



TG11 ACCEPTABLE TRUCKING STANDARDS (FOR TANK CONTAINERS)

August 2025

ABOUT ITCO

ITCO is the trade association for companies engaged in the global transport of bulk liquids and liquified gases by intermodal tank container. Established in 1989 and with now over 180 registered members, it is estimated that the membership operates the majority of the **882,000 global fleet of tank containers**.

ITCO represents the tank container industry to chemical and liquid food producers, the public and government. It is engaged in regulatory processes, provides technical guidance, and arranges informative membership webinars, work groups and conferences.

MISSION STATEMENT

The ITCO mission is to promote and represent tank containers as safe, cost efficient and flexible means of transport. In doing so, we have a strong focus on enhancing technological and business developments for the sake of quality, health, safety, environment, and corporate responsibility in the tank container industry. We design the framework and platform for strengthening growth of our global business. With this we contribute to the competitiveness and success of the tank container industry.

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TG11

GLOBAL TRUCKING STANDARDS

FOR TANK CONTAINERS

Contents

1. Introduction	4
2. Transport company	5
2.1 Safety	5
2.2 Licences and Compliance	5
2.3 Security	5
2.4 Drugs & Alcohol Policies	6
2.5 Driver Handbook / Company Guidance Documents	6
2.6 Literacy and Language	7
2.7 Driver Well Being Policies	7
2.8 Environmental	7
2.9 Vehicle Conditions and Maintenance	7
3. Driver	8
3.1 Training	8
3.2 Working & Driving Hours	8
3.3 Behaviour	8
4. Equipment	9
4.1 Trucks	9
4.2 Chassis	9
4.3 Pre-Start Check	10
4.4 Miscellaneous	10
5. Review Period	10

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1.0. INTRODUCTION

Within the logistics supply chains utilising tank containers, for the 'first / last mile' transport, trucks and chassis are used; local trucking. The equipment and standards specified for the trucking activity vary depending on "pier or door" sales terms, the tank operator, the shipper or the receiver. This document sets to define the base line requirements to ensure safe transport, loading, and delivery of tank containers.

Safety and safe transport encompass measures, policies and strategies to prevent road accidents and avoid spillage of the liquids carried within tank containers. Safety means reducing the risk of harm to drivers, employees of transport companies and the general public, including but not limited to pedestrians, local residents and other road users.

The purpose of this document is, for each sector, to:

- Outline guidance for trucking and haulier operations.
- Outline a minimum standard of safety and behaviour for carrying out the transport of tank containers by road.
- Provide awareness of potential safety risks.
- Provide training and reference material for those joining the industry.

The document is intended to guide and offer advice on the best practice. The document in no way overrides or overrules the requirements of the user due to local, national and international regulations. The document is intended for usage as a general guide and set of standards for anyone involved in tank container supply chains, including but not limited to, shippers, consignees, tank container operators, leasing companies, depots, and transport companies / hauliers themselves. In all countries the baseline of trucking is a firm baseline of "legal and in line with local, national and international regulations".

Local laws, regulations and regional variances mean that specific guidance on training and equipment may not always be applicable. The document aims to outline global standards of behaviour, conduct, equipment, and safety which are higher than the minimum legal requirements.

It is crucial that the usage and discussion of this document complies with all the requirements of anti-trust legislation.

2.0. TRANSPORT COMPANY

2.1 Safety

Driving is a high risk activity; the carriage of tank containers and potentially dangerous goods and hazardous products adds another level of risk potential.

Safety is the first and most important requirement of all parties and stakeholders involved in trucking and transport activities. It should be put before any other consideration.

Trucking companies should take action to keep drivers, any person involved with transport activities, and the public safe. This includes:

- Conducting appropriate risk assessments, and mitigating, protecting against or avoiding actions which either carry an elevated risk or produce a high frequency of safety incidents.
- Conducting regular reviews of safety and working practices.
- Continuously driving improvements, and investing in safety.
- Cultivating and encouraging a safety-focused culture and attitude within their organizations and the organizations they interact with.
- Utilising leading indicators, such as near-miss reports, and lagging indicators, such as actual accidents to proactively manage and reduce risk.

2.2 Licences and Compliance

Transport companies must comply with all regional, national, and international laws and regulations applicable, including appropriate insurance, where the company is registered and in the territories in which the operation will take place.

Transport companies should have a process / policy in place which verifies drivers hold valid licences (and / or permits) required for the regions, nations, and international territories in which they operate, applicable for the equipment operated and goods carried. This should include reviewing driver's licences at regular periods (such as annually) to ensure licences have not been revoked or expired. In addition to legal minimums, hauliers should ensure that:

- They adhere to safety requirements and regulations of any site, depot, port, or property in which transport activities will occur or travel through.
- Awareness and training are given to staff who will interact with trucks, chassis or tanks on potential risks and hazards, such as roll aways, blind spots, the risk of collision and moving vehicles.
- Transparent policies are in place – and implemented - which enable employees and the public to report safety incidents.
- They maintain records of driver qualifications.

2.3 Security

The Transport company must undertake security training in line with duties and commensurate with activities of all persons involved the supply chain. This covers office staff through to the drivers.

Drivers must be given specific training on security in line with national regulation and guidance. This should include details on load security, route security, information security and how to report security issues.

Tank containers should only be left in secure locations such as depots, rail terminals or port facilities. A secure location can be defined as without public access, with security measures such as cameras, gates and fencing, and

appropriate for the product and in line with any local regulation. Hauliers, consignees, and carriers should assess the security of any location where a tank container will be left.

When engaged in the transport of High Consequence Dangerous Goods as defined in regulations and as part of international shipping consignments, the transport must have a security plan in line with IMDG chapter 1.10.

2.4 Drugs & Alcohol Policies

As a minimum, transport companies and their employees must comply with local legislation on the consumption of alcohol and drugs.

Hauliers must have a policy in place regarding alcohol and drugs. This should include a zero-tolerance approach to working under the influence of alcohol or drugs.

Specific training should be provided to drivers regarding the dangers of legal and medicinal drugs, such as those which can cause drowsiness, which may affect driving performance and capability.

Best practice would be to have frequent, random alcohol and drug testing for employees, in combination with a fit-for-duty check at the start of shifts.

2.5 Driver Handbook / Company Guidance Documents

Drivers should be issued with a driver handbook outlining company guidance, policies and advice. This document should be in a language that the driver can read and comprehend.

Training on the driver handbook should be provided. This training should be repeated annually and recorded. Training should cover the document, the scope of the document, the contents and how it can be used and applied by the driver.

The handbook should cover:

- How to report incidents and near misses.
- What to do in emergency situations.
- Emergency contact numbers. (Should also be listed on transport documents).
- Security and parking procedures.
- Procedures for dealing with spillages, and equipment for dealing with spillages.
- Use of Personal Protective Equipment.
- Safe working at height.
- Guidance on driving standards and behaviour.
- Tiredness and fatigue.
- Driving, working and resting hours.
- Acceptable equipment condition, including interchange inspections.
- Pre-start checklists for truck and chassis
- Reporting equipment defects.
- Loading and discharge procedures.
- Correct use of discharge equipment.
- Use of seatbelts (where fitted).
- Prohibition of activities which can cause distractions while driving (especially the use of mobile phones).
- Drugs and alcohol policy.
- Obligatory documents for transport journey, with emergency contact numbers listed.
- Restrictions on who can be in the cab or join the driver on journeys (e.g. untrained family members, pets, hitchhikers, should not be allowed to travel with the driver).

2.6 Literacy and Language

Drivers should have, as a minimum, a level of literacy, numeracy and language proficiency in the area(s) they operate, to allow them to read road signs, follow verbal and written instructions at sites, operate safely, read, and understand local laws and regulations for driving, and communicate with others. It is the responsibility of the haulier or employer to ensure that drivers have the required level of literacy and language for areas of operation. This extends to ensuring drivers are not required to drive in areas where they do not have the required proficiency for the local language. The employer may supplement drivers with training and language courses.

2.7 Driver Well Being Policies

It is encouraged to establish programmes for the promotion of driver wellbeing and health. Better driver health and wellbeing will aid safer driving performance and help ensure the wellbeing of the total driver population.

It is encouraged to operate a policy regarding pre-employment health checks for drivers. In some countries, this may be required by law.

It is encouraged to have a policy regarding medical checks for drivers at regular intervals. In some countries, this may be required by law.

It is suggested that transport companies set driving time limits lower than the legal baseline, in order to manage driver fatigue.

2.8 Environmental

Road transport has the potential to affect the environment and environmental sustainability. It is encouraged that transport companies acknowledge their role in this, and it is encouraged that they explore alternative fuels or methods of minimizing their impact.

It is encouraged for hauliers to report any activities witnessed which harm the environment, to the relevant authority.

Policies should be in place for dealing with issues at loading and unloading sites. It is recommended that hauliers maintain a team or group of competent employees responsible for dealing with spillages or environmental issues. Drivers should be trained on spillage procedures, and be equipped with the necessary first aid.

It is the responsibility of the equipment owner or operator to decide the cleaning location of tank containers. The haulier should take instruction from the owner or operator for this activity and act accordingly.

2.9 Vehicle Conditions and Maintenance

It is the transport companies responsibility to purchase good vehicles, maintain them in good condition, with a regular servicing and inspection schedule, and to ensure no illegal or unsafe modifications are carried out (such as removing limiting devices, manipulating tachograph).

3. DRIVER

3.1 Training

Drivers transporting tank containers should attend training courses approved by the competent authority. Drivers should be trained in line with local / national legislation in all cases. When dangerous goods are being transported, drivers should be also trained in international legislation for dangerous goods, such as IMDG. Drivers should also have any regional specific training required for the transport of dangerous goods. The driver should be trained in the following topics:

- How to respond to a safety incident or accident.
- Prohibitions on mixing loads in one container.
- Behaviour of liquids and / or gases when transported in tanks.
- Behaviour of vehicles when transporting tanks.
- Knowledge on the methods of filling and discharging tanks.
- Security awareness.
- How to operate tank containers, chassis, and any other equipment involved in a safe and proper manner.
- Information on civil liability.

When transporting dangerous goods, drivers should also be trained in the below topics:

- Understanding the hazards classes for dangerous goods.
- How dangerous good regulations impact the duties of the driver.
- The proper usage and understanding of hazard placards, hazard labels and decals.

Driver training should be refreshed and reassessed at regular intervals, in line with local, national and international regulations and requirements. Ensuring drivers have regular and appropriate training is ultimately the responsibility of the haulier. The haulier should also keep records of training and assessments.

3.2 Working & Driving Hours

Drivers should never exceed the maximum allowed number of working and / or driving hours for their country of registration and areas of operation. The management of the trucking company should have clear policies and practices to prevent this from happening and keep records of drivers' hours. The trucking company should manage their drivers' hours to ensure safety and adherence.

Drivers must never drive while tired or feeling fatigued, and should always take regular breaks and resting time. Hauliers should help ensure that drivers do not work excessive hours and should offer regular reminders and training regarding driving hours and breaks.

Digital tachographs must be used where legally required to monitor driving time. It is recommended that digital tachographs are used, even if not legally required.

3.3 Behaviour

Drivers should always behave in a safe manner and follow the rules / instructions of any sites they may visit. Drivers should comply with the applicable laws governing their behaviour and driving. Drivers should ultimately drive in a safe manner, and drive in such a way as to minimise the risks from, and to, other road users, the general public or any situations which occur. They should also adapt their behaviour and driving in a suitably safe manner for weather conditions, such as leaving extra stopping distance in the wet.

So far as it is safe to do so, drivers should follow the instructions and routes provided to them.

4. EQUIPMENT

4.1 Trucks

Trucks used should, as a minimum:

- Meet all legal requirements for the region of operation.
- Be kept in a good state of repair.
- Have a regular maintenance, inspection, and servicing programme.
- Have a clear undamaged windscreen with clear lines of vision.
- Be equipped with working front and rear lights.
- Have functioning brakes and brake lights.
- Be fully equipped with a braking system and auxiliary parking brake.
- Carry spare bulbs for replacing light bulbs on route.
- Have tyres inflated to a correct level, with a minimum level of tread.
- Have tyres free from cracks and damages including chunks, or gouges.
- Carry fire extinguishers.
- Be rated to tow weights matching or exceeding the combined weight of the chassis, tank container and product involved.

It is suggested to additionally carry:

- Equipment for dealing with spillages.
- Wheel chocks.
- Reflective triangles.

It is recommended to select and use vehicles with lower emissions of greenhouse gases and vehicles equipped with functioning 3-point seatbelts.

4.2 Chassis

Chassis should:

- Meet all legal requirements for the region of operation.
- Be equipped with four functioning twist locks, or alternative safe method to secure the tank container on all four corners.
- Be kept in a good state of repair.
- Be kept in a good state of structural integrity.
- Be suited for the transport of tank containers, with suitable weight distribution and centre of gravity,(Especially when loaded.
- Have a regular maintenance, inspection, and servicing programme.
- Have spare lights for replacing light bulbs on route.
- Have tyres inflated to a correct level, with a minimum level of tread.
- Have tyres must be free from cracks, and damages including chunks, or gouges.
- Carry fire extinguishers (if not already fitted on truck cab).

4.3 Pre-Start Check

Before starting a journey, a pre-start check should be completed to ensure that equipment is in good working order, with no defects, and is safe. It is ultimately the driver's responsibility to ensure that the vehicle, including the tank and load presents no safety risk while on the journey.

The haulier / transport company should ensure this is a followed process and provide a checklist for drivers to use.

The pre-start check should include a full walk-round of the unit, including checking the following:

- Tyres are inflated to a safe level.
- Tyres have an appropriate amount of tread and free from visible damages.
- Windows are clean and free from cracks or defects.
- Windscreen wipers are present and functioning.
- Wing mirrors are present and in good condition.
- Seatbelts, when they are present, are working, and free from fraying, tearing or other wear and tear.
- All front and rear lights are present and working.
- Wheel nuts are tight and present.
- Horn is present and working.
- Fifth wheel (truck and chassis) is working and in good condition.
- Verify nothing is loose, damaged, or unsafe in anyway.
- No closures remain open on the tank container.

4.4 Miscellaneous

Drivers should be equipped with a phone or other appropriate equipment which allows them to contact their office / planning department, phone for help or contact emergency services if necessary.

Transport units must not exceed the allowed number of trailers or chassis provided for in local legislation. When more than one chassis or trailer is legally allowed to be used (for example, a 'road-train' set up), it must also be safe and appropriate to do so.

5. REVIEW PERIOD

This technical guidance document shall be reviewed on a biennial basis to ensure its continued relevance, accuracy, and compliance with applicable regulations and industry best practices. The next scheduled review will take place in August 2027, or earlier if significant changes in legislation, operational procedures, or safety standards occur. Any amendments or updated versions resulting from the review process will be documented and communicated to all relevant stakeholders. The latest version will be published on the ITCO website under Technical Guidelines.