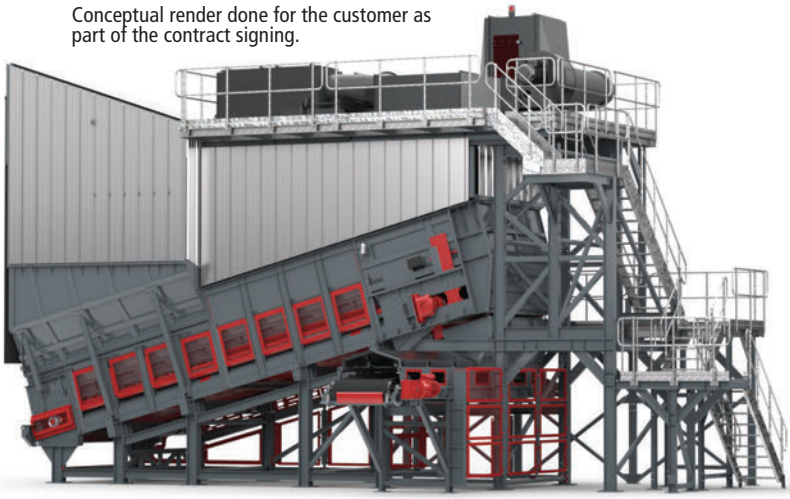
Telestack announce new project for TITAN Truck intake system as part of a Mining companies' expansion in a Port in Ireland

Telestack are delighted to announce that they have been awarded a contract for the supply of a new Titan Truck intake system as part of a Mining companies expansion in a Port in Ireland. This customer opted for the Telestack Titan S800-6 intake system for the efficient in-take of lead and zinc products which forms a critical logistical interface for the export of the material.

The Telestack S800-6 was chosen as a result of Telestack's extensive track record with proven Titan installations globally. The system will work within an existing unloading point, which aligns with the customised nature of Telestack product portfolio.

A key part of the selection was the customisation needed for this project. The system consists of customised options required for the application including integrated dust enclosure and dust extraction filters to meet the environmental requirements on site, along with integrated access ladder/steps and maintenance walkways throughout for the operator. There is also an integrated panel including profinet module (Siemens) which allows integration into the existing control system along with Variable speed control (VSD) on all belts to ensure maximum speed and control into the system.



Conceptual render done for the customer as part of the contract signing.

This unit is feeding onto an existing conveyor belt system, so Telestack included a 9.0m long discharge conveyor (90 degrees from the feeder) which will feed directly into the current conveyor in the plant.

Fully Designed, Manufactured and Assembled before Dispatch from Factory

As with all of Telestack's products, the TITAN S800-6 unit is fully designed, manufactured, fully assembled, tested and fully operation before dispatch. This ensures the quality and easy installation of the unit when arrives on site, allowing for a seamless build process.

The customer visiting Telestack Facility seeing the completed unit as part of Factory Acceptance Test

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Rotators vs Rotating Forks: Selecting the Correct Attachment for the Job

In material handling operations, the terminology can be confusing especially in the case of fork rotators and rotating forks. Whilst they might sound similar, these attachments have their own unique operational uses, strengths and limitations.

Understanding the difference helps operators choose the right attachment for safe and efficient load movement and also request the correct training course.

Functions and Uses

Fork Rotators

The forks are attached to a rotating frame meaning that the entire fork carriage will rotate, typically up to 360 degrees. Fork rotators allow for controlled rotation of the load for disposal or repositioning without manual handling.

This attachment is commonly used to emptying bins, skips, or containers, handle waste, recyclables, or bulk materials. If your site has drums or hoppers, you will normally find fork rotators on your forklift trucks for tipping.

Rotating Forks

In contrast, the carriage plate does not rotate, but the forks themselves rotate independently of each but still work as a pair. This allows the width of the fork to clamp the load. Depending on the design, when rotating forks are used in this way, they can be used as a clamp or to carry out a lift that cannot be completed in a standard fork setup.

Predominately found in industries where bulk handling is required such as building materials, waste and resource management and warehousing and distribution. This attachment is normally used to handle palletised and bulk loads that require clamping.

Safety Reminder

When using fork rotators, it's important to remember that the rotation of any load will affect the stability of the machine. As the rotator tilts or inverts a load, the weight distribution shifts and so does the load centre. Operatives need to understand the effect that the attachment has on the stability to prevent incidents such as tip overs. These have occurred when operatives are utilising rotating forks with a live load. As the load is tipped the movement of the load and the associated weight can result in a tip over being carried out incorrectly.

With rotating forks, operatives should never clamp a load with the thin part of the forks. The reason for this is that this part of the forks do not provide enough sufficient contact on the load, meaning that operators risk a dropped or damaged load.

If operators are unsure about any information regarding capacity, load types and controls, operators should always refer back to the manufacturer's specifications.

Compliance and Training

Legislation within the UK enforces that lifting attachments need to comply with LOLER (Lifting Operations and Lifting Equip0ment Regulations 1998) and PUWER (Provision and Use of Work Equipment Regulations 1998). Among other requirements, these regulations state that lifting attachments should be routinely inspections, operators need to be trained, and the equipment must be suitable for purpose.

Training is key to safe operation of any machine. Operators must understand how each attachment works, including variations in control mechanisms (hydraulic, mechanical etc) and how load capacity is affected when attachments are fitted. Pre-use inspections are important in order to identify any damage in hydraulics, gears, or other mechanical elements as well as to make sure that the rotation mechanisms are fully functional and safe to use.

Operators must also be taught best practices for handling loads correctly. This includes ensuring that loads are balanced and secure before rotating, knowing when to apply the brake and shifting to neutral before rotating the load and operators should be aware that they should never attempt to operate with the forklift truck in motion while performing rotation manoeuvres.

Using the wrong attachment can lead to load instability, equipment damage, or safety risks. Always match the attachment to the task—and ensure operators are trained in its correct use.

For further support regarding forklift attachments, please get in touch with a member of our team today who will be happy to help – 01246 386900.

Rental is the real deal for steel

More uptime, lower repair bills, reduced fuel costs...it's a win-win-win situation as Liebherr Rental helps a British Steel plant continue producing virgin steel for infrastructure projects.

Over the years the Scunthorpe Steelworks has used a variety of methods to move and stockpile coking coal, a crucial ingredient in the manufacturing process. And over the last 12 months, almost all coke-handling machines have been supplied by Liebherr Rental in a deal that has provided the customer with greater flexibility and major cost savings.

'We felt that we weren't getting value for money with our former contractor,' explained Nathan Turner, operations manager for the coal and coke handling facility. 'This allowed us to look at the entire market for alternative solutions, which ultimately led us into conversations with Gareth Blythin, national rental sales manager at Liebherr Rental. From the outset, Gareth and his team were very proactive in assessing the work we were doing and tailoring the machines to suit our needs.

'They structured a deal that included a spare loader and truck, allowing us servicing time when required rather than when necessary. While the fleet has been very reliable in operation, having the cushion of a spare machine gives us peace of mind that, should we encounter a breakdown, it will never be to the detriment of our operations.'

Area manufacturing manager Chris Spavin added: 'We used to run road trucks for material movement but they were getting ripped apart by the abrasive material. This caused ongoing issues with damage and repairs, along with an uncomfortable ride for the drivers. That changed with the arrival of the ADTs, which are designed to handle tougher conditions. While the road-going trucks can carry nearly twice as much material as the ADTs, their slower speeds and higher maintenance costs balance out the cost per tonne.'

The current Liebherr fleet at the Dawes Lane site consists of six L 556 XPower wheeled loaders and five TA 230 articulated dump trucks. Those machines are supported by several articulated tippers that supply material to the nearby Appleby site via public roads.

While the TA 230 trucks are the main coke haulers, the site also uses a pair of similarly sized competitor models. 'They do the same job as the Liebherr trucks, but without the added fuel efficiency and operator comfort,' Turner noted.

‘Competitors models do the same job as the Liebherrs but without the fuel efficiency and operator comfort’

Nathan Turner, operations manager

The loading process is handled entirely by the fleet of 21-tonne L 556 XPower loaders, fitted with long-arm configurations and Ulrich hi-tip buckets. Powered by Liebherr 4-cylinder engines developing 183hp, the loaders easily cope with the lightweight material while returning impressively low fuel consumption – averaging just 10.4 litres per hour.

The additional reach of the long-arm version of the L 556 XPower adds 520mm of pin height to the loader. That extra reach and load-over height is an asset when loading the road-going articulated trailers, which sit much higher off the ground. Just three passes from the loaders – each equipped with a 5.5 m³ bucket ¬– are enough to fill the trucks to capacity.

The loaders are in typical Liebherr Rental specification and include a host of features that would incur extra costs from many plant hire companies, such as a 360° camera system, an active personnel detection system at the rear and adaptive LED lighting – particularly useful at Scunthorpe where operations run round the clock.

It was left to Thomas Jaehrig, senior category manager at British Steel, to have the last word on “going rental”. ‘We felt there was a better, more productive and economical way of undertaking this operation. So far, we’re seeing the benefits; our repair bills are lower, our uptime has increased, our fuel costs have come down and they are simply a very good company to deal with.’

The material

Coking coal is a crucial ingredient in the steelmaking process, specifically for primary steel production using blast furnaces. It is converted into coke, which acts as both a fuel and a reducing agent in the blast furnace. Supplies are sourced globally to ensure minimal contamination. Shipped into the nearby Port of Immingham, the coal is discharged on to trains and transported to Scunthorpe in loads of around 1,000 tonnes at a time.

GRS to digitise materials tracking with Terinea

GRS Group has joined forces with software specialist Terinea to introduce an all-in-one platform for digital waste tracking and electronic proof of delivery for bulk construction materials.

Terinea's WasteMetrix software is being configured to provide GRS with an integrated system to streamline its materials trading operations – totalling almost 20 million tonnes per year of construction, demolition and excavation waste, as well as recycled, secondary and primary aggregates. GRS is a supplier to some of the UK's biggest infrastructure projects.

By centralising materials tracking into one digital platform, GRS will become the first nationwide aggregates and waste trader capable of digitally tracking all materials, from collection to delivery, reinforcing the company's 'circular economy' model, as well as improving customer experience, supply chain efficiency and ensuring full compliance with forthcoming waste legislation.

Yvette Bailey, GRS Trading's Managing Director, said: "Partnering with Terinea is a big step towards our goal of a fully integrated platform, where every tonne of material we move is tracked digitally. It means we will provide a better service for our customers, clearer information for our hauliers and easier processes for our people, and it will take us beyond the statutory legal requirements for waste. All the materials we trade are either reused in construction or in land remediation and soon we'll have real-time data showing where they come from and where they're going to."

Robin Tweedie-Walker, Managing Director for Terinea, said: "We are very excited to be working with GRS, a nationwide business that occupies a unique position in the construction supply chain. We have extensive knowledge of the waste industry and we are already working closely with GRS to ensure WasteMetrix supports their circularity business model, configuring where necessary to create a tailored solution that sets GRS apart from other companies in the sector.

Anna Brooks, GRS Digital Transformation Programme Manager, said: "After a rigorous selection process we chose Terinea's WasteMetrix platform because of its flexibility and scalability, giving us a system that meets our needs without having to build it from scratch, whilst adapting to changing markets and our future growth. It's also an important foundation – alongside our company-wide ERP system – that will enable end-to-end digitisation of our business processes and integrate with the systems of others in our supply chain."

The move to digital tracking – part of the firm's ConnectGRS initiative – is set to improve the experience for GRS customers and supply partners, giving quicker access to job details and delivery data for both muck-away and aggregate movements. Real-time tracking also means better planning, faster ticketing, and lower business risk thanks to system-generated data. For GRS drivers and third-party hauliers, collection and delivery point information will be clearer and easier to access. And the new system, which GRS expects to roll out early in 2026, will improve the efficiency of internal processes in sales, customer service, transport coordination, haulage administration, and credit control.

The UK government is planning to introduce mandatory digital waste tracking (currently scheduled for October 2026) to better monitor waste production and disposal nationwide. The new legislation means everyone involved in waste management will need to switch from paper records to a digital platform, making the whole process more transparent and operators more accountable.

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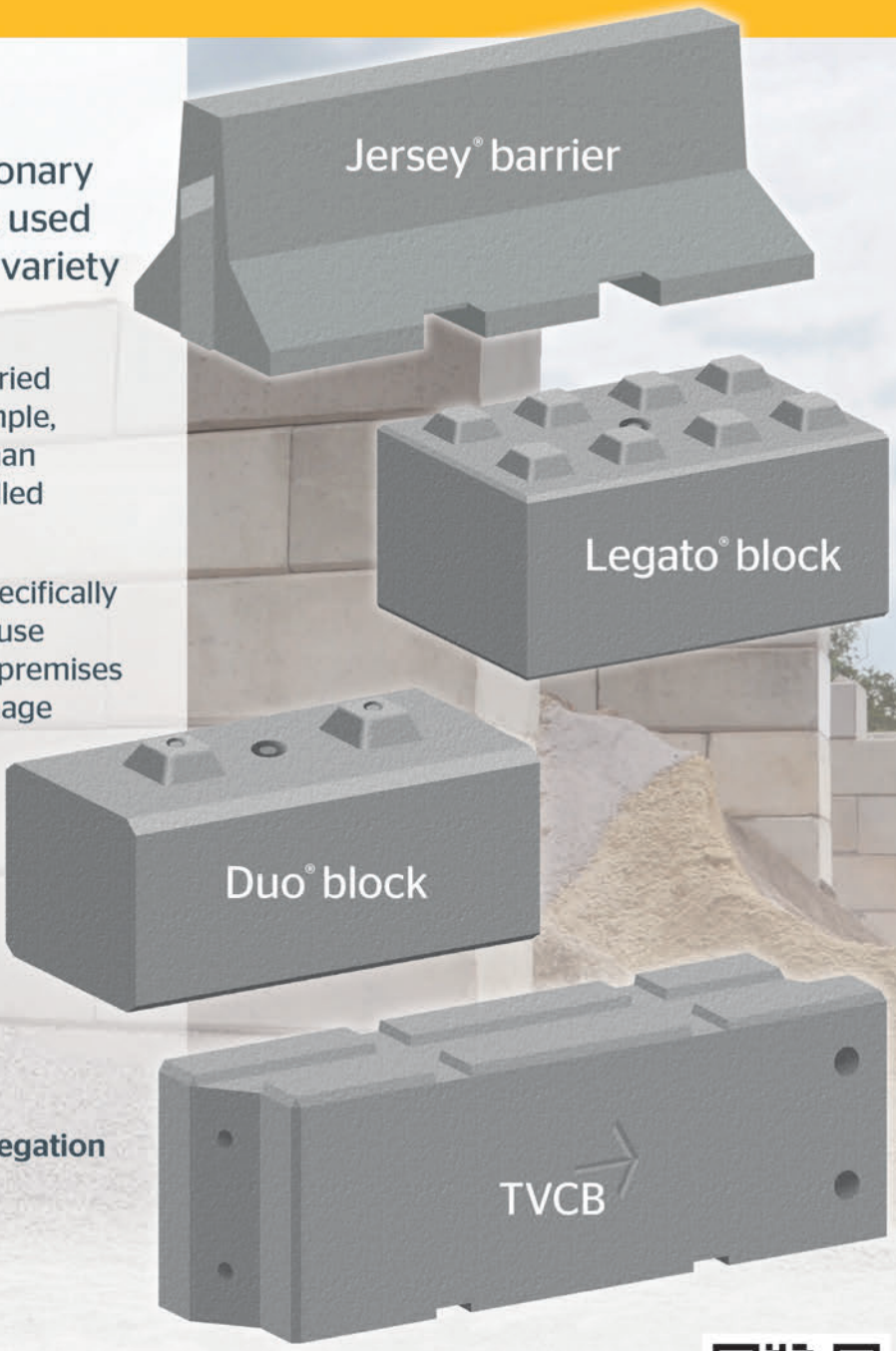

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