

FINAL CALL FOR COMMENTS FROM ITCO MEMBERS

Elimination of Dual Approval – UN Portable Tanks 6.7 and RID-ADR Tank Containers 6.8

- Proposed regulatory change affects owners of dual approved International / RID/ADR tanks
- Dual approval tanks not allowed.
- Final call for ITCO members to notify issues for consideration

What is proposed

- UN Portable Tanks 6.7 continue to be allowed to operate in all modes of carriage, globally
- UN Portable Tanks 6.7 to be permitted to transport 107 substances in bottom opening tanks equivalent to RID-ADR 6.8 tanks whilst in RID/ADR territory
- Dual Approved UN Portable 6.7 /RID-ADR 6.8 to be re-marked to either UN Portable 6.7 or RID-ADR 6.8 according to the owner's requirements.

Background and Summary

In March 2023, the **RID/ADR Joint Working Group on Tanks** proposed to prohibit tanks being dual approved - citing the Regulators concern of issues:

- a. identifying whether the tank is operating under RID-ADR Chapter 6.7/4.2 or Chapter 6.8/4.3;
- b. international AIB's (Approved Inspection Bodies) are not sufficiently accredited to Chapter 6.8 periodic and intermediate inspection procedures.

Thus, owners of dual approved tanks will be required to determine whether the tank should be operated as either a UN Portable tank 6.7 or RID-ADR 6.8 tank container; and to re-mark the tank to a single approval.

Initially, ITCO actively opposed the proposal to eliminate dual approval, due to the loss of operational flexibility and the cost of re-marking.

ITCO undertook a number of initiatives:

- It chaired four intercessional meetings to hear members evidence of issues.
- It attended five regulatory sessions
- It reported to members and sought feedback via the ITCO Journal
- It presented the issues during ITCO conferences.

Although constructively opposing the proposal, ITCO has acknowledged that there comes a point when the tank container industry must recognise the intention of the Regulators - and take the opportunity to develop mitigations, effectively seeking to harmonise the regulatory use of UN Portable Tank and RID-ADR tank container.

The RID/ADR Working Group on Tanks has verified that a UN Portable Tank can perform, during operation in Europe, the functions of a dual approved tank. The UN Portable Tank 6.7 is approved to transport dangerous goods in all modes (deep sea, rail, and road) whether on international routes or domestic transport in Europe.

ITCO has received positive support from the Regulators to amend the regulations to enable a UN Portable Tank, when operating in RID/ADR territories (mostly Europe), to:

- Permit 107 substances to be transported in bottom opening UN Portable Tanks which would ordinarily be restricted to top openings only.
- Extend the UN Portable Tank list of permitted substances by 98, to include those on the Chapter 6.8 list only.
- Extend the Chapter 6.8 list of permitted substances by 32, to include those on the UN Portable Tank list only.
- Permit UN Portable Tanks to operate under RID/ADR degree of fill regulation.

ITCO is additionally exploring ways in which the concept of hermetically sealed tanks in RID-ADR Chapter 6.8 could be applied to UN Portable Tanks, whilst operated in RID/ADR territories.

ITCO has proposed mechanisms to annotate Dangerous Goods Notes and Tank Certificates for UN Portable Tanks and the tanks themselves with an “equivalent to” statement - such as, for example, “T11 – equivalent to L4BN”.

The objective of all these proposals is to harmonise Chapter 6.7 UN Portable Tanks and Chapter 6.8 Tank Container regulations as closely as we can.



Dual specification markings (RID/ADR L4BN – UN Portable T11)

Next steps - contributions still welcome

The mitigations under consideration provide benefits. It is time to prepare for final submissions to the regulators.

If you have already contributed to ITCO's research directly, or through the intercessional meetings, or at the briefing meetings and trade shows, then ITCO extends our thanks to you.

However, if you wish to contribute, Members should make contact, but time is now short.

Contact Mike Himbury on himbury@itco.org.

ITCO JOURNAL

Inside this issue:

RID-ADR announcement	1
President's Report	3
Market Update	4
US Tariffs	6
ITCO Work Groups	7
Technical Report	9
Antwerp Events Report	10
ITCO Tank Container Village Report	12

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President's Report

Dear ITCO Members,

For those of you in the Northern hemisphere, the chances are you are about to leave for vacation, or are already taking a well-earned break, and enjoying some exceptionally warm weather in the process. I wish you a relaxing holiday season. I'm afraid our friends in the Southern hemisphere are not so lucky, but your turn will come!

ITCO has experienced a busy 2nd Quarter with a successful digitalization meeting in Antwerp in April, and of course the ITCO Village at the transport logistic 2025 exhibition in Munich in early June. The 'Village' concept continues to be highly appreciated by ITCO members, with all 64 booths occupied and the exhibitors reporting heavy footfall during the event. I would like to take this opportunity of thanking Perolo for again sponsoring their popular wine-tasting on the first evening, and also the ITCO Secretariat for a well-organised event. We wrapped up the Quarter with our 2nd Town Hall meeting, with some 60 members attending.

ITCO has also been active in a number of other developments impacting our industry.

- **Tariffs** - We have carefully watched the tariff story develop in the United States, and have issued several bulletins to keep our members informed of the potential impact. We have also submitted comments to the US Trade Representative under Section 301, expressing our concerns about the proposed tariffs on tank containers. This has already been reported on the ITCO website, and there are some further comments in our Market Update in the Newsletter.
- **Dual Certification** - We have also been engaged in discussions with member representatives, Cefic, the IRU, and ECTA on the whole issue of Dual Certification of tanks. We are currently preparing a report for submission to the next Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods, scheduled for September. This is reported in detail in this Newsletter.

Our Work Groups have continued to apply themselves to the Digital Twin (thanks to Stolt for their support in developing the database), to the Depot Audit and Assessment Scheme (we are currently evaluating offers

from potential suppliers), and the Trucking Standards project. As always, we are grateful to the members who contribute time and resources to support these initiatives. There are more details on the respective Work Groups reported in this newsletter.

We are experiencing consolidation in the industry, which is probably inevitable in difficult economic conditions when organic growth presents a real challenge. This has the potential of reducing our membership numbers, but we are pleased to report that ITCO is proving to be the tank container industry association of choice with at least six new members this year. We would like to send a warm welcome to the new members of the ITCO family.

Looking forward, it is encouraging to see the number of members who have submitted their names as candidates for the ITCO Board elections, which has been communicated separately by the ITCO Secretariat. The new Board is scheduled to be in place by September 1, 2025.

My very best regards

Paul Gooch

President,
president@itco.org

ITCO Board Member

During June, we invited ITCO Members to put their names forward as candidates in the elections for the Board.

Arrangements are as follows:

- Two representatives from each of ITCO's four divisions will be elected to serve on the ITCO Board, commencing 1 September 2025, for a 2-year period
- The representatives will be chosen by a vote of the Members in each Division
- Each Member Company will be asked to vote for two candidates to represent their Division
- The two candidates in each Division with the highest number of votes will be elected.

The new Board will take office from 1 September 2025.

MARKETUPDATE

“NEVER LET A GOOD CRISIS GO TO WASTE” – ATTRIBUTED TO WINSTON CHURCHILL, PAUL ROMER...AND OTHERS



The 2nd Quarter 2025 has been dominated by tariffs and geopolitics, and all of the associated uncertainty resulting in delayed decision-making, investment caution, and supply chain disruption.

The sweeping 'reciprocal' tariff announcement on April 2nd sent shock waves through global markets; and, despite the subsequent about-turns and flip-flops, at the time of writing the world is waiting and watching to see if the reciprocal tariffs will be reinstituted on July 9th.

US chemical producers were especially critical of the policy breadth, advocating for a more targeted and strategic approach, and expressing concern about rising input costs. The US chemical industry posted a trade surplus of \$28 billion in 2024, whereas reciprocal tariffs targeted country level trade deficits. Tariffs were seen as undermining domestic producers, rather than supporting them.

Tariffs will force chemical producers to search for new destinations and markets, rearranging global trade flows in the process, and disrupting established networks and balances. The impact on Asian chemical markets is expected to be severe, as well as export-oriented countries, and intermediate products.

Company News

Losses continue to mount at Sadara Chemical Co. (Jubail, Saudi Arabia), a joint venture between Saudi Aramco and Dow Inc., despite improved sales for the full year 2024. Aramco owns 65% of Sadara, with Dow holding the remaining 35%.

The JV operates one of the largest petrochemical facilities in the world, with 26 integrated manufacturing units at Jubail and a nameplate production capacity of 3 million metric tons per year (MMt/y).

The business has struggled, however, to turn a profit for several years amid globally depressed market conditions for petrochemicals. The company did not provide any earnings guidance or market outlook for 2025.

Markets

Margins remain in the trough and two more steam crackers in Europe and Asia have been announced for closure. Europe and Asia, in particular, remain entrenched in a structurally depressed market environment with chemicals oversupplied and derivatives demand far lower than it needs to be.

European and Asian producers look set to endure at least another year – more likely two – of hardship, with conditions showing little sign of easing as wider macroeconomic and geopolitical volatility continues to dampen end-user demand.

S&P Global Market Intelligence in April cut its global real GDP growth forecast for 2025 to 2.2%, from 2.5%, and its forecast for 2026 to 2.4%, from 2.7%. And we all know that the chemical industry's growth curve is closely linked to GDP.

Five permanent cracker closures announced so far in Europe alone since last year, including the latest by TotalEnergies SA for the older of its two ethylene plants at Antwerp, Belgium, will take more than 2.5 million metric tons per year of ethylene capacity out of the regional market. More is likely to be required to restore operating rates to anywhere near pre-pandemic levels.

It's a similar story in Japan, where Maruzen Petrochemical announced in early April it would close its naphtha cracker at Chiba in 2026. This followed announcements by Idemitsu Kosan Co. and Eneos Corp. to close or indefinitely suspend production at their crackers in Chiba and Kawasaki, respectively, taking a total of 1.3 MMt/y of ethylene capacity out of the domestic market.

If petrochemicals are to emerge on the other side of this extended downturn with an industry that can claim to be fit for purpose, then tough decisions will be necessary. *(Source: Chemical Week Energy & Feedstocks Insider)*

The European chemical industry output is forecast to grow at just 0.5% in 2025, compared with 2.5% in 2024. This is mainly due to the 'highly uncertain' economic environment facing European chemical companies, according to the most recent Chemical Monthly Report by the European Chemical Industry Council (Cefic). In the first two months of the year European chemical output remained 9.1% below the pre-crisis levels of 2014 to 2019. *(Source: SP Global)*



However, Germany's chemical industry association VCI (Frankfurt) said the German chemical industry's business outlook for the next six months is positive for the first time in a year. The industry places its hopes primarily on the domestic market, as industry sentiment in Germany has recently become more positive, while they are cautious about export expectations.

VCI said. "To ensure that this change in sentiment does not remain just a flash in the pan like in previous years, the rapid implementation of the announced economic policy measures is crucial. The chemical industry is ready - although currently still on standby."

The Brazilian chemical industry's idle capacity rose to 38% in the first quarter of 2025, the highest level in 30 years, with production, internal sales and apparent consumption all lower, according to the country's industry association Abiquim.

Output fell by 3.8%, domestic sales declined by 2.6% and apparent consumption - production plus imports minus exports - contracted by 5.3% in the first quarter compared with the year-earlier period, according to Abiquim's latest Economic Monitor.

The recent conflict between Israel and Iran sent shockwaves across the chemical industry in the Middle East. Israel did not directly target Iran's substantial chemical sector, but there were significant indirect impacts that caused Iran to shut down much of its chemical production. Iran, however, did target Israel's refining and petrochemical industry, forcing plants off-stream.

Finally, as the Newsletter was about to publish, Dow announced plans to close some of its plants in Germany by the end of 2027. The reason given for this change is structural challenges on the European market, including high energy and operating costs as well as a lack of demand in key industries.

Specifically, it concerns the chlor-alkali and vinyl plants in Schkopau and the steam cracker in Böhlen, which produces basic chemical materials from crude gasoline. These plants are at the beginning of the chemical value chain and are considered to be particularly cost- and energy-intensive. The impact on intermediate products is uncertain.

Dow operates other plants in Schkopau, Leuna and Böhlen - including the production of plastics and materials for the construction industry. According to the information, they are not affected by the current decision.

US Tariffs

During the 2nd Quarter of 2025, following the US announcement of 'reciprocal' tariffs, ITCO was determined to maintain a regular flow of information to our members tariff developments, and the potential impact on the tank container industry. We achieved this through a series of News Bulletins.

This included sharing ITCO's response to the US Trade Representative's (USTR) investigation under Section 301 of China's targeting of the maritime, logistics, and shipbuilding sectors for dominance. As Members are almost certainly aware, the USTR - in addition to measures regarding operators of Chinese built and operated vessels - proposed to implement tariffs on Chinese-built ship-to-shore cranes, and other cargo handling equipment, including chassis and tank containers, under HTSUS 8609.00.00. These tariffs ranged from 20% to 100%. The USTR requested written comments on the proposed tariffs and ITCO submitted a response, which we posted on the ITCO website.

In our comments, ITCO presented itself as a world-wide industry association representing tank container lessors, operators, manufacturers, depots and inspection companies, with a strong presence in the United States. ITCO members control a large proportion of the current global fleet of more than 850,000 tanks with a value of approximately USD 10 billion.

ITCO argued that tank containers are an instrument of trade and a means of product containment, are reusable, and - due to their robust construction - have a life span of up to 25 years. The tanks are designed to carry a range of liquid, gas, and powder cargoes in domestic and international service, and are purpose-designed for intermodal traffic.

ITCO members' portable tank containers, intermodal and IMO tanks all fall under the subheading 8609.00.00 and ITCO respectfully requested the removal of these items from the proposed 20% to 100% tariff.

ITCO pointed out that there is no domestic production of tank containers in the USA, and at no time in the past has local



production represented more than a small fraction of global demand. Today, approximately 90% of all tanks are produced in China, and for the USA to be able to compete, in terms of scale and cost, would probably require an extended lead-time and some form of investment subsidy. Therefore, any tariff on imported tanks would represent a significant burden on local, domestic operators versus other forms of transport.

ITCO explained that it understands that tanks imported into the USA for purely domestic business could be subject to some form of tariff, based on steel content etc. However, the majority of all tanks are engaged in international traffic, and normally operate under a 90-day tariff-free window.

The product shipped in the container may be subjected to its own tariff schedule (or the arriving vessel transporting the container may be subjected to tariffs based on gross tonnage, number of containers, ownership of the vessel, or vessel build), therefore any additional tariff on the container would represent a form of double taxation, or be redundant.

ITCO pointed out that tanks may enter the USA on numerous occasions and therefore repeated tariff opportunity also appears to be both unreasonable and redundant.

ITCO's comprehensive response was submitted on time to the USTR, before May 19, 2025; but, to-date, we have not seen a response.

ITCO WORK GROUPS

ITCO's Global Trucking Standards Initiative

The ITCO Global Trucking Standards Work Group, chaired by Thomas Tweddell, is making important progress in its mission to enhance safety standards for the road transport of tank containers worldwide.

The initiative was launched to address the growing need for clear, consistent, and practical guidelines that support safer operations across all regions. The group's primary objective is to create a "Trucking Standards Guidance Document" that outlines baseline safety and operational standards for all parties involved in tank container logistics.

Scope and Structure

The draft document is already well underway, with initial content focused on three core areas:

- Transport Company Requirements
- Driver Responsibilities
- Equipment Standards

These sections have been reviewed and agreed upon by the Work Group. The goal is to develop a respected point of reference—akin to the "ITCO ACC"—that can be used industry-wide to benchmark and improve road haulage practices. Before publication, the group will also seek feedback from transport companies worldwide, to ensure a balanced and practical set of guidelines.

What's next?

With the "what" nearly complete, the group is now exploring the "how":

- Should there be an audit or certification system?
- Could existing surveying bodies or depot reports be involved?
- How can unsafe behaviours, equipment, or practices be effectively flagged?

The path forward will depend on collaboration and input from ITCO members. As noted in the recent Town Hall meeting, member engagement is vital to shaping an effective, real-world framework that ensures tank containers are moved safely, wherever they go.

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.

Current Status

All 530 attributes have been built into a draft message schema

The draft has been shared with the entire WG, as well as other stakeholders among ITCO for comments and questions – and discussed in the June 12th meeting

At the same meeting, David Roff from BIC demonstrated the advantages of uploading each tank container details to the Boxtech portal, enabling 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)

A second version is now ready, with updates based on the feedback received both in writing and at the meeting, and has been shared among same stakeholders.

Feedback is requested by end of July, which will be followed by formal publication later in the year. Already one item for further examination, 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 diptubes, 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.

Additionally, we will create a Github repository where the coding status will be visible and each update can be viewed.

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

ITCO WORK GROUPS

Depot Assessment & Audit Work Group: Progress Report

As detailed in the last ITCO Journal, the main workload by the WG - 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 establish, in collaboration with web portal providers, the cost 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").

Such costs will be the last part of the jigsaw needed to complete an overall "Proposal for the Management Committee of ITCO", to proceed with the project and trigger a campaign for depots globally, to join the database and be audited.

Accordingly, a "Request for Information" was sent out to four providers at the beginning of the year. Of these four providers, three have responded with detailed written proposals; and a further provider has expressed interest also. All have a good grounding and accumulated experience in ISOtank-related service platforms.

These proposals will be discussed at a meeting of the WH scheduled for July, based on various criteria. These include relevant industry experience, understanding of the ITCO requirement and explanation of how it will be implemented, impressions of each partner and their teams, and of course the set-up cost as well as annual licence or platform maintenance cost. We aim to produce a short-list of two potential partners who can then present to the WG at a subsequent meeting.

If the process goes smoothly, it should be realistic to be in discussion with the selected partner for more detailed steps to build the platform, well before year-end. 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 ongoing fleet growth.

Meanwhile, a separate workstream of the Group will be needed to calibrate the Audit process, and 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 also in the July meeting.

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

Contact Details for ITCO President and Secretariat

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TECHNICAL REPORT

Seal and gaskets – Fluoropolymer (PFAS) ban

Seals and gaskets manufactured of PTFE (Teflon) are under regulatory scrutiny in the EU and in other countries too, because the items are fluoropolymers (a subset of PFAS) which as a wide group of an estimated 10,000 substances, are under consideration for an environmental ban.

If a ban were to be implemented for fluoropolymers, there is expected to be a transition period (derogation) that might be up to 12 years.

However, even a partial ban or a transition period is of concern for the tank industry because it is expected to cause significant component price increases and operational costs, reflecting manufacturers reluctance to invest in production facilities for a material that is to be banned outright within a limited period.

Further concerns are the loss of leak tightness properties and resistance to a wide range of chemicals when employing alternative materials because there are no alternative materials that provide the equivalent properties to fluoropolymers. Accordingly, seals and gaskets will probably need to be changed frequently depending upon the cargo and temperature of the substance transported.

It is expected that SEAC (the ECHA Committee for Socio-Economic Analysis) will report later this year to the European Commission who process the proposal, hopefully giving political attention to the socio-economic consequences.

ITCO made submissions to the consultation process including ITCO TG09 Case Study. Also, ITCO proposed to members a programme for safe disposal of used seals and gaskets; demonstrating environmental responsibility would be a strong message to convey to the authorities as an alternative to an outright ban.

This Issue's Technical Quiz

1. A lined tank is used to transport UN 2548 Thiophosphoryl chloride UN 2548, a highly toxic and corrosive substance. The shipper requested the addition of a stainless-steel pressure gauge to the airline valve.

Is it acceptable to fit the pressure gauge?

- a. No – The gauge is not compatible with the corrosive substance in the tank
- b. Yes – The gauge is fitted to the airline valve and is not a wetted part of the tank.
- c. Yes – If a gauge is a diaphragm type manufactured of a compatible material.

2. Is it required to undertake a periodic inspection and test when due to an IMDG UN Portable Tank, in use for temporary static storage of chemical at the premises of a chemical company?

- a. Yes – The “test certificate” should be renewed on expiry.
- b. No – IMDG regulations govern tanks used for transport.

3. A UN Portable Tank T11 is to transport a non-regulated substance (non-haz) overseas.

Is it required to ensure that the 5-yr periodic or intermediate test date is valid?

- a. Yes- The “test certificate” should display a valid test date.
- b. No – Periodic and intermediate tests are not relevant to the transport of non-regulated substances
- c. Yes – Carriers often require the tank to display a valid test date.

Please send your answers to Colin Rubery, ITCO Technical Secretary, on rubery@itco.org

EVENT REPORT

Digitalisation and Efficiency Meeting

9-10 April 2025, Antwerp

The ITCO Tank Container Digitalisation and Efficiency Meeting was held on 9–10 April 2025 at the Hilton Hotel Old Town, Antwerp. Over 110 participants from across the industry gathered for an engaging programme that explored how digitalisation is transforming tank container logistics and operations.

The event commenced with a Welcome Networking Reception on the evening of 9 April, providing a valuable opportunity for delegates to reconnect and meet new contacts.

Plenary Sessions

The conference opened with a welcome from **Patrick Hicks, ITCO Secretariat**, who provided a brief update on ITCO's activities and initiatives for 2025.



From left to right: Doug Owen (BIC), William Leigh-Pemberton (Bertschi), Shane Robertson (Stolt Tank Containers), David Roff (BIC)

Session 1: Inspiration from Other Industry Sectors

- **Danny Van Dessel (Port of Antwerp-Bruges)** highlighted how ports are harnessing AI and emerging technologies to navigate complexity and optimise digital workflows.
- **Jean Verheyen (CEO, Nallian)** shared lessons from airfreight on achieving better data alignment and cross-stakeholder process integration.



Danny Van Dessel (Port of Antwerp-Bruges)
& Jean Verheyen (CEO, Nallian)

Session 2: Digitalisation and the Tank Container Ecosystem

- **Kshitij Parashar (DCSA)** spoke on how industry standards can enhance digital collaboration in container logistics.
- A joint presentation by **Shane Robertson (Stolt Tank Containers)** and **William Leigh-Pemberton (Bertschi Group)** introduced the concept of a **Digital Twin Standard** for tank containers - offering a vision of improved safety, efficiency, and industry integration.
- **David Roff (BIC)** supported this with a perspective on digital standards in the broader container context.



*Kshitij Parashar , Shane Robertson,
William Leigh-Pemberton & David Roff*

Session 3: Current & Future Digitalisation in Tank Logistics

- **Thomas Tweddell (Royal Den Hartogh Logistics)** presented on the need for minimum global standards in tank container trucking, with a call for ITCO member participation in a new working group.
- **Jürgen Müller (formerly BASF)** and **Philipp Rennert (Trusted Carrier)** showcased how master data management systems can streamline chemical site logistics - achieving notable time savings and improved process automation.
- **Joris Emanuel (Van Moer Logistics)** discussed the integration of 5G networks and the evolving role of AI in depot and logistics operations.
- **William Leigh-Pemberton (Bertschi Group)** also provided an update on the **ITCO Depot Audit and Assessment Scheme**.



Thomas Tweddell & Joris Emanuel

Closing and Networking

The day concluded with a review of conference action points from Mark Warner (Den Hartogh) and a Post-Conference Reception, offering attendees the chance to continue discussions in a relaxed setting.

Thank you to all speakers, moderators, and delegates who contributed to the success of this event. The insights shared have helped set a strong direction for digital progress within the tank container industry

DATES FOR YOUR DIARY

ITCO 2025 Members Meeting, Singapore

- **Welcome Reception** Tuesday 18 November 2025
- **Conference Sessions** Wednesday 19 November 2025

Transport Logistic China 2026, Shanghai

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

Successful ITCO Tank Container Village at Transport Logistic 2025, Munich

The ITCO Tank Container Village was once again a major highlight of Transport Logistic 2025, held in Munich from 2-5 June.

With a record-breaking **77,000 visitors from 130 countries** and **over 2,700 exhibitors from 73 nations**, this year's event reaffirmed its status as the world's leading logistics trade show.

And, at times, it felt as though all attendees were gathered at the bustling ITCO Village.

Occupying a central location in Hall B4, the ITCO Village brought together **64 member companies**, all of whom fully occupied the available booths. The layout encouraged easy navigation, visibility, and interaction—making it a focal point for networking, business meetings, and industry discussions.

The positive feedback from exhibitors and visitors confirmed the Village's value as a unified showcase for the tank

container industry. Many attendees commented on the convenience of having key industry stakeholders together in one location, which greatly enhanced the efficiency and productivity of their visit.

ITCO extends warm thanks to all **members, exhibitors, sponsors, and visitors** who contributed to the success of the Village. Special appreciation goes to **Perolo**, sponsor of the **Wine Tasting Reception on Day 1**, which was extremely well-attended and added a convivial close to the first day of the exhibition.

As always, ITCO welcomes feedback and suggestions for further enhancing the Village concept. Planning is already underway to make the next edition even more engaging and effective for all participants.



Transport Logistic India - February 2026

Transport Logistic India is a new event being organised in Mumbai next year (25-27 February 2026). Members may be approached by the organisers about exhibiting. Please note that this is not an ITCO event, but we want to inform our Members, in case they have an interest in exhibiting - in which case they should approach the organisers directly. <https://transportlogistic-india.com/>