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LAF 40ft Bitumen Flexitank

LAF

اطلاعاتی در مورد فلکسی تانک قیر ۴۰ فوتی:

وزن قابل حمل: ۲۵ تن
انواع (گریدهای) قیر قابل حمل: شامل ۶۰\۷۰، ۸۵\۱۰۰، ۲۰۰\۳۰۰
مدت بارگیری: ۳۰ دقیقه
مدت تخلیه: ۲۰ تا ۴۰ دقیقه

装运重量：25 吨
装运型号：60/70, 85/100, 200/300
装货时间：30 分钟
卸货时间：20-40 分钟
配置：液袋 +2 卷瓦楞纸，无需挡板系统

Some details about 40’ Bitumen Flexitank:
Payload: 25 tons
Grades shipped: 60/70, 85/100, 200/300
Loading time: 30 minutes
Discharging time: 20–40 minutes
Kit: flexitank + 2 rolls of corrugated paper, no bulkhead system required

从 2022 年开始，LAF 联手 Black gold, Akam, Parsian Energy, Oxin, Hormozan oil, Sebco 等炼厂开创了沥青运输新模式 - 液袋运输。目前伊朗沥青运输的每 10 条液袋就有 8 条来自 LAF。感谢行业里各位朋友的帮助与支持。

现在，我们真切的了解到市面上缺少 20 尺集装箱的现实情况。历经三年，我们终于打造了一款能够满足装货和卸货的 40 尺沥青液袋。加快沥青运输速度。

Since 2022, LAF has joined forces with refineries such as Black Gold, Akam, Parsian Energy, Oxin, Hormozan Oil, Sebco, AIM, STNJ (to name just a few) to utilize a new model for bitumen transport; flexitank shipping. Today, eight out of every ten bitumen flexitanks in Iran are supplied by LAF. Many thanks to all friends in the industry for their help and support.

We now clearly see the market reality: 20-ft containers are in short supply. After three years of development, we have finally created a 40-ft bitumen flexitank which not only addresses the issue of 20’ containers shortage but also streamlines both loading and unloading process which leads to accelerating bitumen transport.

از سال ۲۰۲۲، شرکت LAF با همکاری شرکتهایی نظیر طلای سیاه، آکام، پارسیان انرژی، اکسین، نفت هرمزان، سیکو، عایق اصفهان، شیمی تجارت (تنها چند نمونه) استفاده از فلکسی تانک مخصوص قیر را توسعه داده اند و در حال حاضر ۸ فلکسی تانک از ۱۰ فلکسی تانک استفاده شده در ایران توسط LAF تامین میشود. از همه دوستان در این صنعت سپاسگزاریم.

اما اکنون بازار با چالش کمبود کانتینر ۲۰ فوتی وبروست و ما پس از ۳ سال تحقیق و توسعه، فلکسی تانک قیر ۴۰ فوتی را طراحی و ارایه کرده ایم که نه تنها پاسخگوی مشکل کمبود کانتینر ۲۰ فوتی است بلکه با ساده کردن فرایند تخلیه و بارگیری باعث افزایش سرعت حمل قیر خواهد بود.

LAF 20ft Bitumen Flexitank

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Global Bitumen Market Analysis

First Week of November 2025 (November 5–7)

This report summarizes indicative bitumen prices across twelve major regional markets for the first week of November 2025, specifically from November 5th to 7th. The data presented are expressed in USD per metric ton, based on consolidated market observations from verified regional sources and supplier quotations. All figures are approximate and may include a limited margin of variation due to freight fluctuations, packaging types (bulk, drum, jumbo bag), and daily exchange rate movements.

During this period, the global bitumen market demonstrated overall stability, with modest downward adjustments in select Asian hubs influenced by easing crude oil benchmarks and subdued construction demand in parts of East Asia.

•Middle East (Iran, UAE, Iraq): FOB prices remained steady in the $370–445/MT range, supported by balanced export activity and stable demand across regional buyers.

•Asia-Pacific hubs (Singapore, South Korea, Malaysia, Vietnam): Prices hovered between $395 and $440/MT, showing slight week-on-week softening amid high inventories and restrained buying interest.

•South Asia (India): Domestic ex-refinery rates persisted at $505–530/MT, unchanged throughout the week following early-month price revisions by local refiners.

•China: Ex-works prices eased from around $430 to $425/MT, reflecting weaker asphalt consumption and seasonal cooling in the northern provinces.

•Australia and Japan: Both markets maintained stable levels, with CFR Australia around $470/MT and domestic Japanese prices near $560/MT, indicating limited import movement and consistent refinery output.

•Caucasus region (Georgia): CIF/CFR import prices were sustained between $370 and $410/MT, primarily sourced from Middle Eastern suppliers, reflecting modest freight variations rather than shifts in base price.

In summary, early November 2025 was marked by price consolidation across most bitumen markets. While regional demand patterns began their seasonal slowdown, the absence of major crude oil volatility contributed to price steadiness. The overall sentiment remained neutral to mildly bearish, with participants anticipating stable conditions into mid-November barring major feedstock changes.

Iran

Date	Bitumen Grade	Price (USD/MT)	Price Basis
2025-11-05	60/70 (pen)	373 ± 3	FOB Bandar Abbas (drum)
2025-11-05	80/100 (pen)	370 ± 2	FOB Bandar Abbas (drum)
2025-11-05	VG30 (viscosity)	372–374	FOB Bandar Abbas (drum)
2025-11-05	VG40 (viscosity)	375–378	FOB Bandar Abbas (drum)
2025-11-06	60/70 (pen)	375 ± 3	FOB Bandar Abbas (drum)
2025-11-06	80/100 (pen)	371 ± 2	FOB Bandar Abbas (drum)
2025-11-07	60/70 (pen)	375 ± 3	FOB Bandar Abbas (drum)
2025-11-07	80/100 (pen)	371 ± 2	FOB Bandar Abbas (drum)

Singapore

Date	Bitumen Grade	Price (USD/MT)	Price Basis
2025-11-05	60/70 (bulk)	395–400	FOB Singapore (bulk)
2025-11-06	60/70 (bulk)	395–400	FOB Singapore (bulk)
2025-11-07	60/70 (bulk)	395–400	FOB Singapore (bulk)

China

Date	Bitumen Grade	Price (USD/MT)	Price Basis
2025-11-05	AH-70 (#70 pen)	≈430	Ex-works (domestic)
2025-11-06	AH-70 (#70 pen)	≈430	Ex-works (domestic)
2025-11-07	AH-70 (#70 pen)	≈425	Ex-works (domestic)

UAE

Date	Bitumen Grade	Price (USD/MT)	Price Basis
2025-11-05	60/70 (pen)	440 ± 5	FOB Jebel Ali (drum)
2025-11-06	60/70 (pen)	440 ± 5	FOB Jebel Ali (drum)
2025-11-07	60/70 (pen)	440 ± 5	FOB Jebel Ali (drum)

Iraq

Date	Bitumen Grade	Price (USD/MT)	Price Basis
2025-11-05	60/70 (pen)	385 ± 3	FOB Middle East (drum)
2025-11-06	60/70 (pen)	385 ± 3	FOB Middle East (drum)
2025-11-07	60/70 (pen)	385 ± 3	FOB Middle East (drum)

South Korea

Date	Bitumen Grade	Price (USD/MT)	Price Basis
2025-11-05	60/80 (pen)	370–375	FOB South Korea (bulk)
2025-11-06	60/80 (pen)	370–375	FOB South Korea (bulk)
2025-11-07	60/80 (pen)	370–375	FOB South Korea (bulk)

Enhancement of Bitumen Performance through Recycled EPDM and SBS Incorporation: Toward Durable and Resilient Asphalt Pavements

According to WPB, In the ever-evolving field of asphalt technology, recent investigations published on 5 November 2025 have demonstrated a highly promising strategy to significantly enhance the mechanical, thermal, and oxidative properties of bitumen through the incorporation of recycled industrial polymers, particularly EPDM (ethylene propylene diene monomer), both independently and synergistically with styrene-butadiene-styrene (SBS). The study employed a systematic approach to modifying 70/100 penetration-grade bitumen, exploring a variety of concentrations and combinations of these polymers to identify optimal performance parameters. Experimental observations revealed that the inclusion of EPDM alone improved thermal stability and softening point modestly; however, when combined with SBS, the resultant bitumen exhibited a markedly enhanced performance profile. Notably, the elastic recovery increased by approximately 130%, rutting resistance by up to 25%, and oxidative stability by nearly 70%, indicating a robust material capable of enduring extreme mechanical stresses and varying environmental conditions, including temperature fluctuations, heavy traffic loads, and prolonged aging.

The underlying mechanism is attributed to the formation of an integrated polymeric network within the bitumen matrix, where EPDM provides elasticity and resilience, while SBS contributes structural reinforcement and viscoelastic behavior. This synergistic interaction not only enhances the physical properties but also facilitates the distribution of applied loads, thereby reducing permanent deformation and cracking over the lifespan of the asphalt. From an industrial perspective, these improvements translate directly into pavements that require less frequent maintenance, experience fewer failures, and offer extended service life, which is of paramount importance for urban infrastructure and major highway systems.
Moreover, the environmental implications of this approach are profound.

By utilizing recycled EPDM, an otherwise discarded industrial material, the study provides a sustainable alternative that mitigates landfill accumulation and reduces the environmental footprint of pavement construction. This aligns with global initiatives to promote circular economy practices, emphasizing resource efficiency and the responsible management of industrial waste. The dual benefits of enhanced performance and environmental stewardship highlight the strategic value of polymer-modified bitumen for contemporary and future road engineering.

This research underscores the potential of integrating recycled polymers into asphalt technology as a feasible, scalable, and environmentally conscious approach to infrastructure development. The findings encourage further exploration of polymer combinations, optimization of additive concentrations, and long-term field testing to fully realize the advantages of modified binders in diverse climatic and loading scenarios. Ultimately, the study demonstrates that sustainable materials engineering, when carefully designed and implemented, can achieve a convergence of performance excellence and ecological responsibility, thereby laying the groundwork for durable, resilient, and environmentally responsible asphalt pavements.

bitumen market. As seasonal slowdowns and oversupply relieved near-term demand later, though, increasing Middle Eastern export influence in Asia foretells an enhanced interregional connection. With infrastructure construction projects speeding up during the next several months, analysts foresee gradual stabilization and renewed trading pressure as construction activity surges in each region.

Innovative Fiber-Reinforced Asphalt Road Quality and Sustainability Improved on A10 East (Netherlands)

WPB tells us that the A10 East highway from Watergraafsmeer to Amstel has undergone a complete transformation with the installation of a new, smooth-textured asphalt layer. The project boasts a two-layer porous asphalt (ZOAB) system made up of 5-millimeter aggregates—offering a notably smoother, quieter ride for motorists.

Asphalt also historically contains sand, fillers, and crushed stones, all supported by bitumen. Polymerized bitumen is typically employed to enhance binding and strength, but the acrylic fibers are employed in this instance in place of the usual polymers. These tiny, 3.2-millimeter-long fibers serve as internal reinforcement, with very good resistance to aging and increased mechanical strength and extended service life of the pavement.

Other than its strength, such a fiber-reinforced asphalt also offers environmental advantages. The mixture can be produced at reduced temperatures, incurring less energy use and more effective recycling processes. These make it a cleaner alternative compared to conventional asphalt mixtures.

This application is the first time that the fiber-reinforced mixture is used in a fine-grained top layer. The resurfacing process on A10 East was conducted by BAM Infra Nederland for Rijkswaterstaat, the Dutch national road administration. BAM has already implemented the fiber technology on several road networks like A4, A15, A18, A59, and Gooiseweg. The A10 East is still a pioneering step to utilize this material to provide structural and acoustic advantages.

Rijkswaterstaat will be monitoring the performance of this new pavement closely in the coming years, focusing particularly on critical parameters such as noise reduction, skid resistance, and long-term durability.

This lower production temperature not only conserves energy but also lowers CO_2 emissions considerably—synergistic with overall sustainability goals. As Rijkswaterstaat puts it, this innovation is an improvement toward developing a circular asphalt economy, in which road materials are economically recycled and reused in new works.

Lastly, the A10 East upgrade showcases the symbiosis of technological innovation, material science, and sustainability to improve road performance. Utilizing non-aging acrylic fibers in fine-grained asphalt may set the benchmark for future infrastructure development and lead the Netherlands into a more green, quiet, and clean transport system.

BITUMEN MAGAZINE

China Embarks on a New Era of Trade with Europe via the Arctic Passage

WPB writes that China has achieved a breakthrough in global maritime trade with the completion of a maiden voyage of a container ship via the Arctic Ocean, directly linking East Asia and Europe. This milestone, as Xinhua notes, marks a basic alteration of global shipping routes by significantly reducing the time for the delivery of high-value-added goods such as electric vehicles and solar panels to European markets.

The vessel, Istanbul Bridge, embarked on this daring voyage from the Chinese port of Zhoushan and arrived at the United Kingdom's Felixstowe terminal after experiencing minimal delays because of inclement weather in the Norway area. Despite the short delay, the journey was completed in nearly half the time it would have taken through the traditional routes of the Suez Canal or the Cape of Good Hope—both the traditional lifelines of global commerce.

The now open Northern Sea Route, located entirely in Arctic waters and within the Russian exclusive economic zone, has been made navigable due to the steady decline of polar ice cover induced by global climate change. This navigability is opening a seasonal gateway for commercial use, with faster and potentially cheaper connections between Europe and Asia.

China's fascination with this northern route is driven by its strategic impulse to promote trade with the European Union, a host of the world's biggest economic blocs. Amid an ongoing trade standoff with the United States—the world's largest consumer market—Beijing is seeking to diversify its export markets and maintain its manufacturing-driven economy.

The latest customs statistics mirror this reorientation: exports to Europe registered a significant 14 percent growth

These statistics highlight China's evolving trade priorities and its resolve to find alternative sea routes.

AHMAD REZA YOUSEFI – RAZIEH GILANI

Why Iranian Bitumen Is the Right Choice for Sri Lanka's Infrastructure Projects?

Ahmad Reza Yousefi is the Managing Director of Infinity Galaxy and a PhD candidate in international entrepreneurship. With over a decade of hands-on experience in bitumen and petrochemical exports, he leads a dynamic team committed to strengthening the national economy through international trade. Ahmad Reza is known for his focus on building trust-based client relationships and delivering outstanding service.

For the past four years, he has proactively kept clients informed about industry developments, emerging trends, and market opportunities- empowering them to make timely, informed business decisions. Under his leadership, Infinity Galaxy has established specialized teams in key regional markets, providing importers with tailored support and market intelligence for strategic decision-making.

Razieh Gilani, Infinity Galaxy's Commercial Deputy, and a PhD candidate in DBA, brings more than eight years of in-depth expertise in market analysis and consultancy across the bitumen sector. Specializing in the export, trade, and shipping of bitumen and petrochemicals, Razieh focuses on high-potential markets in Africa, China, India, and East Asia.

For nearly 260 consecutive weeks, she has consistently delivered actionable market insights to help industry stakeholders navigate the complexities of the global market. Working with a dedicated team of professionals, Razieh combines commercial acumen with strategic vision to deliver deep market intelligence and practical solutions, helping clients overcome challenges and capture new opportunities.

Introduction:

Sri Lanka's bitumen market has been steadily expanding in response to its growing demand for infrastructure development. However, one of the country's key challenges lies in sourcing the right quality of bitumen at competitive prices. This article analyzes why Iranian bitumen stands out as the most suitable option for Sri Lanka, compared to supplies from Iraq and Singapore, while also exploring the technical and practical challenges contractors have faced with Iraqi bitumen.

Sri Lanka's Bitumen Imports: 2014–2024

Over the past decade, Sri Lanka's bitumen industry has faced several structural challenges. Due to limited domestic production capacity and rising infrastructure needs, the country has remained heavily reliant on imported bitumen. Between 2014 and 2024, the market went through multiple turning points- from refinery shutdowns and production shortages to efforts for local revival.

2014–2018: Import Dependence and Refinery Shutdown

Until 2014, Sri Lanka operated a single state-owned refinery, Ceylon Petroleum Corporation (CPC), with limited bitumen output. CPC was unable to meet domestic demand, forcing the country to depend on imports for nearly all its requirements. In 2014, the refinery halted bitumen production altogether due to technical issues and aging equipment. This led to a full reliance on imports to meet the nation's road construction and industrial needs.

During this period, Singapore, Iran, and Iraq became Sri Lanka's main bitumen suppliers. Growing road construction, port expansion, and urban development projects increased the country's demand for imported bitumen. By 2018, Sri Lanka's imports had reached approximately 84,000 tons, with over 75% sourced from foreign suppliers.

Production Crisis and Import Reliance

Between 2014 and 2018, while imports rose sharply, Sri Lanka faced rising costs and limited access to high-quality supply. The shutdown of CPC's bitumen unit exacerbated the situation, forcing the government and private contractors to rely more heavily on regional suppliers. During this time, Iran and Singapore filled much of the gap, with Iran emerging as a dominant supplier due to its favorable pricing and consistent product quality.

2018–2020: Local Production Revival

In 2018, CPC decided to restart its bitumen production unit as part of a strategy to reduce import dependency and lower costs. This move helped boost domestic production, partially offsetting import volumes. However, even with the restart, local output remained limited, covering only a fraction of national demand. As a result, imports from Iran and Singapore continued to play a vital role in meeting Sri Lanka's infrastructure needs.

Although Iraq entered the market with low-priced offers, its bitumen quality failed to meet performance standards required for major projects. Consequently, the product struggled to gain traction among Sri Lankan contractors.

Post-2020: Stabilized Imports, Growing Local Output

Since 2020, Sri Lanka's bitumen import volumes have remained relatively stable. The country continues to rely on external suppliers, while local production has slowly increased. Projections suggest that by 2024, domestic output could cover a larger share of demand; however, imports- particularly from Iran- are expected to remain crucial.

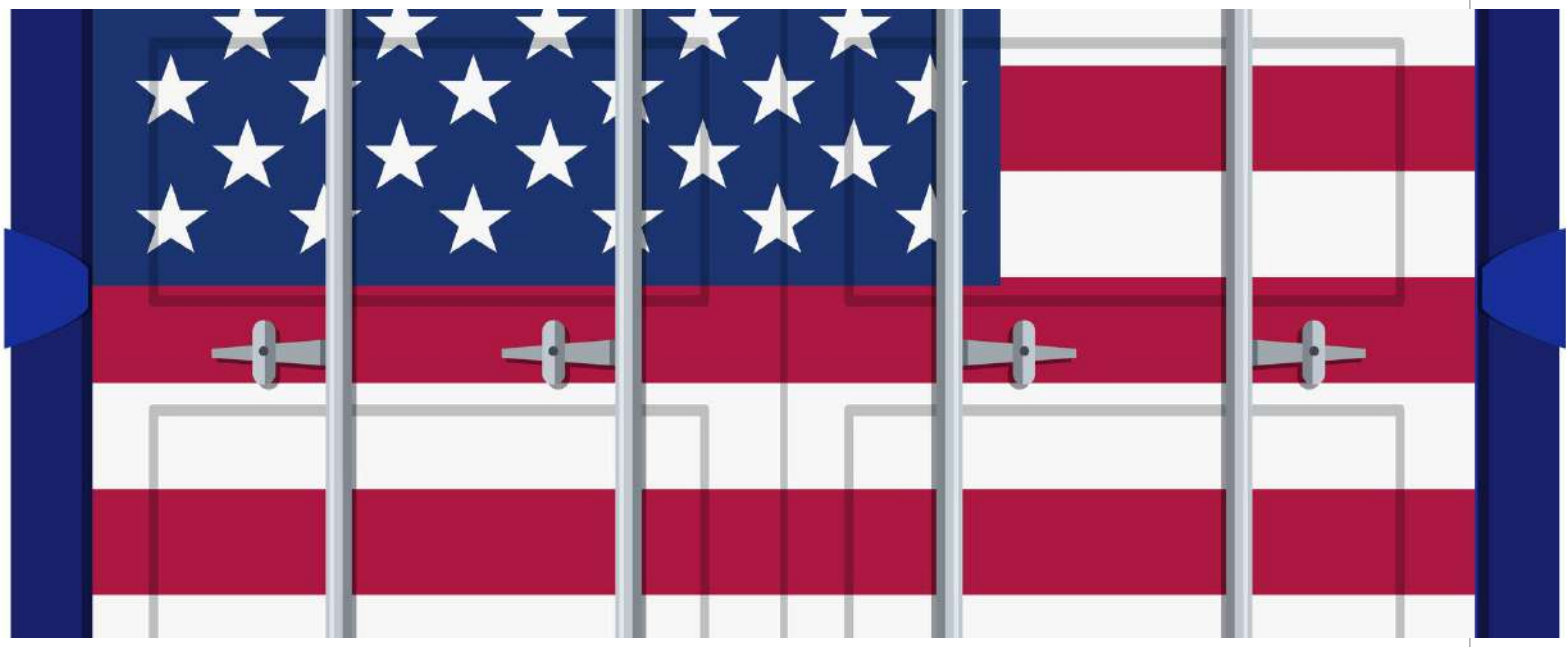
Iran continues to dominate Sri Lanka's import market due to its competitive pricing, reliability, and strong logistical connectivity. By contrast, Iraqi exports have declined sharply because of production limitations, unstable supply chains, and poor-quality performance in tropical conditions. Meanwhile, Singapore retains a niche role as a premium supplier for select high-spec projects.

Why Iraqi Bitumen Fails to Perform?

Although Iraqi bitumen is typically cheaper, it suffers from serious quality deficiencies. Contractors in Sri Lanka have repeatedly reported issues such as cracking, softening, and premature degradation when using Iraqi material in asphalt production. Its low stability under high temperature and humidity makes it unsuitable for Sri Lanka's tropical climate and heavy rainfall conditions.

Despite its lower upfront price, Iraqi bitumen often leads to higher long-term maintenance costs, frequent repairs, and reduced pavement lifespan.

Global Sanctions Intensify, Reshaping the Bitumen and Heavy Oil Market Dynamics



According to WPB, the closing period of October 2025 marked a turning point in international trade relations, as Western powers broadened and reinforced economic restrictions targeting the energy sectors of Russia, Iran, and Venezuela. These measures—chiefly designed to curtail hydrocarbon-related revenue streams—have rippled through global supply chains, particularly disrupting the market for high-residue hydrocarbons such as bitumen, an essential component for road infrastructure and waterproofing industries.

The United States Treasury, in coordination with the European Union, expanded its sanctions framework to include several Russian maritime enterprises and over a hundred vessels allegedly operating as part of Moscow's clandestine transport network. By cutting off these fleets from international financing and insurance systems, a substantial portion of the heavy crude logistics network has been effectively immobilized. Parallel to this, Russian oil giants such as Lukoil and Rosneft have encountered fresh regulatory obstacles in exporting dense crude blends that traditionally supplied bitumen manufacturers across Asia and the Middle East.

While the immediate market response appeared moderate, signs of tightening emerged swiftly. Data indicated that the China Bitumen Index hovered around 3,280 CNY per ton (approximately US $365) toward the end of the month, showing only a slight dip but reflecting looming upward pressure as refiners adapted to reduced feedstock availability. Industry specialists emphasize that disruptions in heavy crude circulation typically take several weeks to manifest fully in the residue segment, as refineries adjust conversion rates to maintain production balance.

Iran's position in this evolving scenario remains complex. Despite its bitumen trade being formally exempt from direct sanctions, indirect repercussions—such as surging freight costs and a shrinking pool of neutral carriers—have pushed FOB Bandar Abbas quotations for grades 60/70 and VG30 to the range of US $370–380 per ton. Market intermediaries attribute this rise to extended shipment durations and amplified payment security premiums, both of which have become

INDIA'S INCREASING DEPENDENCE ON OIL AND THE DOMINO EFFECT IN THE BITUMEN MARKET

According to WPB, India's reliance on imported crude oil has reached a peak of nearly 88% in, one of the highest dependency ratios in recent history. This increasing dependency has been in the context of elevated global supply risks, elevated freight costs, and the diminishing price advantage earlier available on Russian crude.

International oil benchmarks have remained robust, with Brent crude above $63 per barrel and WTI near $58, underpinned primarily by tight supply fundamentals, OPEC+ output cuts, and resurging geopolitical tensions. The resultant rise in Very Large Crude Carrier (VLCC) freight rates—from $19 to $23 per ton—has also compressed import margins and imposed additional upward pressure on downstream petroleum products, including bitumen.

Local bitumen prices have continued to be stable, mirroring the cost pressures faced by refiners and suppliers. Global sanctions, logistics issues, and devaluation of the Indian rupee have all contributed to sustained volatility across short-term pricing. Key grades such as VG-10, VG-30, and VG-40 have seen stable price levels, with packed forms enjoying a sizeable premium over bulk supplies.

The sustained firmness in bitumen prices is attributed to external and internal structural factors. Externally, Russia and Iran sanctions continue to disrupt traditional trade routes, reducing availability of discounted barrels and increasing freight exposure for importers. Internally, limited domestic crude production has raised the need for costly imports, thereby crunching refinery margins and lowering profit spreads for India's PSUs.

Globally, the energy market remains susceptible to any change in geopolitical equilibrium. Russia's incremental withdrawal of heavily discounted cargoes, along with the precarious trajectory of Iranian exports under reinstated sanctions, has turned it into a scenario wherein importers have to deal with not just higher prices but also scarce alternatives. Consequently, major Indian refiners such as Reliance Industries and Nayara Energy can expect their earnings leeway to be constrained, particularly with alternative source points involving higher transportation and insurance costs.

The bitumen business, which has a direct correlation with infrastructure and road-building initiatives, continues to reflect such macroeconomic pressures. Although the VG-30 grade remains the grade of choice for construction projects, refiners and importers are facing higher price sensitivity for major ports such as Kandla, where stock values are directly impacted by fluctuating freight rates.

Markets are anticipated to be underpinned but volatile on a short-term basis by analysts. Stability in price should be around $60–65 per barrel for Brent crude, with scope for additional upside in case there are any fresh geopolitical disruptions, unless OPEC+ increases the level of production significantly or sanction-related constraints are eased.

In the long term, India's growing import dependence underscores a structural vulnerability in its energy industry—where every movement in global freight, sanctions, or exchange rates ripples through the domestic fuel and bitumen markets.

NOVEMBER 2025

AI-Powered System Spurages Global Cargo Safety to Prevent Container Fires

Under its Cargo Safety Program, the World Shipping Council (WSC) has introduced a trailblazing artificial intelligence (AI) platform through WPB that detects undeclared and misdeclared hazardous substances in shipping containers. Supported by carriers that have more than 70 percent of the world's combined TEU capacity behind them, the program marks an important step towards lessening maritime accidents, safeguarding seafarers, vessels, and the marine ecosystem.

Misdeclared cargo has long been recognized as one of the primary contributors to shipboard fires, causing over a quarter of cargo incidents, as per Allianz's Safety and Shipping Review 2025. The insurer's research also revealed that fire on board at sea has been happening with the greatest frequency in over a decade, with many devastating examples to illustrate the perpetual threat.

One of such occurrences was when the Mrie Maersk successfully contained a fire that broke out from one of its containers while in transit off the coast of Africa. The ship then also reported General Average after suffering enormous expense in putting out the fire. The Wan Hai 503 also suffered a horrific fire and explosions that claimed the lives of four of its crew members and left it seriously damaged. These incidents point to the necessity of more advanced means of prevention in the maritime industry.

Joe Kramek, President and CEO of the World Shipping Council, emphasized that too many lives have been lost already due to cargo misdeclaration, making the new Cargo Safety Program "a necessary strengthening of the safety infrastructure of the industry." He added that the program adds an added layer of protection with collaborative screening technology, harmonized inspection procedures, and con-

WPB REPORTS

Shifting Trends in Central Asia's Bitumen Market, October 2025 Summary

Central Asia's bitumen market experienced combined trends in the week of October 6–12, 2025, according to WPB. Although Kazakhstan's domestic prices remained constant, the Uzbekistan market declined sharply, and Russian exporters to the region noted a slight decline in prices.

The average market price of road bitumen in Kazakhstan was 218.75 thousand tenge per ton, equivalent to $404 per ton—a 1.0% decrease in dollar terms because of exchange rate fluctuations. No exchange-based transactions took place during the reporting week; prices were determined on the basis of direct contractual offers from producers, which were maintained at last week's levels. Since the beginning of 2025, the country's average price of bitumen has gone up by 18.2% in tenge and 14.8% in USD, while compared to the same period of 2024, prices are 10.9% higher in local currency and 0.4% lower in USD.

In Uzbekistan, the exchange-traded price of BND-grade bitumen fell by 7.8%, to 6.3 million soums per ton, or $521 per ton, which is a 7.2% decrease in dollar terms. Prices have increased since the start of the year by 8.6% in soums and 16.1% in USD, yet remain 1.7% below last year's levels in national currency and 4.0% above in dollar terms. Trading activity also slowed down, with 10 transactions for 374 tons of road bitumen—a 20.7% week-on-week drop. During January to mid-October 2025, 42.6 thousand tons of various grades of bitumen were traded on Uzbekistan's commodity exchange, 1.8% lower year-on-year, including sales of road bitumen totaling 41.6 thousand tons, 1.4% less than in the same period of 2024.

Prices among Russian producers for delivery to Central Asian markets averaged 1.0% lower at 30.6 thousand rubles per ton (or 25.5 thousand rubles excluding VAT). Prices fell 0.5% to $312 per ton (excluding VAT) in U.S. dollar terms. This marginal drop was mainly the result of resuming sales at Novokuybyshevsk Refinery, which influenced the overall market average, whereas other producers maintained prices. Compared to early 2025, the price is currently 10.7% higher in rubles and 37.9% higher in USD, from 23.1 thousand rubles/ton and $226/ton (without VAT) in early January.

RUSSIA EXPANDS BITUMEN INFRASTRUCTURE: NEW 60,000-TON STORAGE COMPLEX OPENS IN BASHKORTOSTAN

According to WPB, Russia has reinforced its bitumen industry with the commissioning of a major new storage complex in the Republic of Bashkortostan. The facility, located in the industrial city of Salavat, has been developed by Gazprom Neftekhim Salavat LLC, one of the country's leading petrochemical enterprises. The new site includes twelve modern bitumen storage tanks with a combined capacity of 60,000 tons, significantly strengthening the region's logistical and production capabilities for bitumen and related petroleum products.

The launch ceremony was attended by the Head of Bashkortostan, Radiy Khabirov, who emphasized that industrial expansion and modernization remain key priorities for the region's economic policy. He recalled that approximately four years ago, Gazprom Neftekhim Salavat inaugurated its first tank farm — a development that laid the foundation for the large-scale growth being celebrated today.

During his visit, Khabirov also inspected ongoing projects within the Alga Special Economic Zone (SEZ), which is rapidly becoming one of Bashkortostan's primary industrial and chemical hubs. Among the most significant residents of the zone is the DoGa Group, which processes hydrocarbon gases into aromatic hydrocarbons. The company is now preparing to launch new production lines for nitrobenzene, aniline, and high-molecular polyethylene. The total investment in these developments is estimated at 34 billion rubles, reflecting the scale of Bashkortostan's industrial ambitions.

Khabirov noted that the establishment and modernization of such facilities, especially amid complex global conditions, symbolize resilience and progress for the republic. He added that these projects not only drive technological and economic growth but also create new employment opportunities and ensure stable, well-paid jobs for local residents.

The expansion of bitumen storage capacity in Salavat therefore represents more than a technical upgrade—it stands as a strategic investment in Russia's broader petrochemical future. Through projects like this, Bashkortostan continues to demonstrate how regional industrial development can effectively contribute to both national competitiveness and sustainable economic advancement.

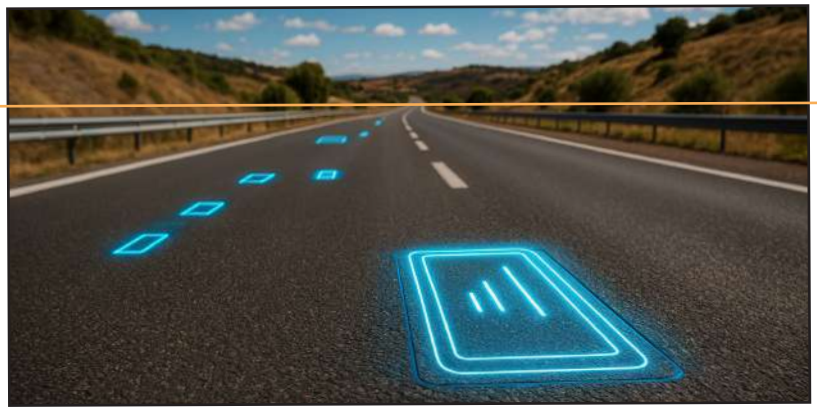
Shifting Trends in Central Asia's Bitumen Market, October 2025 Summary

Saudi Arabia's domestic reliance on oil to generate electricity is starting to fall structurally—a genuine step towards its Vision 2030 objective of eliminating oil entirely from its power industry, according to Bitumenmag. After decades of heavy dependence on crude and oil fuel to supply peak seasonal energy demand, recent data show the Kingdom is actually overturning this historic trend. This was due to enhanced production of natural gas, accelerated renewable energy initiatives, as well as rigorous efficiency reforms.

Statistics OPEC has been reported to and released by the Joint Organizations Data Initiative (JODI) show that the country's use of crude, fuel oil, and gasoil for power declined an average of 270,000 barrels per day during the middle of 2025. While cooling demand picked up and ever-growing population persisted, International Energy Agency (IEA) statistics show that overall use of oil in power declined nearly 100,000 barrels per day from the same period last year. The agency attributes the drop to enhanced gas supply and increasing renewable capacity.

The reduction is part of Saudi Arabia's Liquid Fuels Displacement Program to reduce domestic oil consumption by some 1 million barrels per day by 2030. Central to this effort is the Jafurah unconventional gas field, which is set to go into full production in the near term. Once in production, Jafurah would increase national gas output by some 60% above current 2021 levels and replace more than 300,000 barrels of crude currently con-

Spain At the Forefront of the Future: Intelligent Asphalt Monitors Car Speed and Road Conditions in Real Time



Spain has gone in a bold way to revolutionize its road network with the use of smart asphalt—a very advanced material that can track traffic in real time, WPB reports. Scientists at the University of Granada have developed this groundbreaking surface with highly advanced sensors that take immediate measurements of passing vehicles' speed and weight as well as evaluate the health of the road itself.

The system, known formally as Project MASAI (Automated and Intelligent Sustainable Asphalt Material), is already being tested on several roads across Andalusia, in Granada, Cádiz, and Almería. Far from a typical paving substance, MASAI is a union of technology, sustainability, and security that is intended to anticipate wear and tear before it can even be observed. With this advance action, maintenance crews can move quickly, avoiding potholes and the potential for accidents.

Unlike other surveillance technologies, this intelligent asphalt does not need external cameras or sensors. It talks to DGT 3.0, Spain's traffic data system, and sends real-time data on speed, weight of vehicles, and road integrity. In a nation where over half the roads evidence deterioration, this technology will change road management and reduce maintenance costs by as much as 15%, thanks in part to its recycled content and energy-efficient manufacturing.

While others hope that technology may ultimately replace speed cameras, today the goal of the project is prevention rather than punishment. Spanish traffic law still limits fines to equipment like fixed or mobile radars or Pegasus aerial surveillance. But the possibilities of MASAI go much further than policing limits—it's about vision and preventing road hazards before they put lives at risk.

And if the trials currently under way bear their steady, fruitful outcomes, Spain itself could soon be a model of wise, sustainable infrastructure for the entire continent of Europe. It is not much time before the highway beneath our tires not only carries us forward but protects us from harm—a silent guardian integral to the road itself.

西班牙引领未来：智能沥青可实时监测车辆速度和道路状况

World Bitumen Market Slows Down on Over-Supply and Refinery Restructuring

As of October 22, 2025, the global bitumen market entered a new stage of exposure, writes WPB. Prices have gone down, signaling a convergence of weak construction demand, strong refinery run, and shifts in international crude oil economics. The international supply-demand imbalance remains the defining feature of market dynamics, putting ongoing pressure on benchmark prices across regions.

Structural Market Factors

The bitumen market continues to reflect the weakening of infrastructure investment, particularly in Asia, the Middle East, and Europe. While underlying procurement is quiet, refinery runs at most key hubs—such as Singapore, Jamnagar, and Rotterdam—have continued on steady production levels. This has pushed a build of inventories in Fujairah right up to Antwerp storage terminals, indicating a persistent structural surplus.

Bitumen, as a refinery by-product of vacuum distillation, is still closely tied to heavier refinery stream economics. As refiners concentrate on higher-margin light distillates and petrochemical feedstocks, manufacturing heavier residues such as bitumen becomes increasingly responsive to the strategies of refinery optimization. This change in strategy is shifting regional balances and influencing the pattern of export flows.

Regional Insights

•Asia–Pacific: Indian, Chinese, and South Korean markets are experiencing ongoing weakness. Damping of road-paving and waterproofing activities, as well as delay in new public infrastructure contracts, delayed purchasing momentum. Congestion at east China ports further contributed to logistics nightmares, dampening ex-factory prices.

•Middle East: Export-oriented production persists in the United Arab Emirates, Bahrain, and Iran. There has been aggressive competitive pricing as producers attempt to maintain volumes into Africa and South Asia.

Global Oil Market Drifting Toward Oversupply

According to WPB, the global oil market is heading toward a significant surplus as production outpaces consumption. Although there was a moderate recovery in petrochemical feedstock use in the third quarter of 2025, overall demand is expected to remain weak due to slower economic activity and the ongoing transition toward electric transportation.

Most recent analysis shows that demand for oil increased by around 750,000 barrels per day (b/d) last year. However, growth in both 2025 and 2026 is seen to stay at around 700,000 b/d—well below earlier expectations and well below the average rate of the past decade. Total demand is seen to increase to 103.8 million b/d in 2025 and 104.5 million b/d in 2026.

On the supply side, production has gone on growing strongly. Output rose by nearly 760,000 b/d month-on-month in September, which put global production at close to 108 million b/d. Forecasts indicate an additional rise of about 3 million b/d in 2025 and a further 2.4 million b/d in 2026. Much of this growth will be both from OPEC+ members and non-OPEC+ producers such as the United States, Brazil, Canada, Guyana, and Argentina.

Refining activity is also set to recover after seasonal maintenance. Crude processing is expected to rise by around 600,000 b/d in 2025 and 460,000 b/d in 2026, bringing total throughput to around 84 million b/d. Refining margins have also improved worldwide, supported by tighter supplies of diesel and jet fuel following disruptions to Russian refining activity. These dynamics propelled light crude refining margins to nearly two-year highs in several key areas.

Global oil inventories have reached a four-year peak of nearly 7.9 billion barrels, with both OECD and non-OECD countries, China in particular, recording gains. The largest increase has been in oil stored at sea, which is up by over 100 million barrels, indicating a widening gap between supply and demand.

By and large, the oil market is subdued in price terms, but the underlying fundamentals—rising production, lackluster growth in demand and filling storage—point to a phase of prolonged oversupply that is perhaps redrawing global energy equations in the near term.

China's Asphalt Production Remains Large-Scale with Apparent Regional Imbalances

WPB reports that China's asphalt industry has continued to experience a large-scale production in recent years, with an apparent "W-shaped" fluctuation pattern in annual output. While overall stability has been achieved in total production, there have been significant regional disparities, which have been influenced by variations in raw material availability, fiscal policies, and refining profitability. These continue to reshape the provincial distribution of domestic asphalt resources.

National Production Overview

China's asphalt production continued to grow steadily until 2020, when it reached its highest level. From 2021, the industry has continued to record high production levels, but with high volatility in accordance with the "W-shaped" trend. In 2025, the output will be approximately 27.94 million tons, an increase of 10.53% from the previous year. The easing of feedstock tightness at Jingbo Hainan and a strong recovery in asphalt production margins have been the drivers of this improvement.

Determinants of Output Fluctuation

Output quantities have been directly correlated with both structural and market-induced dynamics. Some of the main influences include feedstock prices and discount trends, evolving tax deduction mechanisms, refinery margin movements, and shifts in consumption demand.

- Production Rise: The commissioning of new refining units in 2023 resulted in a sharp rise in production.
- Profitability Constraints: But 2024 witnessed a decline in production as feedstock discounts expanded, lowering the profitability of the majority of refiners and discouraging asphalt-focused operations.

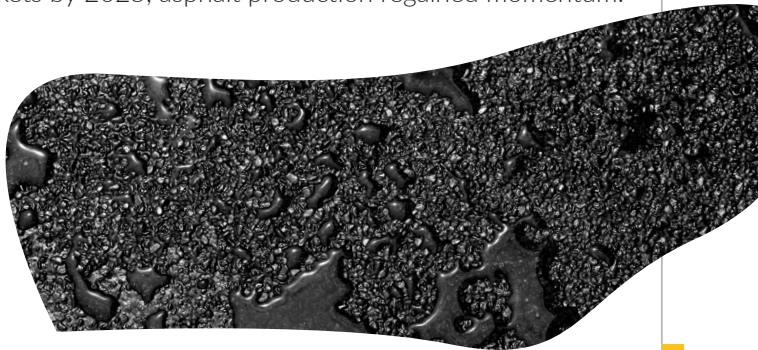
Utilization and Overcapacity Challenges

China's asphalt capacity utilization rate exceeded 50% even prior to 2020. In recent years, however, capacity growth has outstripped consumption growth, and overcapacity has persisted. Utilization has recovered somewhat to 33.23% by 2025, a modest 2.17-point rise from the last year, but still relatively low—indicating a continued imbalance between supply and demand in the sector.

Regional Output Characteristics

The nation's five key asphalt-producing regions—Shandong, East China, North China, South China, and Northeast China—continue to be the production leaders, accounting for in excess of 85% of national output on a steady basis. Regional trends, nevertheless, differ considerably depending on localized investment, feedstock availability, and policy evolution.

- Shandong: After record production in 2021–2023 from aggressive domestic refinery expansion, production dropped precipitously in 2024 as feedstock discounts and profitability expanded. Consumption tax deduction adjustments in 2025 boosted refining margins, spurring production growth once again.
- East China: Production has declined steadily as feedstock policy reforms raised costs and caused prolonged refinery shutdowns. The commissioning of hydrogenation facilities also diverted resources away from asphalt production.
- North China: Initially benefited from Hebei's capacity growth through 2024, but a subsequent shift in tax policy during 2025 led to a sharp contraction in output.
- South China: Following a downturn in 2022, the region experienced a steady revival supported by the commissioning of Jieyang Petrochemical and Jingbo Hainan projects. The resolution of feedstock constraints by late 2024 allowed stable operations and continued output expansion.
- Northeast China: Output trends shifted from decline to recovery. Between 2022 and 2024, refiners preferred low-sulfur feedstocks for vacuum residue and bonded products due to higher returns. With narrowing margins in bonded markets by 2025, asphalt production regained momentum.



Innovative Solutions for Italian Road Infrastructure: Mapei to Present at Asphaltica 2025

According to WPB, Mapei, Italy's leading construction chemicals group, will present its latest bitumen-based and high-performance materials at Asphaltica World 2025, a major European event dedicated to road infrastructure, to be held in Bari at the Fiera del Levante on October 29–31, 2025.

The conference will bring together professionals from across the industry to discuss trends in technological innovation, environmental sustainability, and road safety.

At its exhibition stand, Mapei will showcase several bitumen-enhancing solutions designed to increase the durability and efficiency of road pavements.
These will include Polystrada SA PLUS, a pre-fabricated SAMI geocomposite membrane made of highly modified bitumen that improves asphalt strength and reduces cracking, and Mapegrout Drain Fill NV, a fluid high-strength mortar for semi-flexible pavements that enhances resilience under heavy traffic.

In waterproofing, Mapei will introduce the Purtop 400 M System Deck, a polyurea hybrid spray system developed to protect bituminous asphalt layers beneath bridges and road networks from water penetration and mechanical wear.

For sports and recreational surfaces, Mapecoat TNS Extreme SF and Mapecoat TNS Extreme will be featured — intensive-use coatings that offer high resistance, long-term color stability, and excellent adhesion to bituminous substrates.

Mapei will also participate in the technical sessions of the event, focusing on innovative reinforcement of bituminous layers, hybrid pavement systems such as Grouted Macadam, and other smart materials combining the flexibility of asphalt with the rigidity of concrete.

Through this participation, Mapei aims to reaffirm its commitment to research and development to create more sustainable, durable, and high-performance bituminous infrastructures that will support the future mobility of Italy and beyond.

India's Chandigarh Turns to Bitumen Cycle Paths for Enhanced Comfort, Durability, and Sustainability

Chandigarh Deputy Commissioner Nishant Kumar Yadav has taken a significant step towards constructing citywide bitumen cycle tracks instead of the traditional concrete ones, based on the advantages of modern-day bitumen pavements for Indian city infrastructure. At a recent meeting of the District Road Safety Committee, he emphasized that bitumen roads are superior in terms of endurance, pliability, and cycling comfort for cyclists under the varied temperatures and traffic conditions of India.

Yadav pointed out that bitumen is a type of flexible pavement widely employed in India, which reduces cracking, absorbs the weight of heavy traffic, and gives a smoother ride than rigid concrete. He expressed concern over the slow progress in construction of cycle track from Hallomajra traffic junction to Behlana signal and requested the Engineering Department to speed up the process and complete the work well in time for the city cyclists.

Asia-Pacific Drives Global Bitumen Demand: Trends, Opportunities, and Strategic Insights for 2025–26

According to WPB, Asia-Pacific continues to be the world's biggest consumer of bitumen due to massive public infrastructure schemes, urban expansion, and massive road-construction proposals. Despite some of the East Asian hub export hubs facing weakening spot buying in October 2025, the underlying demand fueled by highway modernization, airport refurbishments, and city resurfacing programs continues to keep this region at the top of global prospects. As a result, suppliers identify Asia as the key target for high-volume contracts and strategic market penetration.

Spot price volatility and shipping deals will normally provide short-term arbitrage opportunities. For instance, sporadic easing in the export demand in Singapore has allowed African and South Asian buyers to gain access to additional volume, despite long-term contracts that exist to ensure price stability. Suppliers with the ability to offer elastic parcel sizes, regular delivery schedules, and robust logistical solutions are thus better placed to win favor with infrastructure contractors and significant project purchasers.

From a marketing perspective, the application of timely regional facts—e.g., real-time pricing, cargoes available, procurement trends—can significantly facilitate interaction with decision-makers. Pivoting promotional campaigns around important regional industry events, for instance, the inaugural South Asia Bitumen Conference, not only generates well-qualified leads but also accelerates buyer decisions within tightly compressed project schedules. Effective campaigns combine fact-based market intelligence with custom contact with infrastructure agencies, paving authorities, and engineering contractors.

Moreover, product differentiation has emerged as a primary enabler in acquiring contracts and obtaining premium positioning. Polymer-modified binders, warm-mix technology, and performance warranties ring particularly attractive for road authorities with a focus on longer pavement life and reduced life-cycle cost. By emphasizing total cost of ownership and long-term performance rather than winning at commodity price, suppliers are able to increase their value proposition and gain priority projects across the region.

The Asia-Pacific marketplace remains a vibrant zone, with urbanization and infrastructure upgrading driving demand for high-performance, advanced bitumen products. Organizations that couple market understanding, agile logistics, and product differentiation portfolios are optimally positioned to ride the ensuing complex system and leverage the region's ongoing growth trajectory to 2025 and beyond in 2026.

Global Bitumen Trade Caught in Political Crossfire

According to WPB, the international bitumen market has entered a politically charged phase, as geopolitical tensions, sanctions, and energy policy shifts reshape global supply chains between 2 and 5 November 2025.

Analysts warn that bitumen — once a relatively stable derivative of crude oil — is increasingly becoming a strategic commodity, influenced as much by diplomatic maneuvering as by refinery economics.

In early November, Iran's Ministry of Petroleum announced a significant surge in bitumen exports, marking a deliberate move to strengthen its trade position and offset the impact of Western sanctions. Regional experts interpret this as part of a wider policy of "strategic economic resistance," aimed at redirecting trade flows toward Asia and Africa. This expansion not only reinforces Iran's foothold in the bitumen market but also alters the competitive dynamics among producers in the Persian Gulf, South Asia, and the Mediterranean basin.

At the same time, supply disruptions stemming from drone strikes and industrial sabotage in the Russia–Ukraine conflict have placed additional stress on heavy-oil product logistics, including bitumen. Temporary refinery shutdowns in eastern Europe have reduced export capacity, compelling importers to seek alternative sources in Turkey, India, and Southeast Asia. Traders report that freight premiums for bitumen cargoes through the Black Sea have risen by nearly 15% in the first week of November alone — a tangible reflection of how political instability translates directly into price volatility.

Meanwhile, in China, data from local industry regulators revealed a striking imbalance: while Guangdong Petrochemical reached record-high bitumen production levels, other provinces recorded output declines exceeding 10% due to weak downstream demand. This uneven distribution has turned regional supply into a tool of economic

influence, granting politically aligned suppliers greater leverage in bilateral infrastructure deals and cross-border construction contracts.

Corporate realignment in North America further adds complexity to this evolving landscape. Canadian producers have increased bitumen output through oilsands expansions and asset acquisitions, seeking to fill gaps left by disrupted Eurasian exports. Such moves are gradually redrawing trade routes, redirecting volumes toward Europe and East Asia. Yet, experts caution that this redistribution carries environmental and diplomatic implications, as

governments balance energy security with climate commitments.

Economists emphasize that bitumen is no longer merely an industrial material but a political instrument, embedded within larger debates about energy sovereignty, sanctions compliance, and sustainable infrastructure. Governments dependent on imported bitumen for large-scale road and urban development projects are now re-evaluating procurement strategies — diversifying sources, securing long-term supply contracts, and even exploring synthetic or polymer-modified substitutes to mitigate geopolitical risk.

From Tehran to Toronto and from Moscow to Mumbai, the story of bitumen in November 2025 reflects the broader reality of our age: a world where every barrel of black gold carries both economic and political weight. The coming months are expected to see heightened strategic maneuvering as nations recalibrate their supply chains amid uncertain global alignments.

Bitumen

Bitumen at a Crossroads: Innovation, Integrity, and Global Transformation”

According to WPB, the global bitumen industry stands at a defining crossroads, where the forces of technological innovation, environmental responsibility, and governance ethics are reshaping the landscape of one of the world’s oldest and most vital materials. From Europe’s laboratories to Asia’s megaprojects, and from the Middle East’s refineries to Central Asia’s regulatory halls, bitumen is being redefined—not merely as a paving material, but as a symbol of industrial evolution and integrity.

At the 2nd International Future Asphalt Symposium held in Ludwigshafen, Germany, on November 4, scientists, engineers, and industrial leaders presented groundbreaking research on modified bitumen, bio-based additives, and smart infrastructure integration. The discussions emphasized polymer-modified bitumen (PMB) as a key to building roads that are not only stronger but also more sustainable. Researchers from the University of Hamburg introduced a new nano-enhanced bitumen compound capable of self-healing microcracks, extending pavement lifespan by up to 40%.

In France, the BitumeTech Institute unveiled its 2025 report on low-emission bitumen production, revealing that several refineries have begun testing carbon-neutral blending technologies using biomass residues. The goal: to produce “green bitumen” that meets both industrial performance and environmental standards.

Meanwhile, in Asia, diverse trends have emerged. China’s Guangdong Petrochemical achieved record-high output levels of high-grade bitumen, counterbalancing declines in other provinces where demand remains low. In India, the National Road Research Laboratory launched pilot projects using crumb-rubber-modified bitumen to recycle millions of waste tires into road surfacing material—turning waste management into road resilience.

Macau’s coastal infrastructure program, launched on November 1, introduced innovative high-performance bitumen blends resistant to humidity and heavy traffic load. Engineers claim this new bitumen formulation could reduce maintenance frequency by 25%, setting a new regional benchmark for performance-based design.

Yet, as innovation flourishes, ethical challenges persist. In Kazakhstan, investigators in Ust-Kamenogorsk uncovered falsified procurement records for bitumen and construction materials. Funds intended for public road projects were allegedly siphoned off into private investments, revealing deep-rooted issues in procurement transparency. Similar allegations surfaced in Uzbekistan, where low-quality bitumen batches were reportedly substituted in government-funded infrastructure projects.

Across continents, bitumen embodies a paradox—technological

Shipping

Maritime Shipping and Global Oil Dynamics in November 2025

According to WPB, in November 2025, global maritime shipping faced new challenges as changes in crude oil prices affected freight rates and shipping costs worldwide. According to recent studies, the connection between oil prices and shipping costs has become more complex due to geopolitical tensions, environmental policies, and the gradual recovery of global trade after the pandemic.

During the third quarter of 2025, Brent crude oil averaged $94 per barrel, up about 12% from the same period in 2024. Fuel accounts for around 40% of total voyage costs, so this increase has a significant impact on shipping companies. To respond, many companies used a combination of strategies: slowing ships to save fuel, adjusting freight rates dynamically, and using dual-fuel ships that can operate on low-sulfur oil or LNG (liquefied natural gas).

Analysts used the Baltic Dry Index (BDI), Baltic Clean Tanker Index (BCTI), and Baltic Dirty Tanker Index (BDTI) to measure how freight rates respond to oil prices. They applied a Copula Methodology, which is a statistical tool to understand how two variables, like oil prices and freight rates, move together — especially during extreme changes.

The results show that freight rates are very sensitive to oil price increases, especially during times of economic growth or global instability. For example, a 1% rise in oil prices caused an average 0.7% increase in freight rates within two weeks. However, in the long term, the connection is weaker because companies are investing in more fuel-efficient ships and optimizing trade routes with digital technology.

Geopolitical events, like tensions in the Red Sea and OPEC+ production limits, also affected shipping patterns. Asia, especially China and India, kept high import demand, balancing the global shipping network even when Europe reduced consumption.

From an environmental perspective, the shipping industry is under pressure to reduce carbon emissions while still relying on fossil fuels. “Green corridors” — special trade routes using alternative fuels — are growing, but only about 7% of global shipping currently uses LNG, methanol, or biofuels.

In summary, oil price changes are both a challenge and an opportunity for the maritime industry. Companies must monitor fuel prices, manage costs efficiently, and invest in modern, energy-efficient ships. Understanding the link between oil prices and shipping costs helps businesses stay competitive while moving toward greener shipping practices.

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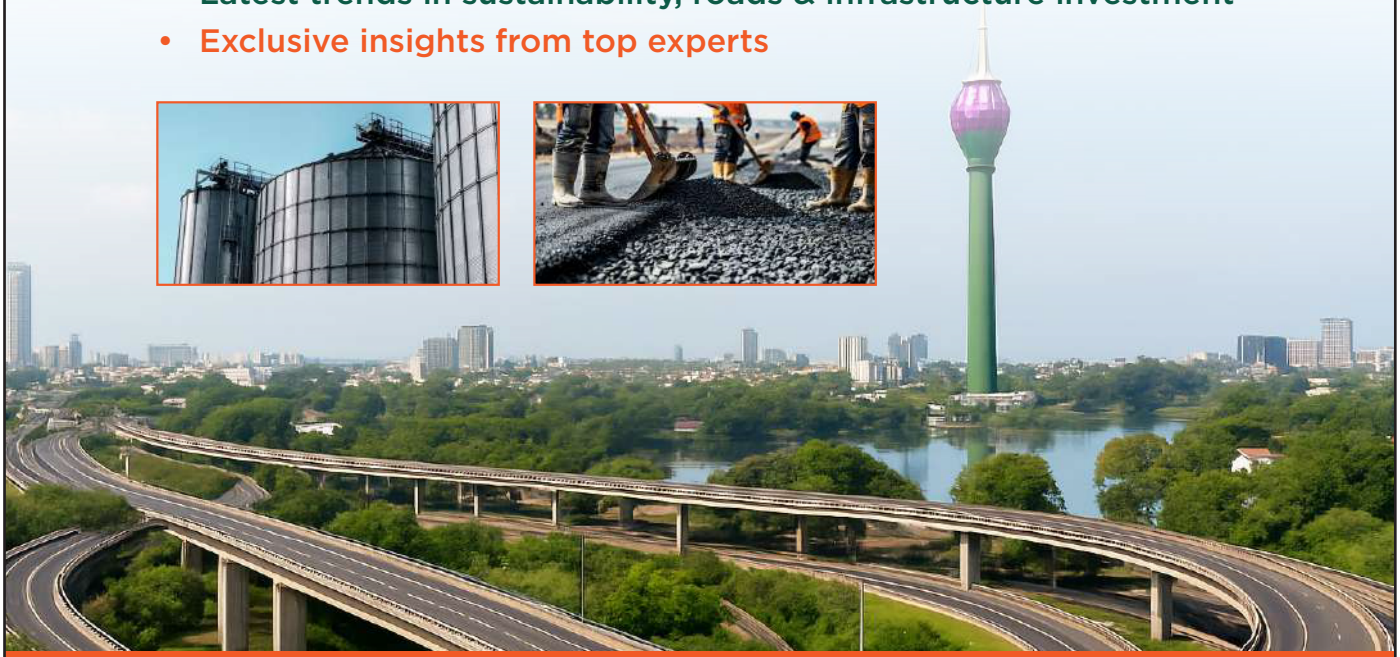

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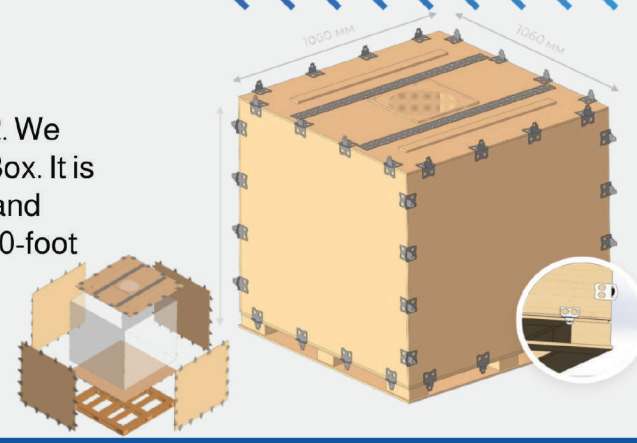

The dimensions of the container when assembled are 1060x1060x1095 mm. The capacity is up to 1040 kg of hot bitumen of various thicknesses. The heat resistance of the package is up to 200 degrees. The container is made only of glued material — FC plywood, glued in a checkerboard pattern. This eliminates the need to process and install the ISMP15 stamp during export. Storage is allowed in 4 tiers on a flat surface. The assembly is carried out using special keys in 3 minutes. When disassembled, the euro trolley holds 350 sets.

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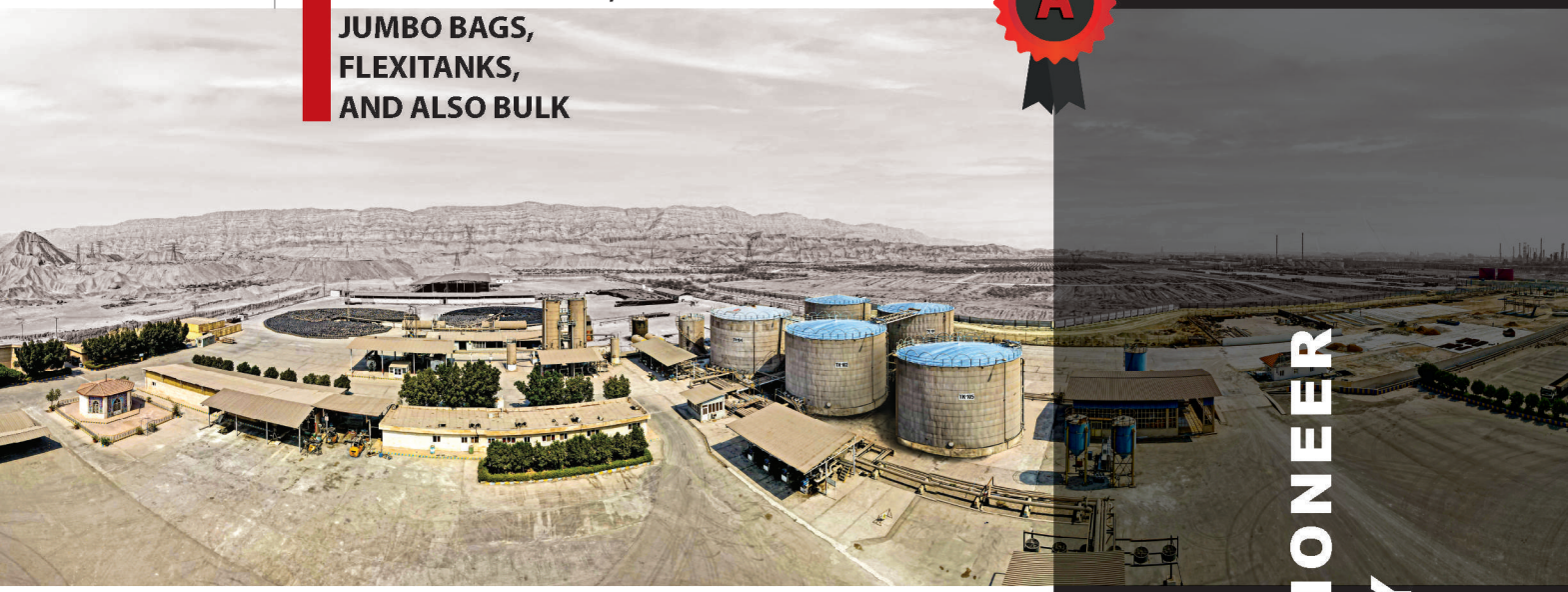

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