



Munich Exhibition

As I have already reported this was a great success and many people have contacted me saying how much they enjoyed the panel discussion.

I believe this was a good show case for our industry and we should try to repeat some type of panel discussion at the next logistic show but this time with a different theme.

Willy has received some of the questionnaires back and it would appear that many of you would like to have bigger booth next time to allow you to have meetings.

I suggest that this should be discussed at our general meeting to be held in Nice early next year (February 5 and 6 at the Meridien – For those who have not booked yet, please do it as soon as possible).

Working at Height.

We have written back to the HSE in England advising that we are not prepared to make any alterations to our current protocol until the HSE are able to get the European Union involved and agree a standard procedure for all of Europe.

We have received notice from Gunther Van Loon in Antwerp who have advised that a chemical company in main land Europe has refused to accept their vehicle for loading because their driver could not climb the tank ladder safely.

Gunther has written to this company and stated that " I have a serious problem with the cause of rejecting the driver, He loads tanks for them at various chemical plants and storage terminals in Belgium and Holland, without any problems."

I agree with Gunther, the driver is very experienced at his job and has a clean driving record and is a good worker. The fact that he finds it hard, if not impossible to climb a ladder on a tank container I can understand , the plants should supply safe access to the top of the tank and then this driver can do his job "DRIVING"

I am not sure if any other member has experienced this same problem but I would like to hear from you as I intend that ITCO should push this issue with the chemical companies own associations..

There is already a shortage of driver and if they start insisting we must now only employ athletes then I am sure this short will grow very quickly. Being a truck driver is not the best employment for an athlete : they can earn a lot more money playing football or some other professional sport.

Antwerp Beam Tank Problem

During the Munich Logistic show I visited the "Port of Antwerp" stand and met with the commercial manager of PSA who also have facilities in Antwerp port.

I explained our members current problem with the handling of beam tanks at this port and asked him if he believed this was a safety issue.

He stated that P&O have approached the senior management of PSA and are trying to convince them to take the same approach to beam tanks as P&O by charging 3 times the normal storage rate per day.

I again asked him the question did the PSA see this as safety issue and he replied no.

The problem is that the port of Antwerp have the best turn round time for containerships in Europe and want to keep this to attract more ship owner to use their port.

With larger container ships now in service the pressure in on the ports to maintain or even reduce the ships turn round time but the port infrastructure cannot cope

Beam tanks cause a problem because the straddle carrier driver would have to slow down when stacking theses type of tanks, with a fully framed tank they can handle them like a box container and just drop them down in the stack and then push them into place with the next box.

If we can get PSA to confirm in writing (not yet agreed) these tanks are not a safety hazard we can brake P&O argument and we can reduce this problem to a commercial issue.

Then It just remains to get the shipping lines agreement to accept part or all of the extra charges , if they want to continue carry our members tanks through the port of Antwerp.

I strongly recommend that all members who have this problem continue to put pressure on the shipping lines they use into Antwerp.

If we all use the same argument that beam tanks are safe and its only because of the ship owners need for quicker turn round that this problem has been caused.

We stand a good chance of the ship owners offering to pay the ports part or all of the extra costs.

The summer in England so far this year has been a wash out, let's hope we see the sun shine for the rest of the holiday period.

I hope you and your families enjoy your summer holidays and have a nice rest at the same time.

Regards

Reginald Lee
President ITCO