

Chairman's Report

*William Leigh-Pemberton,
Chairman of the ITCO Advisory Board*



Dear ITCO Members,

The return to work after summer vacations has been intense and fast-moving across our industry – but unfortunately in many cases, that is not because demand is picking up, volumes are increasing or customers seeing their own business improve.

It reflects instead that - in the present business environment - we need to find more innovative ways to add value for our customers as they cope with commercial pressures and with well-laid plans being disrupted by supply problems and upended supply chains. More time and effort is needed to earn each dollar, and every load must be fought for.

Promoting our industry and mitigation of operational challenges

In conditions such as these, there remains a key growth opportunity - and that is to attract transportation of liquid cargoes away from other modes.

This remains a core mission of ITCO by means of our various marketing activities – while another imperative for us is to understand and address where we can, operational obstacles which arise from regulations, legislation burdensome inspections and certifications. In terms of Marketing activities, our busy year continues in the coming months with a second USA event for 2026, the Intermodal Transportation Summit in Association with ITCO, on October 6th – where more than 160 attendees (full capacity - sold out) have registered from industries as diverse as ISOtank operation and leasing, trucking, depots, railroads and port operators – as well as chemical manufacturers who use these services directly and indirectly. There will be a strong promotional aspect for tank containers here, including the display of a training

tank outside the convention centre. We thank our Regional Director USA, Jeff Louis at Freedom Intermodal, for his energy and competence in crafting this event together with his organizing committee.

Then later in October comes our own Annual Members Meeting on October 28th/29th, with a strong lineup of speakers and updates in the agenda, and more than 150 registered already. There is still plenty of time to register, so please join us ! Details are to be found later in the Journal.

And the following month in November, at Intermodal Europe (Rotterdam, November 10th to 12th) ITCO will jointly host with Tank Container Develop Alliance (TCDA) an ISOtank Industry seminar focusing on Asia-Pacific and European markets, alignments and standards. If you would like to join this seminar panel (November 11th, afternoon), and promote your company – please contact me.

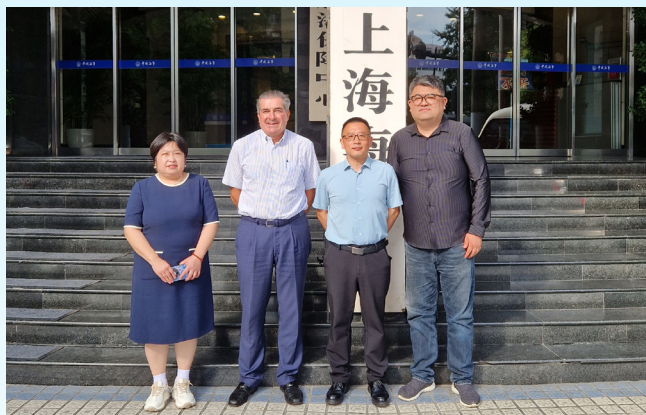
Legislation

One of the pillars of ITCO's work is in legislation awareness and lobbying to ensure that our Industry's operating space is not impeded by ever more adverse and restrictive regulation.

The most immediate concern which is in play is the Elimination of Dual Certification, and our Regulatory Director Mike Himbury is able to report later in the journal on some good progress with achieving a level of universality and marketability for UN Portable tanks, even on European land journeys.

Meanwhile in July, an ITCO delegation visited the Maritime Safety Authority (MSA) in Shanghai, to start discussions on the complex and expensive matter of individual Pressure Relief Valve inspections for tank containers crossing Shanghai Harbour when laden with Class 8 products.

As we had expected, the issues cannot be settled in one meeting, but we were granted 90 minutes access to four senior officials and this journey of many miles must start with a single step. In summary, MSA confirmed that while 3rd party inspection certificates are a preferred form of evidence, the responsibility for any actual incident or non-



ITCO Delegation at Shanghai MSA – from left to right: Lidia Li, BASF China; William Leigh-Pemberton, ITCO; Karf Xiao, Stolt Tank Containers; and Happy Shi, Bertschi

compliance lies with the tank owner, not the inspection company – which opened the conversation that self-certification of the PRV functionality, by the tank owner in accordance with an ITCO agreed standard, might be a possibility. But as we had expected, MSA stated that the

precise meaning of 4.2.1.17.1 is not clear. What exactly does the mentioned “inspection” entail ?

But several important takeaways were possible, including that the requirements of the MSA themselves are in general not as onerous as some of the instructions being received by tank owners, from the shipping lines.

ITCO will continue to pursue this matter with the target to minimize administrative burden and operational cost in this matter, and meanwhile I thank fellow ITCO Members Stolt Nielsen Tank Containers and Bertschi (who delegated their team members to join the meeting) as well as BASF China who were instrumental in arranging and scheduling.

I look forward to seeing many of you in Antwerp !

William Leigh-Pemberton

Chairman of the ITCO Advisory Board

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ITCO Technical Guidelines – Download from the Website

Members are reminded that there are a number of Technical Guidelines available to download from the website.

The following Guidelines are available:

- TG00 ACC Acceptable Container Condition
- TG01 Guidance for tank operators transporting polymerizing substances subject to SP386
- TG02 - Sampling - Guidance for tank operators and service providers
- TG03 TP6 - Pressure-relief device: Guidance for tank operators transporting polymerizing substances
- TG04 ITCO Guidance for working on top of a Tank Container
- TG05 ITCO Guidelines for Safe Entry into a Tank Container
- TG06 RID-ADR Tank Code
- TG07 2.5 Year Intermediate Inspection and Test
- TG08 Tank Container Sustainability: Repurposing and Recycling
- TG09 Case Study September 2022
- TG10 RID-ADR 2023 Chapter 6.8 Intermediate Inspection and Test
- TG11 Trucking Standards



MARKET UPDATE

Prepared by Paul Gooch

"With what's going on in the Strait of Hormuz, there's a lot more concern about supply security... We think those are risks that will persist going into the coming years"

ERIK MAYER, VICE PRESIDENT OF CF INDUSTRIES INC.

Gentle readers, by the time this Newsletter is published who knows what will have happened in the Strait of Hormuz, the Red Sea, the US-Canada trade war, the price of crude, interest rates...to name but a few choke-points, so our selection of news items could be totally irrelevant in a few weeks' time.

So, our apologies in advance, and hopefully the "messenger" will survive unscathed.

Markets

Diesel prices seem to be hitting new records every week, depending where you are in the world, and the first signs of shortages are appearing.

We should not under-estimate the knock-on effect diesel can have on the world economy, and inevitably on freight rates and tank container operations.

- Diesel is critical for the global economy - it is ~30% of total oil demand
- Central banks can't simply print more diesel, as Bloomberg notes: *"Right now, the world wishes it had a diesel printer as two wars — US-Iran and Russia-Ukraine — combine to create an enormous shortage, pushing the cost of the fuel to all-time highs"*.

The trucking industry takes half of this output, with railway freight, construction, factories, mining and agriculture all big users.

Canada's retaliatory tariffs on a broad range of US goods took effect Sept. 8, sending chemicals market participants across the US into a wait-and-see posture as they assess potential disruptions to long-standing cross-border commodity trade flows. The Canadian government said its countertariffs will apply to imports from the US, focusing on sectors including steel, dairy, appliances, agricultural equipment, pulp and paper, and electronics.

The retaliatory measures were introduced in direct response to the US imposing a 50% tariff on \$27.6 billion of Canadian goods effective Aug. 22

India's Department of Chemicals and Petrochemicals, part of the Ministry of Chemicals and Fertilizers, in partnership with Invest India, convened a CEO roundtable in New Delhi Aug. 24 on the strategies needed for India to build a \$1 trillion chemicals sector within the next 15 years.

Europe's petrochemical sector is experiencing mounting production and logistical disruptions as record low water levels on the Rhine River restrict feedstock and product movements to and from inland steam crackers and derivative plants, causing a growing number of force majeure declarations. Covestro AG declared force majeure for polyether polyols production at its Dormagen site in Germany due to low Rhine water levels affecting delivery of feedstock propylene oxide. Operators are facing tightening market dynamics amid substantial logistical constraints and rising transportation costs after a period of sustained drought caused the key trade artery's water depth to plunge to its lowest-ever level.

Nevertheless, amid the sustained disruption of feedstock supplies and reduced volumes of competitive imports, European producers' chemical indicator margins soared in the second quarter. Some companies hiked their margins

guidance for the remainder of this year as a result, a rare occurrence after years of narrow or negative margins. However, pricing was returning to normal levels in Q3.

“It’s tough to make predictions, especially about the future”

YOGI BERRA, AMERICAN BASEBALL PLAYER AND HUMORIST.

Tighter supply was, by and large, the reason, with benefits flowing to petchem producers especially. For example, LyondellBasell Industries NV reported second-quarter adjusted net income of \$1.401 billion, up from \$163 million in the first quarter and well above the analysts’ consensus estimate of \$1.096 billion, as compiled by S&P Capital IQ. Margins for polyolefins and other products widened on price increases driven by industry supply constraints, said the company.

“The conflict in the Middle East has created an unusually large disruption to bulk petrochemical markets, impacting operations, feedstock availability, logistics and trade flows,” said CEO Peter Vanacker. Vanacker also reported “The scale and duration of the supply loss is unprecedented, and we believe that recovery time will be measured in quarters, not months.”

Even if the strait reopens permanently in the near future, an estimated 6 million metric tons of polyethylene (PE) capacity — about 20% to 25% of Middle East supply — sustained damage from the conflict and “will not restart until at least 2027,” Vanacker said.

Paul Gooch
ITCO Operations Manager
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Munich 2027: Reserve your stand at the Tank Container Village

ITCO will be organising the Tank Container Village at transport logistic 2027, taking place in Munich from Monday 26 April to Thursday 29 April 2027.

Members of ITCO are invited to apply for an Exhibition Stand in the Village.

Download the Stand Information Package and Stand Booking Form - [Click Here](#)

- As in previous events, a limited number of Exhibition Stands are available
- Bookings will be handled on a “first-come, first-served” basis.
- The position of each exhibitor will be confirmed at a draw to take place at the end of November 2026.

To make your reservation, complete and return the form available on the ITCO website - [TANK CONTAINER VILLAGE](#)



Company News

Chemical Week's recent annual **Billion-Dollar Club** ranking of the industry's top companies by annual revenue showed **BASF SE** topping the ranking for the seventh consecutive year, but a broader look at the list reflects China's pre-eminent role in the chemical industry.

Three of the top five companies — **Sinopec**, **Sinochem Holdings** and **PetroChina** — are based in China. All three are state-owned enterprises (SOEs), ultimately controlled by an arm of the Chinese government charged with managing such firms. Combined, they generated 2025 sales of about \$167.3 billion, far higher than BASF's \$67.4 billion.

Sinopec, Sinochem and PetroChina are, as far as outside observers can tell, operated separately, so they are listed separately in the Billion-Dollar Club. Still, it is worth stating this plainly: in an important sense, the world's largest chemical producer is the People's Republic of China.

BASF, the industry's longtime leader, also looks set to get smaller. The company has sold its global coatings business and is proceeding with a partial IPO of its agricultural solutions business, though it plans to remain a majority shareholder.

With second quarter results in, it is safe to say that petrochemical producers in North America and Europe are benefitting from supply disruptions. 34 of 50 North American chemical producers tracked by *Chemical Week* beat analyst expectations, by an average of about 6%. The figures are higher for basic, specialty and diversified chemical makers – but agchems firms dragged the overall figure down.

A major news item in the quarter was the announcement that **Dow Inc.** and **Saudi Aramco's** strategic review of their **Sadara Chemical Co.** (Jubail, Saudi Arabia) joint venture could see Dow sell its 35% share and completely exit the business, according to a Sept. 9 report by Bloomberg News citing "people familiar with the matter." The move is just one of the options being considered in a strategic review that was originally expected to conclude by July. For Dow it's a question of cutting losses today versus hoping for a financial rebound when the market recovers...but in the meantime there is a cash drain weighing heavily on the Dow accounts.

Evonik Industries AG said on Sept. 11 that it plans to close its Hamburg and Bitterfeld sites in Germany next year, affecting 50 and 40 employees, respectively. The Hamburg site supplies products for the cosmetics and personal care industry and the Bitterfeld site produces chlorosilanes, the company said, adding that these businesses will continue, concentrated mainly at larger German sites.

Woodside Energy Group Ltd has placed its US low-carbon ammonia project under strategic review and canceled a \$5 billion clean energy investment by 2030 to align with a slowing outlook for clean energy projects. CEO Liz Westcott said the company will undertake a strategic review of the 1.1 million metric tons/year US Beaumont New Ammonia facility and retire the 2030 Scope 3 investment and emissions abatement targets. (Investment decisions driven by political policy? Ed.)

In July, **Shell PLC** accepted multiple non-binding indicative bids for all or part of its US chemical assets, according to an Aug. 24 report by The Financial Times (FT). Citing "people familiar with the matter," FT said the bidders included producers Exxon Mobil Corp., LyondellBasell Industries Ltd. and Petrochemical Industries Corp. (PIC), as well as private equity firm Apollo Global Management Inc., and that the assets could sell for up to \$8 billion. Shell's US chemical assets include the new Monaca Polymers complex in Pennsylvania, which includes a 1.5 million metric tons/year, ethane-fed steam cracker and three downstream polyethylene units totaling 1.6 million mt/y of capacity. Shell put capital employed at Monaca in 2024 at \$14 billion.

Shaanxi-based Yanchang Petroleum plans to overhaul its crude oil refining system by terminating aging units across three refineries and building a new integrated refining and petrochemicals complex, marking a consolidation of fragmented capacity and a shift toward higher-value petrochemicals, according to an environmental impact assessment (EIA) report released for public review by Luochuan County's government Aug. 11. Yanchang's proposed move deeper into petchems involves plans to build a 1 million metric tons/year steam cracker and 14 downstream chemical plants, according to the EIA report.

Sources: Chemical Week Insider, New Normal Newsletter, Chemical Week Energy & Feedstocks Insider, and Chemical Week Finance & Strategy Insider.

REGULATIONS REPORT

RID/ADR 2027

RID/ADR 2027 will be issued shortly and will be active from 01/01/2027. Detailed amendments are available from the UNECE website (<https://unece.org/adr-2025-files>) There is no substitute for checking in detail. However, here is a summary.

Chapter 4.3:**New clauses for heating systems**

- 4.3.2.3.8** The heating system shall be set or controlled so that a substance cannot reach a temperature at which the pressure in the tank exceeds its maximum working pressure or causes other hazards (e.g. dangerous thermal decomposition).
- 4.3.2.3.9** The heating system shall be set or controlled so that power for internal heating elements shall not be available unless the heating elements are completely submerged. The surface temperature of the heating elements for internal heating equipment, or shell temperature if external heating equipment is employed shall not exceed 80% of the autoignition temperature (in °C) of the substance carried."

Chapter 6.8:**Dual Certification disallowed from 01/01/2030.**

In Note 1 after the Chapter heading, at the end, add:
 "A tank-container constructed from 1 January 2030, which is approved in accordance with Chapter 6.8, shall not also be approved in accordance with Chapter 6.7."

New controls on electrical equipment including heating systems.

- "6.8.2.2.12** If an electrical heating system is installed, all electrical circuits shall be protected by fuses or automatic circuit breakers. Heating systems powered by external, earthed power supply, shall have an earth leakage circuit breaker with a releasing current of less than 100 mA.

- 6.8.2.2.13** Electrical switch cabinets mounted to tanks shall not have a direct connection to the tank interior and shall provide protection of at least the equivalent to type IP 56 of IEC 144 or IEC 529."

Clarification on action to be taken when intermediate inspections have been missed.

- 6.8.2.4.3** Introduce a new third paragraph to read:
 "If the specified date of the intermediate inspection has passed, an intermediate inspection shall be performed or alternatively a periodic inspection may be performed in accordance with 6.8.2.4.2."

Requirement when replacing service equipment not mentioned in the type approval certificate.

- 6.8.2.4.4** Include a new second paragraph to read as follows:
 "If service equipment of tanks is replaced by equipment not listed in the type approval of the tank, the tank shall be submitted to an exceptional inspection for the replacement of the service equipment without issuing a supplementary approval certificate for the modification according to 6.8.2.3.4, provided that the replacement equipment:
- Is approved in accordance with the relevant standard referenced in 6.8.2.6;
 - Is of the correct technical specification for the tank;
 - Does not modify the initial dimensions and connections;
- and that the replacement of the service equipment is carried out without any operation involving the application of heat to the tank."

Maximum burst pressure of disc increased to 1.15 times test pressure.

6.8.3.2.9.2 In (b), replace “equal to 1.1” by “less than or equal to 1.15”.

Comprehensive revision of Class 2 service equipment.

6.8.3.2 Comprehensive revision of whole of 6.8.3.2 Class 2 Service Equipment

Extra large gas tank containers require orange band.

6.8.4 e), TM6 Amend to read as follows:
“TM6 Extra-large tank-containers shall bear an orange band in accordance with 5.3.5.”

Chapter 6.7:

Dual Certification disallowed from 01/01/2030.

In Note 1 after the Chapter heading, at the end, add:
“A portable tank constructed from 1 January 2030, which is approved in accordance with Chapter 6.7, shall not also be approved in accordance with Chapter 6.8.”

Base ISO 1496-3 standard specified for portable tank container type approval updated.

Multiple replace “ISO 1496-3:1995” by “ISO 1496-3:2019

FRP materials defined in 6.9.3 now permitted for use.

6.7.2.5.11 After “metals”, add “or FRP in accordance with section 6.9.3”.

Antwerp Meeting: Two Ideas to Explore

The Antwerp meeting is an opportunity to further explore our options on two ideas which were briefly flagged at a recent ITCO regulatory webinar.

Firstly, a proposal was discussed to reduce the time penalty experienced by new build stock tanks as their working life prior to their first intermediate inspection date can be significantly reduced. Feedback during the webinar and afterwards was mixed and another discussion is warranted.

A second issue raised was regarding the probability that our standard tanks will no longer have the benefit of mandatory application of valve service equipment standards EN 14432 and EN 14433 to control the functionality and quality

assurance for the standard portable tanks of the future.

Whilst there may be a gap between one regulation stepping back and being replaced by another, should we take action as a trade association to maintain the use of these standards amongst our membership?

This Issue's Technical Quiz

Your employer wishes to use a T11 Portable Tank to transport the following fictional liquid dangerous goods under the IMDG Code (equally, under ADR Chapter 6.7).

The applicable calculations for maximum degree of filling are given either in 4.2.1.9.2 or 4.2.1.9.3. This fictional substance is classified as follows and has the following properties.

- Miraculum, (UN XXXX, Class 3 Flammable Liquid in packing group III with Special Provision TP1)
- This substance has a vapour pressure of 0.68 bar at 65 degC and is not classified as a marine pollutant.
- It has a density 0.812 kg/l at 15 deg. C, and a density 0.772 kg/l at 50 deg. C.

If the mean temperature of liquid at filling is 20degC, and the maximum expected mean bulk temperature during transit is 50degC choose the correct formula and calculate the maximum fill ratios under the following circumstances: -

1. Would you apply the formula for “degree of filling” in clause 4.2.1.9.2, or in clause 4.2.1.9.3?
2. What is the maximum degree of filling for this loading operation rounded down to the nearest percentage?
3. If the same journey was undertaken with the same substance but loaded at a mean temperature of 5 deg.C what is the maximum degree of filling, rounded down to the nearest percentage?

Answers on page 8

ITCO FUTURE EVENTS

All set for the Intermodal Transportation Summit in Galveston

GALVESTON | 05-06 OCTOBER 2026



Professionals from across the tank container, liquid bulk and wider logistics sectors will gather in Galveston, Texas, for the 2026 Intermodal Transportation Summit.

Taking place on 6 October at The San Luis Resort, the event will offer a full day of education, networking and discussion focused on the issues shaping today's intermodal supply chain. Attendees will include representatives from the tank container, shipping, rail, trucking, chemical and liquid bulk transportation industries.

The programme will combine market intelligence with practical operational and regulatory guidance. Featured sessions will include:

- An intermodal industry and market outlook
- Updates to the International Maritime Dangerous Goods (IMDG) Code
- Shipper and rail industry panel discussions
- An introduction to ISO tank containers
- Emergency response and safety preparedness
- Emerging trends and challenges in liquid bulk transportation

Together, these sessions will give delegates an opportunity to examine current market conditions, consider regulatory developments and share perspectives on safety, resilience and operational performance.

The Summit will also provide a valuable forum for building connections across transport modes. By bringing together stakeholders from throughout the supply chain, the event aims to encourage meaningful conversations, stronger

working relationships and a better understanding of the challenges facing the industry.

Golf outing opens the programme

The week will begin on 5 October with the Intermodal Transportation Summit Golf Outing at Magnolia Creek Golf Club in League City, Texas.

The outing offers participants an informal setting in which to meet fellow industry professionals, strengthen existing relationships and make new connections ahead of the Summit.

Technical Quiz Answers

1. Would you apply the formula for "degree of filling" in clause 4.2.1.9.2, or in clause 4.2.1.9.3?

Answer: 4.2.1.9.2

2. What is the maximum degree of filling for this loading operation rounded down to the nearest percentage?

Answer: 92%

3. If the same journey was undertaken with the same substance but loaded at a mean temperature of 5 deg.C what is the maximum degree of filling, rounded down to the nearest percentage?

Answer: 90%

ITCO FUTURE EVENTS

ITCO 2026 Members Meeting Arrangements Confirmed

ANTWERP | 28-29 OCTOBER 2026

**Dates**

Wednesday 28 and Thursday 29 October 2026

**Venue**

Hilton Antwerp Old Town, Groenplaats, Antwerp, Belgium

**Theme**

Strategic Opportunities in an Uncertain World

Antwerp will host two days of visits, discussion and networking on 28 and 29 October 2026

Arrangements are now in place for the 2026 ITCO Members Meeting, which will bring members and invited delegates together at the Hilton Antwerp Old Town on Wednesday 28 and Thursday 29 October. The programme combines an industry visit and port tour, two networking receptions and a full conference agenda focused on strategic choices for the tank container sector.

Under the theme Strategic Opportunities in an Uncertain World, the meeting will examine market conditions, investment, port and depot development, digitalisation, regulatory change and smart-container standards. The event is designed to give members practical updates while creating time to reconnect with colleagues from across the international tank container community.

Main meeting registration is open at www.itco-membersmeeting.org

DAY 1

Antwerp Visits and Welcome Reception

Wednesday 28 October begins with a programme organised by Van Moer Logistics and Ovinto. Open to ITCO members and conference delegates, the day includes a visit to the Van Moer Logistics facility and a water tour of the Port of Antwerp before the evening Welcome Reception.

- 09:35 Visit to Van Moer Logistics and Antwerp Port Tour programme begins**
- 10:15 Coach pickup from the Hilton Antwerp Old Town**
Transfer to Van Moer Logistics, West Port Business Center, Nieuwe Weg 1, 2070 Zwijndrecht.
- 11:00 Welcome and introduction by Van Moer Logistics**
- 11:15 Brunch**
- 12:15 Guided site tours at Van Moer Logistics**
Haven 1054.
- 13:30 End of site tours and transfer to the river cruise vessel**
Scheldedijk 30, 2070 Zwijndrecht.
- 14:00 Port Tour on the Scheldt River**
Includes a guest presentation.
- 17:00 End of Port Tour**
Arrival at Steenplein, Antwerp.
- 18:00 Welcome to Antwerp Networking Reception and Buffet Dinner**
The reception runs until 21:00 and is sponsored by EXSIF.

Day 1 Sponsors

Day 1 Experience

**VAN MOER**
Logistics

Welcome Reception



Separate Registration for the Day 1 Experience

Register by 19 October 2026. All ITCO members and conference delegates are invited to join the Van Moer Logistics and Ovinto visit and port tour. Scan the QR code or use the direct link:

[Registration Van Moer Logistics x Ovinto Experience](#)



DAY 2

Conference Programme

The conference programme on Thursday 29 October moves from the Chairman's annual review into market, finance, port, depot, digital, regulatory and standards updates. Registration and welcome refreshments begin at 08:30.

08:30 Registration and Welcome Refreshments

09:30 Introduction, Welcome and Safety Minute

09:35 ITCO Chairman's Report

ITCO developments and activities; work groups and technical projects, including the Digital Twin update; 2026 and 2027 conferences and exhibitions.

William Leigh-Pemberton, Chairman of the Advisory Board, ITCO

10:15 The Changing Container Shipping Industry - and the Impact on Container Supply and Demand

Recent industry changes; the outlook for the rest of the year; continuing supply-chain challenges and their effect on container supply and demand.

John Fossey, Head of Container Equipment & Leasing Research, Drewry Maritime Research

11:00 Refreshment Break

11:30 Private Equity Investment in the Tank Container Industry

Why the industry attracts alternative financiers; private-equity positions and desired acquisition-target characteristics.

Leslie McCune, Managing Director, Chemical Management Resources Ltd

12:00 Container Developments in the Port of Rotterdam

Future port investment and container activity; suitable and sufficient container depot facilities.

Kenzo van Maris, Business Manager, Containers, Port of Rotterdam

12:30 Lunch

DAY 2

Afternoon Programme

13:30 Depot Audit and Assessment Scheme

How the new ITCO Tank Container Depot Audit will work and the benefits for the industry.

Craig Anthony, Partner, Intermodal Portal

14:00 ITCO Digital Committee - Major Milestone

Digital twin progress and key fields for onboarding; live data uploaded to BoxTech; additional participants welcomed for the pilot.

William Leigh-Pemberton, ITCO; David Roff, IT Advisor, Bureau International des Containers (BIC)

14:30 What is happening in the North American tank container market?

Challenges and opportunities for the tank container industry.

Jeff Louis, Freedom Intermodal, ITCO Regional Director, Americas

15:00 Refreshment Break

15:30 Tank Container Technical and Regulatory Update

A review of key regulatory changes affecting the tank container industry.

Mike Himbury, Regulatory Secretary, ITCO

16:00 Smart Containers and Connected Logistics: An ISO Standards Update

Technical specifications for smart containers; safety standards for container-mounted tracking and monitoring devices; cybersecurity, automatic identification and data exchange across the logistics chain.

Marianna Levto, Convenor, ISO/TC 104/SC 4/WG 2

16:20 Chairman's Concluding Remarks

Key takeaways and action points from the 2026 meeting.

William Leigh-Pemberton, Chairman of the Advisory Board, ITCO

16:30- End of Conference Networking Reception

Register for the ITCO 2026 Members Meeting

Members and invited participants are encouraged to register as soon as possible.

Main meeting registration is available at www.itco-membersmeeting.org

The Hilton Antwerp Old Town has a room allocation for meeting participants. Availability at the ITCO rate is limited, so early accommodation booking is recommended.

ITCO WORK GROUPS

Digital Twin WG: Progress Report

Background

The objective of this 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.

Test Phase - On-Boarding of Tank Containers to Shipping Lines

We have decided as Stage 1, to focus solely on one Use Case - and that is the on-boarding of containers with Shipping Lines. We are doing this together with our partners at Bureau International des Containers (BIC) whose work will enable us, via their Boxtech portal to enable a view of each ISOtank's key details (by keying in the check-code of the container) which matches that available for dry-boxes today.

For this on-boarding process, 14 attributes only are needed - these being the ones demanded by Shipping Lines for on-boarding of a container : Container Number / ISO Size Type & dimensions / Tare Weight / Max Payload/ Max Gross Mass / Inspection Date / Next Inspection Date / Manufacture Date / Capacity Litres / ADR/RID Code / IMDG Code / Baffles / Stacking / Racking.

We start with two Member companies who have agreed to upload 100 containers each into the Digital Twin message file, which itself will be API linked to Boxtech. Since Boxtech is a public platform, it should be possible for other intermodal partners who need the same information (such as rail operators, hauliers and other intermodal providers) to on-board ISOtanks by the same method - simply keying in the container number to Boxtech.

We plan to present this Use Case at the Antwerp Members' meeting in late October.

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

ITCO WORK GROUPS

Depot Assessment & Audit Work Group: Progress Report

Much progress has been made since our last report, including the close-completion of the web hosting platform for the ITCO Verified Depot Database by our partners Intermodal Portal.

The platform runs on Apps for the different stakeholders in our initiative, including the depot owners, the surveyors, the ITCO Administrator and most importantly, the users of the platform who can use it to identify and connect with a verified depot partner, in the area they are looking for. We look forward to presenting this platform live, at the Members Meeting in a few weeks' time. It can show the process of how a depot owner will populate the platform with information about their depot, how the auditor will then verify the required SHEQ sections, and how the Administrator can connect the different parts of the process and they progress.

We thank our partners at Intermodal Portal, as well as Mathieu Lamon at BV for his leadership in the sub-group which is crafting the Auditor Handbook, the Auditor Training Programme and the Auditor Qualification.

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

ITCO Depot Assessment
and Audit Platform, in
partnership with:

