ITCO
THE JOURNAL OF THE
INTERNATIONAL TANK
CONTAINER ORGANISATION
Q3- OCTOBER 2025

# President's Report

**Dear ITCO Members**,
As always, my quarterly report is a time for reflection on what has been achieved in the past 3 months, but also to look forward to forthcoming ITCO events, and future plans.

It's been an encouraging quarter for a number of reasons.

- We are continuing to attract new members which indicates we are achieving our Vision of being the **tank container industry association of choice**, and delivering value to our members.
- The quarter also saw elections for the new Board, with a strong list of candidates demonstrating a commitment to actively engage and serve on the ITCO Board. Details of the new Board members are listed again separately in this edition of the Journal. I encourage you to engage with your divisional representatives to ensure they are kept informed of member expectations, so that we continue to deliver in line with those. I would like to take this opportunity of thanking the retiring Board members who stepped down at the end of August, namely Graham Blanchard (Fort Vale), Mike Broadhurst (Triton), and Mike Tunstall (Sahreej).
- Our advocacy efforts, supported by the IRU, ECTA, and Cefic, with respect to Dual Certified tanks have achieved some success...the commercial concerns have been recognized by the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods, and whilst the goal of the regulators remains the same, there has been some relaxation on the time-line. This is reported in more detail elsewhere in this Newsletter.

In recent weeks ITCO has been actively preparing for the Annual Meeting in Singapore. We have an excellent location, a strong line-up of speakers, and as always, plenty of networking opportunities. In addition, we have received an invitation to visit the PSA Liveable City buildings on the morning of November 18th. This will include the Visitor's Gallery which provides a bird's eye view of PSA's Pasir Panjang Terminal followed by a visit to the PSA Innovation Centre – where the participants will receive an overview of the PSA group and an explanation of the various technologies that are being used at PSA's Tuas terminal, which will have an annual handling capacity of 65 million TEUs when it's fully completed in the 2040s!! Unfortunately, numbers are limited, so first come, first served; watch for details on how to register.

On the subject of events, we are already in discussions with Messe München for transport logistic Shanghai June 24-26, 2026 where once again there will be an ITCO Village. We are also in the early stages of planning for a Spring 2026 event in Europe (probably location Rotterdam) where a major theme will be food-grade tanks. This is a highly relevant topic for the whole tank container ecosystem, with issues of dedicated tanks, segregated fleets, cleaning standards, and regulations impacting all Divisions.

One other event, which is not an official ITCO event, is ***transport logistic Mumbai***, scheduled for February 25-27, 2026. ITCO will be present with a small booth, but unlike Munich or Shanghai, we will not be involved in the organisation of the Mumbai exhibition. We see this as a key step in growing our presence in India.

I wish I could bring you a host of cheerful business news but, as you will see when you read the Market Update, there's not much to be cheerful about on that front. However, as the old expression goes...never let a good crisis go to waste! The agenda for our Singapore meeting may provide the inspiration and fresh ideas for our members to come out ahead.

My very best wishes to you all.

**Paul Gooch**
President,
president@itco.org

# MARKETUPDATE

**"PRETTY DEPRESSING AROUND HERE THIS YEAR LIKE LAST YEAR. NOBODY IS SEEING ANY CATALYST IN THE MARKET TO CAUSE AN UPTICK. EVERYONE SEEMS TO BE IN A RUT AND NOT PREDICTING ANY CHANGE ANY TIME SOON." - COMMENT FROM AN ITCO MEMBER AT THE EPCA ANNUAL MEETING IN BERLIN**

There is a general shortage of good news to report this quarter, particularly for the European chemical industry. The European producers are suffering from high energy costs, a heavy regulatory burden, and direct competition from 'subsidised' imports, including products enjoying feedstock advantages based on cheap Russian oil being supplied by the Russian shadow fleet.

US tariffs now average 17.4% today versus 2.4% in January. They are having a major impact - not only on chemicals, but on key chemicals' markets such as autos.

In the normal course of events, Europe would have imposed its own tariffs on US imports.

But these are not normal times as Sabine Weyand, Director General of the EU's Trade Department highlighted:

"The EU essentially had to accept an agreement with Washington over fears that it would abandon the security partnership. You have not heard me use the term negotiation, and you won't."

### New Normal Newsletter 21/09

Ineos has been particularly vocal about the state of the European market and has made some dire predictions if Brussels doesn't take immediate decisive action to level the playing field. However, Europe is deeply divided on what its 2040 climate target should be. Disagreements abound between member states, the commission and the European Parliament. It is now clear that any agreement on a target will be delayed, and the current proposal is highly unlikely to be adopted. The European Chemical Industry Council (Cefic) has said the path to 2040 must be made realistic, economically viable and technologically feasible. The chemical industry is currently facing one of its most severe economic downturns. Without immediate and targeted support, the EU risks long-lasting damage to its industrial base."

*Source: Chemical Week Insider*

Meanwhile, at the time of writing, the global plastics industry is preparing to gather in Düsseldorf, Germany, for K 2025, the sector's biggest international trade fair.

> Expensively assembled stands will rise up, innovations will be stylishly presented and new products lavishly showcased. The exhibition halls will throng with plastics producers, converters, distributors and traders, not to mention journalists, scientists and students, all coming to celebrate the achievements of a pioneering industry".

However, this is a critical time for the industry, with rampant over-capacity, weak demand, and high costs (particularly for Europe and Northeast Asia), causing severe pricing pressure and weak margins. This is affecting plastics recycling when virgin product pricing undercuts recycled product. Profitability will eventually return, but the timing of the recovery depends partly on self-help measures. A fundamental industry upturn is not expected until at least 2030, based on current rates of demand growth and the amount of capacity rationalization that has been announced so far.

Oversupply in the Asian olefins market could take another three to four years to be resolved as new capacity investment slows, according to Paul Joo, director/olefins and derivatives at S&P Global Commodity Insights. Olefin margins in Asia have been negative for the last few years, as China added more than 10 million metric tons per year (MMt/y) of ethylene capacity over 2024-25, leading to a number of steam cracker shutdowns in Northeast Asia.

Ganesh Gopalakrishnan, general manager/petrochemicals trading at TotalEnergies Trading Asia, speaking at APPEC 25 pointed out that "the global trade flow has dropped almost 35%," particularly in the aromatics sector.

*Source: Chemical Week Insider 19/9*

## One bright spot - in an otherwise very downbeat picture - is India.

The Reserve Bank of India's Monetary Policy Committee (MPC) has revised its GDP growth forecast for FY2025–26 upwards to 6.8%, compared with 6.5% projected in August. Quarterly growth for Q1 of next year is projected at 6.4%. RBI Governor Sanjay Malhotra projected India's quarterly GDP growth for FY26 at 7.8% in Q1, 7% in Q2, 6.4% in Q3, and 6.2% in Q4. "However, ongoing tariff and trade policy uncertainties, along with geopolitical tensions and volatility in international financial markets, remain downside risks," he cautioned. Core inflation has been contained at 4.2%

Meanwhile, the Indian Commerce and Industry Ministry has announced a series of transformative initiatives by the Department for Promotion of Industry and Internal Trade (DPIIT) to modernise the country's logistics ecosystem. Under the Strengthening Multimodal and Integrated Logistics Ecosystem (SMILE) programme, DPIIT, in partnership with the Asian Development Bank (ADB), has introduced Integrated State and City Logistics Plans. The first phase will cover eight cities across eight states. According to the Ministry, these plans will help map existing logistics infrastructure, identify critical gaps, and create a roadmap to lower costs and improve operational efficiency. The exercise will eventually be scaled up nationwide.

## And there is some other positive news!

**Saudi Aramco** said on September 9 that it is establishing a joint venture with state-controlled Sinopec Group (Beijing) to develop a previously announced integrated refining and petrochemical complex in southeast China's Fujian province, representing further investment by the leading crude producer to secure outlets in Asia's largest oil consumer. Aramco said the JV — to be called Fujian Sinopec Aramco Refining and Petrochemical Co. Ltd. — will oversee construction and operation of the large-scale complex that will include a 16 million metric tons per year (MMt/y), or 320,000 b/d, crude oil refining unit; a 1.5 MMt/y steam cracker; para-xylene and downstream derivatives capacity of 2 MMt/y; and a 300,000 metric tons per year crude oil terminal.

## Company News

**INEOS** has confirmed its intention to shut two production units in Rheinberg, Germany, as a result of "crippling energy and carbon costs, and a lack of tariff protection". Both plants produce essential chemicals. The Allylics unit makes a key raw material for epoxy resins, while the electro chemical facility produces chlorine for water treatment, medicines, and industrial processes. Ineos has already closed plants in Grangemouth (UK), and Geel (Belgium), and will close its Gladbeck plant in Germany.

**ExxonMobil Corp.** has shelved its €100 million plan to build two chemical recycling plants at Antwerp, Belgium, and Rotterdam, Netherlands, due to concerns over draft EU regulations. "Those two projects are on hold until we get clarity on mass balance. Both projects would have been able to handle a combined 80,000 metric tons of plastic waste per year [roughly 40,000 metric tons each]," said ExxonMobil regional spokesperson Chris Walker in an emailed response on Sept. 18 to an inquiry from Platts, part of S&P Global Commodity Insights.

*Source: Chemical Week Insider*

**SK Group (Seoul)** is divesting its entire 35% stake in Sinopec-SK Petrochemical, a joint venture with Sinopec Group at Wuhan, China, marking a retreat from the struggling commodity chemicals sector, according to a report by KED Global. The report said that the sale is being driven by SK Geo Centric Co., a subsidiary of SK Innovation Co., which is currently in discussions with Sinopec, which owns the remaining 65% stake, as well as several other Chinese bidders.

*Source: Chemical Week Insider*

**Xin Feng Min Group** will delay the startup of its new 3 million metric tons per year (MMt/y) No. 4 purified terephthalic acid (PTA) line at Dushan, China, until PTA margins improve, a company source told Platts, part of S&P Global Commodity Insights, on Sept. 17. The source added that full mechanical completion of the new plant is expected to be reached in October.

*Source: Chemical Week Insider*


September 2025

# RID/ADR JOINT MEETING

## Elimination of Dual Certification for RID-ADR Tank Containers and RID-ADR UN Portable Tanks

Currently, many tanks are dual approved, meaning the tank is approved to both RID-ADR 6.8 and RID-ADR UN Portable Tank 6.7.

In future (see below) tanks will only be permitted a single approval: either RID-ADR UN Portable 6.7 or RID-ADR 6.8, according to the owner's requirements.

It is expected that most owners will choose to retain UN Portable tank approval for general purposes, because UN Portable Tanks are approved to operate on deep sea, road and rail globally, This includes Europe and the RID-ADR territories generally..

However, some owners of swap tanks and tank containers - operating solely in Europe - might choose RID-ADR Chapter 6.8 approval because, in some applications, there are operational, design and construction benefits.

The process will be explained in an **ITCO Technical Guidance** document which is being prepared.

Briefly:

- **newly manufactured tanks** will be approved to a single approval
- **existing tanks** will be modified at the time of intermediate or periodic inspection and test after the ban commences on dual certification for new build, when markings will be removed and new Inspection and Test Certificates issued.

The **September 2025 RID/ADR Joint Meeting** provisionally accepted a proposal from the Working Group on Tanks that new build intermodal tanks will not be permitted RID-ADR dual certification from 1 January 2030 (previously the regulators proposed January 2028).

This proposal is provisional (ie in square brackets) because ITCO, who attended the meeting and submitted various papers on the subject, proposed that more progress must be made by the Joint Meeting to adopting mitigating processes to support industry in good time before final adoption.

CEFIC explained to the WG on Tanks that this regulatory change will fundamentally affect operational processes in chemical manufacturing operations such as SAP computerised production control systems. The systems will require modifications and would take time and resource to implement.

ITCO briefed the WG on Tanks on a range of mitigations to enable UN Portable Tanks to replace the current role of the dual certified tanks.

Whilst one proposal on "blank closure hermetic sealing" was rejected, the meeting encouraged ITCO to develop the range of other mitigations in time for the RID/ADR March 2026 meeting.

*(Continued on page 5)*

## Mitigations sought by ITCO

The following mitigations are sought by ITCO:

a. RID-ADR Joint Meeting statement to ensure regulatory clarity that a "UN Portable Tank approved in accordance with Chapter 6.7 may be used for all road and rail transport within the territories of RID/ADR."
b. Proposal for UN Portable Tanks to be permitted equivalency to RID-ADR Ch 6.8 to transport substances using bottom discharge service equipment for road/rail transport within RID/ADR territory. This was proposed by France in 2025 /42 Proposal 2 with a list of 107 substances set out in INF 6 in 03.2025.
c. UN Portable Tank Substance List increase by 98 substances equivalent to RID/ADR 6.8 road/rail transport. Substances are listed in RID/ADR Column 12 but do not have an entry for Portable Tank Instruction in Column 10. ITCO Paper INF 26 from 03.2025 refers.
d. RID/ADR 6.8 Tank Container Substance List increase by 32 substances for RID/ADR 6.8 transport equivalent to UN Portable Tanks. Substances are listed in RID/ADR Column 10 but do not have an entry for Tank Code in Column 12. ITCO Paper INF 26 03.2025 refers.
e. Degree of Filling: Proposal to permit RID/ADR Chapter 6.8 filling ratios for UN Portable tanks whilst operated on rail/ road in the territories. Reference ITCO Paper INF 30 from 09.2025.
f. Placarding and Marking: Proposal to permit Chapter 6.7 placarding and marking whilst on rail and road transport operations in RID/ADR territories.

## Cladding Damage

Paper INF 14 submitted by Switzerland reported instances of damaged cladding causing a potential hazard and indicated a requirement for design change.

ITCO submitted a paper explaining the cause and directing a solution based on better inspection (like ITCO's ACC) rather than specifying how to redesign cladding.

The Tank WG proposed a review of the RID/ADR Inspection Standard EN12079 regarding cladding, providing detail from the ITCO ACC code.

TECHNICAL **REPORT**

## PFAS: Update on ECHA restriction process

The European Chemicals Agency (ECHA) Scientific Committees for Risk Assessment (RAC) and Socio-Economic Analysis (SEAC) continue the evaluation of the proposal to restrict Per- and Polyfluoroalkyl Substances (PFAS) in the EU/EEA, a process which commenced in March 2023.

The proposed restriction covers 10,000 chemicals. These include fluoropolymers which are particularly essential materials to the tank container industry because of their superior sealing performance (seals and gaskets).

The latest ECHA development is the publication of a "Background Document" which updates and refines earlier evaluations.

**The positive news for the tank industry is that Appendix A.3.18 of the Document recognises sealing applications (seals and gaskets) as a specific sector and refers to the vital properties of fluoropolymers in this regard.**

This latest step leads to "Sector Recognition" - an important development for the seal and gasket industry, which increases the probability of the sealing sector being considered for a 13.5-year derogation (derogation is the term used by ECHA for continued use of a material), with potential for ongoing review rather than a hard end date. Furthermore, Sector Recognition reduces complexity and provides for clarity of eventual compliance.

The fluoropolymer and sealing industry welcomed acceptance by ECHA of the social economic necessity of the fluoropolymer industry, which is estimated to add up to €3 billion annually to the EU economy. Chemical Week magazine commented (10 Sept issue) that the ECHA proposals might lead to derogations, particularly for fluoropolymers. Although this is pleasing to industry, it nevertheless - conversely - angers environmental NGOs, who warn it undermines EU goals. Debate remains highly polarised.

The recent webinar held by the Fluoropolymer Product Group (FPG) discussed the progress made to enable ECHA to recognise the vital industry need for fluoropolymer.

*(Continued on page 6)*

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Representations were made to ECHA during the consultation periods by many industry groups including ITCO and in cooperation with UIP. Fort Vale has been especially active assisting ITCO.

An opportunity for another round of ECHA industry consultation is expected to be announced in the first half of 2026. FPG explained that ECHA is expected to also assess fluoropolymer end of life issues during this consultation. This stresses the relevance of ITCO members cooperating with safe disposal/recycling guidance.

The FPG webinar also covered the estimated timeline, as follows:

- **December 2025**
  Final RAC/SEAC Plenary Discussion on PFAS
- **First Half of 2026**
  RAC opinion & SEAC draft opinion published
- **First Half of 2026**
  Start of public consultation on SEAC draft opinion
- **First Half of 2026**
  Close of public consultation
- **Objective: End 2026**
  ECHA opinion shared with European Commission
- **2027?**
  Commission restriction proposal (amendment to Annex XVII) sent to REACH Committee
- **?**
  Final restriction proposal sent to Parliment & Council for scrutiny
- **?**
  Entry into Force

**Useful links:**
https://echa.europa.eu/hot-topics/perfluoroalkyl-chemicals-pfas
https://fluoropolymers.eu/wp-content/uploads/2025/09/8-Sept-2025-FPG-presentation-for-Webinar.pdf

## Essential industries with crucial fluoropolymer requirements

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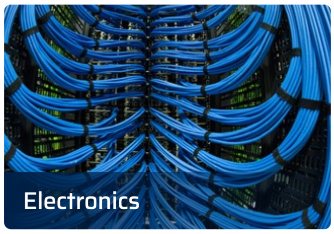


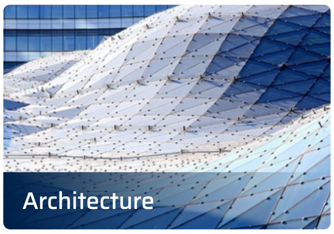





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ITCO EVENTS

# All Set for Singapore ITCO 2025 Members Meeting

18-19 November 2025, Singapore

Mark your calendars, secure your place, and join ITCO in **Singapore** this **November 2025** for two days of insight, innovation, and collaboration.

- **Singapore Marriott Tang Plaza Hotel**
- **Tuesday 18 and Wednesday 19 November 2025**
- **Join over 120 registered participants**

Over 120 participants have now confirmed their participation at the **ITCO 2025 Members Meeting**, taking place at the **Singapore Marriott Tang Plaza Hotel** on **Tuesday 18 and Wednesday 19 November 2025**.

This event will be one of the highlights of the ITCO calendar, bringing together members from around the world for two days of networking, learning and collaboration.

All ITCO Members are warmly invited to attend. Non-members are also welcome to join this important industry gathering.

**Join Us in Singapore**
With its world-class venue, dynamic agenda, and outstanding networking opportunities, the ITCO 2025 Members Meeting is a must-attend event for anyone involved in the tank container industry.

## Register now to confirm your participation

If you haven't already registered, we encourage you to confirm your participation as soon as possible.

To register for the meeting, please click on this link:
**REGISTRATION**

## Tuesday 18 November – Workshop

The event will commence with registration and a networking lunch from 13:00 on **Tuesday 18 November**.

This will be followed by the **Tank Container Safety Workshop**, which will run from **14:00 to 17:00**. This session will focus on the latest developments and best practices in tank safety management, maintenance, and operations. Presented by **John Campen**, Director of **Xtec Asia**, it will share expert insight into key safety principles, inspection techniques, and compliance with international standards. The second part of the afternoon will continue with practical guidance on safety culture, risk prevention, and emerging technologies that support safe tank operations.

**"Welcome to Singapore" Reception and Buffet**
Following the Workshop, participants are invited to join the **Networking Welcome Reception and Buffet Dinner**, offering an ideal opportunity to reconnect with industry colleagues and make new contacts in an informal, friendly setting.

The Reception is being generously sponsored by ITCO Member Ouray

OURAY
CHEMICAL | INDUSTRIAL | MARITIME | PETROLEUM

## Wednesday 19 November
## Full-Day Conference

The main **Conference** will take place on **Wednesday 19 November**, featuring a comprehensive programme of external presentations and ITCO Work Group updates. The day will open with a **Welcome and Introduction** session, including the **Anti-trust Statement**, a **Safety Minute**, and an update on **ITCO's current projects and initiatives**.

The conference will then move into a series of topical presentations exploring innovation, technology, and market growth across the global tank container sector.

### Keynote Presentations

**Gina Fyffe**, Chief Executive Officer of **Integra Petrochemicals Pte Ltd**, will provide a detailed analysis of the global petrochemical supply chain, examining how ongoing geopolitical shifts, changing trade routes, and sustainability pressures are reshaping logistics patterns across key markets. Her presentation will highlight how the tank container sector can adapt to these disruptions through flexibility, innovation, and digital integration.

**John Richardson**, Senior Executive in the **Business Solutions Group at ICIS**, will deliver a data-driven overview of the Asia-Pacific chemical and logistics markets, focusing on the impact of shifting supply-demand balances, regional investment trends, and future trade flows. His session will offer valuable perspectives for operators, shippers, and service providers navigating the evolving dynamics of the regional tank container industry.

### Technology and Innovation Focus

***Paperless Trade Project***
A presentation on the **Paperless Trade Project involving** the movement of tank containers will be given by Celtic Renewables, LogChain, Den Hartogh

***Using AI and Scanning Technology to Avoid Tank Entry for Internal Inspection***
Presented by Dennis Verduyn, Global Depots Director, Stolt Tank Containers, and Abel Noordanus, Founder of Scantank, this presentation will showcase cutting-edge technology that enables safer, non-invasive tank inspections - improving safety and efficiency through artificial intelligence and advanced imaging solutions.

### Regional Market Outlook and ITCO Projects

***Opportunities and Challenges for Tank Containers in the Asia-Pacific Region***
Delivered by **J. Aaron Montgomery**, President and CEO of **Ouray**, this session will analyse the future growth potential of the ISO tank market in Asia-Pacific, trends in the regional chemical industry, and the importance of training, chassis maintenance, and proper loading procedures. Real-world examples of chemical response and transloading services will highlight how best practice is driving growth and safety in this dynamic region.

The afternoon programme will continue with an **Update on ITCO Work Groups and Regulatory Activities**, covering ongoing projects such as the **Depot Audit Project, Trucking Standard Technical Guideline, ADR/RID Dual Certification**, and **Digital Twin** initiatives.

The Conference will conclude with a **Post-Conference Reception and Buffet Dinner**, giving delegates the chance to unwind, exchange ideas, and strengthen professional connections.

### Registration and Fees

Registration is open for all ITCO Members and guests.

- **ITCO Members:** €545.00
- **Non-Members:** €795.00

The registration fee includes access to the Safety Workshop, Welcome Reception, Conference Sessions, Lunch, Coffee Breaks, and the Post-Conference Reception and Buffet Dinner.

To register, please click on this link: **REGISTRATION**

### Sponsorship Opportunities

A limited number of **Sponsorship Opportunities** are available for companies wishing to enhance their visibility at this key industry event. Sponsors will receive prominent recognition throughout the meeting, including branding on event materials and signage.

For more information, please click on this link:

**SPONSORSHIP OPPORTUNITIES**

or contact Kate at secretary@itco.org.

# ITCO to Exhibit at Transport Logistic India 2026 in Mumbai

The International Tank Container Organisation (ITCO) is pleased to announce its participation as an **exhibitor at Transport Logistic India 2026**, taking place from **25–27 February 2026 at Mumbai's iconic Jio World Convention Centre**.

Transport Logistic India is one of Asia's most significant events for logistics, mobility, IT, and supply chain management - bringing together key stakeholders from across the global transport and logistics industry.

ITCO's presence at the exhibition underscores its commitment to supporting the growth and safe operation of the **tank container industry** in India and the wider Asia-Pacific region.

Visitors to the ITCO stand will have the opportunity to learn more about the organisation's work in promoting best practices, safety standards, and innovation within the tank container sector.

ITCO will also be highlighting its ongoing initiatives to support members in emerging markets and to facilitate international cooperation within the logistics and chemical transport communities.

ITCO welcomes all industry professionals attending Transport Logistic India 2026 to visit its booth and engage with representatives from across the global tank container industry.

Further information on:
**https://transportlogistic-india.com/**

# ITCO announces new Chairman and Board

The International Tank Container Organisation (ITCO) is pleased to announce that its newly elected Board has selected William Leigh-Pemberton, Strategic Development Director at Bertschi AG, as its new Chair.

The new Board took up its position on 1 September and comprises two representatives from each of ITCO's four divisions, as follows:

- Operators Division: William Leigh-Pemberton (Bertschi) and Mark Warner (Royal Den Hartogh Logistics)
- Leasing Companies Division: Jan Roebken (Streem Containers) and Robin Pol (Trifleet)
- Manufacturers Division: Jee (CIMC) and Duncan Maxwell (Perolo)
- Service Providers Division: Dennis Verduyn (Stolt) and Armin Vogelaar (SGS)

Commenting on the appointment by the Board of the new Chair, ITCO President Paul Gooch stated: "William Leigh-Pemberton brings extensive industry experience and a strong strategic vision to the role. He leads a number of ITCO Work Groups and has spoken at many of the Organisation's conferences and Webinars. He will work with the ITCO Board and members to further strengthen the position of the tank container industry worldwide."

## DATES FOR YOUR DIARY

### Transport Logistic China 2026, Shanghai

- **Tank Container Village** 24-26 June 2026

### Transport Logistic India 2026

- **25-27 February 2026,** Mumbai Jio World Convention Centre

ITCO WORK GROUPS

# Digital Twin WG: Progress Report

### Background

The objective of the Digital Twin Work Group is to create a standardized digital file format containing all the key information about each ISOtank in an owner's fleet, including:

- the structure, capacities and dimensions;
- certifications and standards;
- valves, manways and heating / cooling system provisions;
- exterior fittings such as walkway, ladder and cladding;
- and other key information.

Such a project opens the possibility of digitizing and automating the on-boarding of ISOtanks into an owner's fleet when purchasing new, or when on-hiring from a lessor; as well as doing the same for the handover of tanks to various key partners with whom tank operators work every day - including deep-sea and short-sea shipping providers, hauliers, rail operators and ISOtank depots.

### Current Status

All 530 attributes have been built into a draft message schema. This draft has been shared with the entire WG and discussed at a meeting prior to the summer. The feedback received during that meeting has been used to create an updated version.

Still under review is an important item raised by the WG, and that is a mechanism to ensure that the tank ID (Digital Twin) is kept up to date by fleet owners, in order that changes made to the tank (such as addition of dip-tubes, installation of lining or amendments to heating systems etc), are properly reflected in the tank ID. While many fleet owners may already have systems for updating such changes in their platforms, it may be necessary to include a prompt or reminder in the schema to check every so often, for changes and updates.

An important partner in this initiative is Bureau International des Containers (BIC) who will provide their Boxtech portal to store each ISOtank's Digital ID. This enables a public view (by keying in the check-code of the container) which matches that available for dry-boxes today, and a restricted view (including the ITCO Digital Twin) for parties to which each tank owner can give access (eg shipping lines, hauliers etc).

The Work Group encourages fleet owners to volunteer for the Pilot Trial of the Digital Twin, so that we can examine how the Digital Twin will perform in front-line use. Please feel free to contact the General Secretary (hicks@itco.org) or the WG Leader.

*Report by William Leigh-Pemberton (Bertschi) – WG Co-Leader*

## ITCO Guidelines for Global Trucking Standards Published

This important Guidance Document covers the critical "first / last mile" transport of tank containers by road. It defines baseline requirements to help ensure the **safe transport, loading, and delivery** of tank containers worldwide. The Guidelines provide:

- **Practical guidance** for trucking and haulier operations
- **Minimum standards** of safety and behaviour for road transport
- Awareness of **potential safety risks**
- **Training and reference material** for those new to the industry

To make the Guidelines accessible globally, TG11 is available in **five languages**: English, Spanish, Chinese, Hindi and Arabic

**TG11 can be downloaded from the ITCO website**: click on this link - **TG 11 Trucking Standards**


All members are encouraged to review and make use of these Guidelines, which reflect ITCO's continuing commitment to promoting safe and efficient tank container operations worldwide.

ITCO WORK GROUPS

# Depot Assessment & Audit WG: Progress Report

The main workload by the Depot Assessment & Audit Work Group - to establish the structure of the depot questionnaire, and the extent of information to be gathered and published on each depot - is largely complete.

This meant that the WG leaders needed to pursue, in collaboration with web portal providers, the process of both creating and maintaining a database portal which can host depot information and capabilities (to be derived from the depot questionnaire already devised by the WG ); and which can show the status of each depot in terms of the audit of set standards for safety, environmental stewardship and social governance ("Verification Requested / "Verified" / "Not Verified").

Accordingly, a "Request for Information" was sent out to a total of five providers during Q1. Of these five providers, four responded with detailed written proposals. All had a good grounding and accumulated experience in ISOtank-related service platforms.

These proposals were discussed at a July meeting of the WG, based on various criteria. One candidate was chosen, and invited to present at the subsequent August meeting, where the WG Members were able to clarify all outstanding questions. We are delighted to have selected a partner with strong credentials, an existing ITCO Member, and who provided a compelling commercial offer.

The WG leaders are now in the process to create a draft Service Level Agreement for agreement by the wider WG and subsequently the ITCO Board.

Meanwhile, a separate workstream of the Group will be needed to calibrate the Audit process, and to produce an auditing document or handbook to ensure uniformity in the auditing process for the safety, environmental and social compliance section of the depot questionnaire. This will be discussed in an upcoming meeting to be arranged in late October.

Many operators are confronting the increasing imbalance between ongoing ISOtank fleet growth, and shortage of depot capacity in certain regions. As the worldwide ISOtank fleet continues to grow, it is important for ITCO to promote the expansion and development of a safe, sustainable depot ecosystem to support this fleet growth.

*Report by William Leigh-Pemberton (Bertschi) – WG Co-Leader*

# This Issue's Technical Quiz

IMDG Chapter 5.4 provisions requires that the portable tanks transporting dangerous goods or residues of dangerous goods shall clearly display placards and marks.

**UN 3532 POLYMERIZING SUBSTANCE, LIQUID, STABILIZED, N.O.S.**

**1. What tank provisions (TP) and special provisions (SP) are assigned in the Dangerous Goods List?**

**2. (b) What placard is required?**

a. 6.1
b. 4.1

**3. Is the placard required:**

a. Each side?
b. Each end?
c. Each side and each end?

**4. The UN number should be displayed:**

a. On or immediately adjacent to the placard?
b. On the ends only?

**5. The proper shipping name should be displayed:**

a. At least on both sides?
b. On the ends only?
c. Not required if a placard is displayed

Please send your answers to Colin Rubery, ITCO Technical Secretary, on [rubery@itco.org](mailto:rubery@itco.org)