



tion of pharmaceuticals in Europe, Knoblich said. "We already ensure a blanket-coverage fine distribution with active temperature control in eight European countries. In addition to this, we also offer the actively temperature-controlled transportation of pharmaceuticals as less-than-truckload (LTL) or full-truckload (FTL) shipments in many other countries. Eurotemp reaches from Sweden to Italy, from Ireland to Bulgaria, from Poland to Portugal. We could design this international network so that we have the same offering all over Europe. However, we will not do this, because national practice and habits still play a major role, and we want to take this into consideration."

Customized Transport Of Pharmaceuticals

This is why the network initiated by the Trans-o-flex Group focuses on a gradual demand-oriented growth with partners, based on two main criteria. Knoblich: "The basic prerequisite is that all partners are able to transport pharmaceuticals in compli-

their specific countries. And it is precisely these requirements that have not yet been standardized in Europe."

The basic service in the Eurotemp network is always active temperature control. This helps the partners dispense with additional thermally insulating packaging and

been providing the same services in Belgium for almost a year. According to Eurotranspharma, the company, with a workforce of 800 employees, achieved a turnover of €72 million in 2013 and created 600 jobs in the last three years. The French network consists of two hubs and 14 depots, which organize 520 delivery routes.

There are also differences in the offered temperature ranges: "We partly focus on temperature control in the range between 2 and 8 de-

You face the challenge to combine the different national requirements in one logistic system.

passive temperature control, which, especially during long transports, reduces efforts and costs. The all-over shipment monitoring and temperature documentation has to be ensured through the entire process. Apart from this, the offer can vary: In some countries, especially the European core countries such as Germany, Austria or the Benelux countries, Eurotemp offers the fine distribution of parcels, the distribu-

tees Celsius, he said. "At the same time, however, we also partly offer the temperature range between 15 and 25 degrees Celsius."

Complete Offer In France

An example of such a complete offer is the French Eurotemp partner Eurotranspharma. In France, this dynamically growing company offers an areawide network for the active

Single Source Service

Compliance with the Eurotemp standards, such as constant temperature monitoring or all-over temperature documentation, is regularly audited in accordance with the GDP guidelines, not only by customers but also by the Trans-o-flex Group in its capacity as partner in the Eurotemp network. Knoblich: "Already today, Eurotemp offers pharmaceutical companies the possibility to receive an international transport service from one single source, which takes the individual countries' national specifics into consideration."

► www.trans-o-flex.com

Safety in Explosion Protection Zone 2

Industrial trucks operating in explosion protection zone 2, ATEX category 3G (gas), require either appropriate safety modifications (complete protection) or must be fitted with a gas warning system, which constantly monitors the concentration of gas in the surrounding atmosphere and safely shuts down the truck if gas exceeds the limits.

The innovative, radio-controlled gas warning system from French specialists Centrexpert is now available as an option for Linde electric trucks with a load capacity of between 1.4 and 3.5t destined for use in explosion protection zone 2.

The recently certified system includes functions such as access control, pre-shift checks, self-calibration and easy servicing. All safety-relevant data — such as gas concentration and the operating temperature of the engine — is shown on the display. Reporting, maintenance scheduling and a wireless

connection to stationary gas sensors complete the package.

The gas warning system from Centrexpert consists of a tablet PC with explosion protection, a sensor with a small tank for the test gas mixture and a relay box with controller. The wireless connection between the temperature sensors and the controller is provided via the highly resilient and secure ZigBee wireless protocol.

The entire gas detection unit is contained in a single housing the size of a drink can. Since the system calibrates itself and checks the functionality of the sensors every time the truck is started, it is much more user-friendly than comparable systems on the market. During operation, the system continuously shows the driver all operating conditions relevant to explosion protection, such as temperature or gas concentration in the air. The box with the sensor and test gas mixture needs replacing only once a

year, as part of routine maintenance carried out by a service engineer. The system can simultaneously be used for access control. Drivers, operations

managers and service engineers can all be assigned different PIN codes.

Once a driver has logged in, there is the option of presenting a brief

acknowledgement process before the truck starts, reminding the driver this is a specialized truck operating in explosion protection zone 2. During the shift, the system creates a continuous log of gas concentrations, regardless of whether or not the concentrations in the air exceeded the given limit. If the limit is exceeded, the truck is brought to a controlled stop and, if required, the system can send a notification via radio to the operations manager. As soon as the gas concentration drops back below the acceptable limit, the driver is notified on-screen. The truck can then be approved by a supervisor and put back into operation. Alternatively, the truck can be set up to allow the operator to restart the truck independently.

For operations managers, the integrated reporting functionality significantly increases transparency, as they are able to view all events, such as alarms, or the progression of the gas concentration in the reports.



The radio-controlled gas warning system from French specialists Centrexpert is available as an option for Linde electric forklift trucks used in explosion-protection zone 2 with a load capacity of between 1.4 and 3.5 tons.

Source: Linde Material Handling, Aschaffenburg, Germany

"Using this monitoring system, an operations manager can check the existing operational safety concept frequently," says Herbert Kunkel, chief executive for Proplan, a subsidiary of Linde Material Handling. "The system will be of particular interest to operating companies, not least because of the connectivity options with other stationary or mobile monitoring, safety and reporting systems."

Used in this way, the system could prevent the truck from even entering an area in which the gas concentration already exceeds acceptable levels. In addition, trucks or fleets of trucks can be integrated into a cross-departmental safety concept for the entire plant, with daily documentation and monitoring of safety-related conditions.

► www.linde-mh.de
www.centrexpert.com

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