

ITCO Operators Working Group

07-07-2004

9:00

Board room of KATOENNATIE BULK
TERMINALS

Haven 1227 – Gate 1-Antwerp

Meeting called
by:ITCO

Operators
Working Group
meeting.

Attendees:

Stuart Johnson	Bulkhaul
Rolf Sperling	Taby
Heike Clausen	VOTG
Jan Roebken	VOTG
Laurie Maclachlan	Stolt
Inge Karlberg	Katoennatie
Chris Trett	Suttons
Ben Ullings	UTT
Willy Freson	ITCO
Gretha Quist	Interflow
Koert van Wissen	UTT
<u>Apologies received from:</u>	Michael de Rijk Hoyer-Odfjell
	Karsten Jespersen Norfolk Southern
	Ulrich Graupe Hoyer
	Robert Ashmall Interflow

Minutes:

Introduction:

Koert van Wissen opened meeting and distributed copies of the ITCO Anti-Trust compliance document of Do's and Don'ts.

Action: ITCO preparing printed card handouts before Hamburg Meeting

Working Group's establishment :

Laurie Maclachlan gave a brief outline of the reasoning behind the establishment of the ITCO

representative groups ,how they impacted on the new structure and organisation of ITCO and how they form the foundation of how the general meetings will be structured going forward with their action points formulating the basis for the respective Chairpersons briefings to the general meetings of ITCO reflecting the views and position of the membership.

Action: No further action required.

Documentary issues :

Arising from the last meeting discussed the implications and the results of the changes affecting shipping documents and procedures as a consequence of the introduction of new security measures on shipments to the U.S. and the implementation of the 24 hr Advance Manifest Filing. The general reaction from the members present was that the new rules and procedures have actually improved the process and encouraged a more positive reaction from shippers which had generally improved the timely provision of information administration and processing of documentation . It was envisaged ,however, that these security requirements would spread to other regions .The down side of these requirements were the introduction of additional charges by the Shipping Lines and ports to cover the additional security.

Action: Monitor future developments and report as necessary.

Acceptance of Tank containers by Carriers/Shipping lines:

Discussed but no further action required at this stage due to likely introduction of increased capacity container ships on Major trades during 2005.

Fusible Links :

Discussed the unilateral decision of the U.S.DOT to introduce the mandatory requirement in the U.S. as from October 1st 2004 and the alternatives . General consensus of those present that there were at least four ways in which operators were tackling this requirement so far which included:

1. Fusible links being included as part of Specification on new Tank builds.
2. Retrospective fitting of fusible links to existing fleets.
3. Fitting of Fusible Link at destination depots.
4. Disconnecting Traction unit from Tank Chassis before unloading / loading at plant.

There is a high degree of uncertainty over the definition and implementation of the ruling due to a number of factors .The DOT 51 ruling applies at loading and discharge phase .The loading and discharge plant is private property . The ruling applies to certain products only i.e. Class 6.1 and some others .Some plants may not have sufficient space for manouvering for disconnect of Traction unit from Chassis and Tank and what is a safe disconnect distance? Who will be responsible for the additional costs for this process ?

Who will be responsible for ensuring that the fusible link is fitted or that the Traction unit is disconnected .Who will be responsible on Door - Pier deliveries only ?

Action: Seek further advice through Jim Silver of what is and is not acceptable through definition and clarification from individual U.S. Customer plants of what their procedural requirements are.

Italian Port Captains:

Unilateral domestic requirement for Inspection certificates and Certificates of acceptability on tanks entering Italy through Italian Ports.Tank operators would like an explanation of the need for this procedure when most of required data is contained on the Data Plate affixed to the tank and when it is not a requirement for tanks entering Italy by Road or Rail.

Action: Either invite representation of Italian Port Captains to attend ITCO General or Operators meeting or support initiative for a Hazards World Convention in Italy and use this as an opportunity to address this issue.

Domestication of Tanks in China :

ITCO Tank Operators need a clear definition of the procedure and qualification costs for obtaining Domesticated tanks in PRC.

Action : Request assistance from Tank Lessors Group and Tank Manufacturers Group

Japan Fire Station Approval:

Discussed latest situation on JFSA

Action: To receive translation of latest update on JFSA from Robert Ashmall.

BIFA Terms and Conditions /Insurance:

Discussed and agreed that BIFA Terms are available via ITCO website if required. These are not imposed terms and are available for members use only if required. Partial damage cover discussed in detail.

Action: Invite Insurance member representatives of ITCO to look at possibility of introducing partial damage cover for ITCO operators based upon claims exceeding USD 500 per incident but not including total loss.

Shanghai Inspection of P.V. Valves:

Customs authority in Shanghai demanding evidence of 3rd party inspection of P.V. Valves within 12 month term on Exports from China against IMDG 4217/1 costing between USD 100-150 per inspection. A different interpretation of IMDG by Shanghai authorities to that generally applied elsewhere.

Action: Robert Ashmall currently investigating

A.O.B:

Included discussions on Internet Platform :SQAS (Martin Whittle of CDI attending Hamburg meeting: ITCO profile in press. Introduction of European Waste Landfill Directive during July 2004 and implications on disposal of Hazardous product residues .Hamburg agenda.

The Chairman and the ITCO Operators Group would like to thank Inge Karlberg and Katoen Natie for the provision of the meeting facility and refreshments during the Antwerp meeting of ITCO Tank Container Operators