

## Chairman's Report

William Leigh-Pemberton,  
Chairman of the ITCO Advisory Board



### Dear ITCO Members,

Business conditions for our customers and for our industry have been uniquely challenging in the first half of the year. With the Middle East as such an important engine of growth for our customers and for us, the disruption and destruction that has taken place in the past months has been devastating to the plans and investments made there over many years, and created acute challenges for all of us.

We have to accept that volatility has now become a permanent feature of the logistics landscape, and it is up to us to prove to our customers that we can adapt on an almost daily basis, in order to preserve the integrity of their supply chains.

If there is any possibility to detect positives in this situation, it is that the inherent flexibility of ISOtanks as a means of liquid transportation, and doubling up as bulk storage along the way, renders our transport offering more compelling than alternative modes such as drums or parcel tankers, in situations like this.

### Events and Promotions

Promoting such advantages, and increasing the awareness of the advantages of ISOtank transportation among all stakeholders in bulk liquid manufacturing and trading, is an important mission of ITCO this year.

When business conditions are adverse, and it is challenging to grow our volumes, it is critical that we create more consciousness of ISOtanks in the market, so that we can attract business away from the other modes of liquid transit. We intend to expand our awareness campaigns beyond our core presence at the annual ITCO Villages in Munich and Shanghai, into further and

additional appearances at different bulk liquid industry events globally – especially those where awareness of ISOtanks, their availability and their advantages, may not be as strong as in our well-established markets. This would include forums where Road Tankers dominate but ISOtanks are little-considered; and include ITCO taking staffed booths at certain major Chemical Trade Fairs.

Examples of this include the Liquid Bulk Symposium which took place in New Orleans during April – organized by IFFCBANO in association with ITCO. 180 people attended, of which 30 % were ITCO Member companies; and based on the success of this event, another Liquid Bulk Symposium is being organized in October, this time in Galveston TX. Registration details will follow.

Then in another part of the globe, ITCO will be present at the Indian Chemical Council's NicerGlobe Lognext 2026 event in early July. These are in addition to Transport Logistics 2026 (Shanghai) which is just around the corner and we look forward to welcoming you at our Village there; and Transport Logistics 2026 (Mumbai) which took place in February, where the ITCO stand was busy from dawn to dusk and has provided us with multiple leads to follow up on.

### ITCO JOURNAL

## Inside this issue:

Chairman's Report	1-2
Market Update	3-4
Company News	5
Regulations Report	6-7
ITCO Work Groups	8-9
Technical Quiz	9
Events Report	9-10
Future Events	11-12
Technical Quiz Answers	12

We extend our thanks to all ITCO colleagues involved in organizing these events, especially our Regional Directors (Pradeep Nair of Goodrich for India, and Jeff Louis of Freedom Intermodal for the Americas) for their energy and dedication in bringing these opportunities to fruition.

### 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 hosted a webinar on this matter in mid-May, where Mike was able to outline the latest status and to canvass opinions on the second-order consequences of the new legislation – including inspections and requirements for valve specifications. Much work remains to be done on the whole topic, because only 3 more RID/ADR committee meetings remain before the final 2027 Joint Meeting which will enshrine

the changes into law – and this is the timeframe for ITCO to ensure that all the mitigations agreed so far, are documented into the new regulations. More details are in the Regulatory Report from Mike, later in the journal.

A concurrent and urgent matter is the increasing scrutiny of Pressure Relief Valve annual inspection requirements by harbour bureaus globally, for tank containers carrying Class 8 goods. We hope to issue a Technical Guidance on this matter, in several languages, for Members to use if they confront a difficulty with tanks blocked for voyage on the grounds of inadequate certification of the Pressure Relief Valve test status.

For those planning a summer break, I wish you a well-earned rest; and after you return, we hope for improved sailing in the second half of the year.

### William Leigh-Pemberton

Chairman of the ITCO Advisory Board

[william.lp@bertschi.com](mailto:william.lp@bertschi.com)

## 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



Download from  
the website  
[www.itco.org](http://www.itco.org)

# MARKET UPDATE

Prepared by Paul Gooch

**“EVEN IF THE STRAIT (OF HORMUZ) WERE TO REOPEN TODAY, JUST TO CLEAR THE LOGISTICS LOGJAM... IS GOING TO TAKE 275 DAYS, MAYBE MORE.”**

JIM FITTERLING, DOW CHEMICAL CEO

## Oil supply shortage

The world is facing a massive 6 million b/d oil supply shortage currently that could keep markets tight well beyond 2026 even if the war in Iran is resolved swiftly, the International Energy Agency (IEA; Paris) said. The agency has overhauled its market outlook in light of the conflict in the Middle East, which has already created a cumulative supply loss of over 1 billion barrels and could reduce global production by 3.9 million b/d across 2026.

The World Bank, IMF, IEA and WTO have jointly warned that the crisis risks spiralling out of control:

“If shipping flows do not return to normal, continued rapid depletion of global oil inventories ahead of peak summer oil demand in the Northern Hemisphere would present increasing risks for fuel security, market conditions, and broader economic resilience.”

## Supply Chain regionalisation

Attendees at the American Chemistry Council (ACC) annual meeting at the end of May were told that the effective closure of the Strait of Hormuz is accelerating a trend toward supply chain regionalization.

“Globalization has given way to regionalization,” said General David Petraeus in a keynote speech at the meeting. “The holiday from history is over. Geopolitics now drives economics.”

Economic volatility and industrial policy are being felt across the industry and the globe, said ACC president and CEO Chris Jahn in remarks at the meeting. The world is in “an era of economic volatility,” Jahn said. With trade barriers, geopolitics and

industrial subsidies key issues for the chemicals sector, “we are in an era of industrial policy, whether we like it or not,” he added.

## European circular plastics growth slows sharply on high costs, imports

Europe is experiencing a rapid slowdown in the region’s transition to a circular plastics economy, according to the latest data up to 2024 in a report released by industry association Plastics Europe. The biennial report, “The Circular Economy for Plastics: A European Analysis,” found that the compound annual growth rate of European circular plastics production between 2022 and 2024 plunged to 1.2% from 13.6% between 2018 and 2022. Circular output reached 8.7 million metric tons, or 15.8% of total production, in 2024.

The UK government has unveiled a funding package that includes a £350 million Critical Chemicals Resilience Fund to support “strategically important” producers and sites, strengthen critical supply chains and help support thousands of skilled jobs, according to a government statement May 21.

“The fund has been designed to keep these key producers and sites competitive, put businesses on a more sustainable footing and strengthen supply chain resilience. It will be developed in partnership with industry representatives and independent experts,” the government said.

Japan’s naphtha crackers ran at 67.3% of capacity in April, and China’s PDH plants had a utilization rate of around 50% in May.

For those of our members familiar with chemical plant operating rates, these numbers are shocking.

**Paul Gooch**  
ITCO Operations Manager  
[Paul.gooch@itco.org](mailto:Paul.gooch@itco.org)





## Tank Container Fleet Survey

ITCO published its 2026 Global Tank Container Fleet Survey in April, revealing that the worldwide tank container fleet had reached 899,044 units as of 1 January 2026, marking a 1.93% increase over the previous year.

The Report highlights a notable slowdown in fleet growth, following a decade of sustained expansion averaging around 8% compound annual growth. The moderation reflects a challenging global economic environment and ongoing geopolitical disruptions impacting the chemical and logistics sectors.

According to the report, the slower growth trend observed in 2025 has continued into 2026, confirming expectations that the market would adjust following the rapid expansion driven by pandemic-era supply chain disruptions. However, ITCO notes that the adjustment has been more pronounced than initially anticipated.

Commenting on the trends highlighted by the survey, ITCO Chairman William Leigh-Pemberton notes: "While the global fleet has continued to grow, the rate of expansion has clearly slowed. This reflects the reality of a market facing significant economic and geopolitical headwinds, particularly within the chemical industry."

He adds: "The past 12 to 18 months have been especially challenging in Europe, where high energy and feedstock costs, regulatory pressures, and competition from lower-cost imports have all taken their toll. These factors are inevitably influencing investment decisions and fleet growth."

The survey can be downloaded from the ITCO website – click on this link: [www.itco.org](http://www.itco.org)

# ITCO

## Key Contacts

All ITCO Members are assigned to one of four Divisions – each Division has two Advisory Board Members. They can be contacted regarding ITCO matters.

The Board of Advisors comprise the following:

### Operators Division

**William Leigh-Pemberton**, Bertschi  
*william.lp@bertschi.com*

**Mark Warner**, Royal Den Hartogh Logistics  
*MWarner@denhartogh.com*

### Leasing Companies Division

**Jan Roebken**, Stroom Containers  
*jan.roebken@containers.stroomgroup.com*

**Robin Pol**, Trifleet  
*Robin.Pol@Trifleet.com*

### Manufacturers Division

**Jee**, CIMC  
*jee@cimc.com*

**Duncan Maxwell**, Perolo  
*d.maxwell@perolo.com*

### Service Providers Division

**Dennis Verduyn**, Stolt  
*d.verduyn@stolt.com*

**Armin Vogelaar**, SGS  
*Armin.Vogelaar@sgs.com*

### ITCO Operations Manager

ITCO's Operations Manager is **Paul Gooch**  
*paul.gooch@itco.org*

## Company News

**BASF SE** has launched the program CoreShift, as part of the next phase of its Winning Ways strategy, to achieve up to 20% net cash fixed cost savings in BASF's core businesses by 2029, compared with the 2024 baseline, according to a company statement May 20. The CoreShift program builds on ongoing initiatives and goes further by applying a global, cross-unit transformation approach, including further simplification of operations and organization, globally harmonized business processes and corresponding standardized IT solutions and the increasing use of AI across BASF, it said.

China's **Hengyi Petrochemical** has approved plans to invest 25.7 billion yuan (\$3.56 billion) in a coal-to-monoethylene glycol (MEG) project at Xinjiang with a planned production capacity of 2.4 million metric tons/year of polyester-grade ethylene glycol, according to a May 15 stock exchange filing by the company. The project will be developed by Hengyi Energy Technology (Turpan) Co. Ltd., a wholly owned subsidiary of Zhejiang Hengyi Petrochemical, at the Turpan Economic Development Zone Coal-based New Material Recycling Industrial Park.

**Asahi Kasei Corp.** has announced a sweeping plan to streamline its operations at the Mizushima site in Japan, targeting completion by fiscal year 2030 as part of its broader strategy to improve capital efficiency and focus on higher-value opportunities. The company said it will discontinue production of styrene, low-density polyethylene (LDPE) and high-density polyethylene (HDPE) at Mizushima, citing challenging profitability and excess domestic capacity for these products.

The cost curve for petrochemicals has materially steepened due to the war in the Middle East and is "unlikely to revert to pre-war conditions anytime soon," said Peter Vanacker, LyondellBasell's CEO, in his company's results. LyondellBasell is "leveraging the lowest delivered cost with advantaged assets in North America and passing through higher raw material costs in Europe to profitably serve local demand," he said.

**Arkema SA** has confirmed its 2026 forecast of a slight EBITDA growth at constant currencies in an environment marked by the impact of the war in the Middle East, the company said in its first-quarter financial statement on May 6. "The second-quarter environment is marked by the crisis in the Middle East, which is having significant repercussions across the entire supply chain, affecting raw materials, energy and logistics availability and costs," said Thierry Le Hénaff, chairman and CEO of Arkema.

### But...every cloud has a silver lining...

The short-term uplift for the majority of chemical value chains was reflected in most of the financial results of the leading producers, with tightening demand, rising prices, widening margins and customer stockpiling boosting earnings and prompting most to maintain their full-year guidance or even upgrade them.

How long will this unique but ultimately temporary situation last before both wars, in particular the Middle East conflict, come to an end?

No one can say. Almost every chemical company leader acknowledged in their earnings calls that market visibility beyond the second quarter is virtually impossible.

*Sources: Chemical Week Insider, PH Report,*



## REGULATIONS REPORT

## RID/ADR 2027

Working Party 15 have yet to complete the full list of amendments for RID/ADR 2027 but current draft amendments set out some fundamental changes affecting standard tanks. These are worthy of note now for planning purposes.

### Chapter 6.7 Amendments for standard UN Portable Tanks

- A new clause 6.7.2.5.11 introduces the use of FRP service equipment for UNPTs. The FRP service equipment is to be constructed in accordance with Ch 6.9.3. Only class 1,3,5.1,6.1,8 and 9 liquids are permitted for carriage when using this equipment.
- New Type Approvals for tanks will be assessed against standard ISO 1496-3-2019 rather than the 1995 edition currently cited. The following transitional arrangement permits the continuation of existing Type Approvals as follows

*"1.6.4.69 Design approvals for portable tanks and UN MEGCs including a protection against damage from impact or overturning by use of an ISO frame in accordance with the specifications and testing requirements of ISO 1496-3:1995 issued before 1 January 2030 may continue to be used."*

### Chapter 6.8 Amendments for standard Tank Containers

- Clarification for operators on missed deadlines for intermediate tests is provided in 6.8.2.4.3. where a third paragraph is introduced as follows:-

*"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."*

- An option is provided for operators to introduce new service equipment, not listed in a Type Approval. 6.8.2.4.4. includes 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."*

- New Markings required for Extra Large Tank Containers 6.8.4e), TM6 is amended to read as follows:

*"TM6 Extra-large tank-containers shall bear an orange band in accordance with 5.3.5."*

### Elimination of Dual Certification in RID/ADR Ch 6.7 and Ch 6.8

- Chapter 6.7 - 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."*

- Chapter 6.8 - 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."*

- Elimination of Dual Certification on existing multimodal tanks from 1 July 2031

*"1.6.4.71 Tanks approved in accordance with both Chapters 6.7 and 6.8 may be used until either the next five-year periodic inspection according to Chapter 6.7 or the next periodic inspection according to Chapter 6.8, after 1 July 2031 is carried out, whichever is due first. From the date of this inspection the tank shall only be assigned either as a portable tank or a tank-container. The corresponding markings which are no longer applicable shall be removed from the tank and the corresponding references which are no longer applicable shall not appear in the inspection report."*

### RID/ADR 2029 - Mitigations for Industry following elimination of Dual Certification

ITCO argues that UN Portable Tanks should have the same access to substance lists and tank configurations (bottom discharge) and fill ratios as current standard dual certified tanks, whilst operating in RID/ADR territories, where maritime carriage is not included in the transport chain.

We have three RID/ADR Joint Meetings to finalise the adoption of our proposals in full. However, the following amendments implementing the mitigations have already been adopted by the Joint Meeting in March 2026. Part 1, 2 and 3 below allow new UN Portable Tank Instructions (in brackets) to be added to column 10 of the substance list to either provide special arrangements for bottom discharge but also permit carriage of substances listed under Chapter 6.8 but not yet listed under Chapter 6.7.

- **Additional UN Portable Tank Instructions for use in RID/ADR territories where maritime carriage is not included in the transport chain.**

*Part 1 - amend the first sentence of the explanatory note to column (10) of 3.2.1 to read (new wording underlined):*  
*"Contains at the top of the cell an alphanumerical code assigned to a portable tank instruction, in..."*

*Part 2 - Add a new paragraph in the explanatory note to column (10) after the "Note" to read:*

*"Contains at the bottom of the cell, between brackets, an alternative portable tank instruction that may be used when maritime carriage is not included in the transport chain."*

*Part 3- Introduce a new "Note 1" to 4.2.5.1.1 and renumber*

*the existing "Note 1" as "Note 2".*

*"NOTE 1: Alternatively, the portable tank instructions given in column (10) of Table A of Chapter 3.2 in brackets at the bottom of the cell may be used when maritime carriage is not included in the transport chain."*

### UN Portable Tanks to have the same access to fill ratios as current standard dual certified tanks whilst operating in RID/ADR Territories.

Introduce a new note after the heading of 4.2.1.9 to read:

*"NOTE: When maritime carriage is not included in the transport chain, portable tank filling ratios may be calculated according to 4.3.2.2.1 (a) and (b) for the substances stated."*

### On going Work on Substance Table amendments for RID/ADR 2029

- ITCO arranged a webinar on 19th May, during which we discussed how we plan to populate RID/ADR substance tables to facilitate UN Portable Tanks to cover the same range as currently enjoyed by dual certified tanks. (Agenda Item 3 - Competing in RID/ADR territories with UN Portable Tanks) The results of these deliberations will be presented to RID/ADR WG on Tanks Intercessional Meetings, to be arranged by ITCO prior to the Autumn RID/ADR Joint Meeting Session in Geneva.
- ITCO and the WG on Tanks have so far dedicated three meeting days to work through ways in which a list of UN Portable Tank Instructions can be derived from first principles. Several competent authorities had separately undertaken homework to set out a methodology. This included the application of the "UN Guiding Principles". However, after exhaustive discussions in March, it emerged that a table of equivalence (between RID/ADR Tank Codes and UN PT Instructions) might be a better way forward. This will be discussed at the ITCO Webinar, and if successful, will proceed to the Intercessional Meetings.

## 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 by a programming team at Stolt Tank Containers, whom we thank for offering this resource for our Project. This draft has been shared with the entire WG and discussed at our meeting in Q3 last year. In accordance with the feedback received, a process of adapting and testing has been carried out by the programming team at Stolt, together with our partners at Bureau International des Containers (BIC) whose work will enable us, via their Boxtech portal to view each ISOtank's key details (by keying in the check-code of the container) which matches that available for dry-boxes today.

The next stage is, in co-operation with 2-3 "volunteer" fleet owners, to duplicate from their own fleet data, the equipment information of their entire fleet into the Digital Twin Schema, and to upload the same into the BIC platform.

We are hopeful that this can be done in time for the September meeting of the SMDG (Ship Message Design Group) in Shanghai, so that BIC can present the results there and, if successful, this can lead to adoption by all the main shipping lines - implying a major time-saving for our Members when they hand off tanks to ship owners. If this adoption is positive, then we have a strong incentive for a

roll-out of the Digital Twin to all ITCO fleet-owner Member companies.

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

## ITCO WORK GROUPS

## Depot Assessment & Audit Work Group: Progress Report

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 completed.

Also completed is the selection and engagement of a web portal provider partner (ITCO Member Intermodal Portal) who will create and maintain a database portal hosting 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").

In parallel with this work, the next stages of the Project are:

1. To formulate the **Inspection Handbook** for our site Auditors to follow, divided into Chapters in the SHEQ tab of our Questionnaire.
2. To devise a **training programme** for Auditors based on this handbook. The training will be mandatory for all auditors wishing to conduct ITCO depot inspections.
3. And finally, based on the auditor profile and the content of each inspection process, to devise a **training programme** which can be carried out on-line to all Auditors wishing to conduct audits of depots under the ITCO scheme. This training will be mandatory and will be crucial to achieving minimum deviation in the standards and methodology from depot to depot and region to region.

We thank Mathieu Lamon of BV for agreeing to lead a sub-group of 8 Members charged with achieving these three items.

Stage 1 above is complete; and the first meeting addressing Item 2 has already taken place. With good progress on both the portal platform and the content creation / training in

Items 1-3, we can anticipate the scheme being ready for operation and candidate depots to Register, in good time. 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.

ITCO Depot Assessment and Audit Platform, in partnership with:



## This Issue's Technical Quiz

1. On a UN Portable tank dataplate, the symbol (S) after a capacity represents:

- Single compartment
- Stainless steel construction
- Baffled tank

2. What is the maximum fill level in a UN Portable tank with the special provision TP2:

- 90%
- 95%
- 97%

3. What other tank codes are permitted for to carry a product specified to be carried in a T13 UN Portable tank:

- T14, T19, T20, T21, T22
- T14, T19, T20, T22
- T14, T16, T18, T19, T20, T22

Answers on page 12

### ITCO EVENT REPORT



## Successful ITCO stand at Transport Logistic India, Mumbai

MUMBAI, INDIA | 25-27 FEBRUARY 2026

ITCO had a stand at the Transport Logistic India 2026 exhibition in Mumbai, underlining the Association's commitment to supporting the growth and safe operation of the tank container industry in India and across the wider Asia-Pacific region.

The Mumbai exhibition provided an excellent platform to promote ITCO's work on best practice, safety standards, regulatory engagement and industry cooperation, while also reinforcing ITCO's broader 2026 focus on supporting members in fast-growing markets.

We were visited by many existing Members but predominantly by new prospects who wanted to know more, and it presented a good forum to engage with visitors and explain the benefits of ISOtanks. A prospect list of more than 100 names was taken away from the show, and we expect several sign-ups for membership.



*Left: Freedom Intermodal hosted an Open House, where a Hoyer tank container was on display. Pictured are Paul Gooch and Duncan Maxwell, together with Hans Demarest and Niels Merettig from Hoyer, who were manning the Hoyer demonstration/training tank, custom built for the US.*

The Symposium was preceded on April 7 with an Open House at Freedom Intermodal Services (a new ITCO member, owned by Jeff Louis, our Regional Director for the Americas) where the Hoyer tank was also on display.

The success of the Liquid Bulk Symposium has encouraged ITCO to support a forthcoming event in Galveston, Texas, in early October, 2026.

## Liquid Bulk Symposium - New Orleans

PORT OF NEW ORLEANS | 08 APRIL 2026

The 4th Liquid Bulk Symposium was held in New Orleans on April 8, 2026. The event was organized by the International Freight Forwarders & Customs Brokers Association of New Orleans (IFFCBANO) in cooperation with ITCO, and hosted at the New Orleans Port HQ.

There were some 190 registrations – considerably higher than the anticipated 130! – comprising liquid shippers, ISO tank lessors and operators, transportation providers (truck, rail, barge), New Orleans Port personnel, hazmat response providers, freight forwarders, and depots and terminals.

ITCO's active promotion of the event may have contributed to some 30 ITCO member companies attending the event, with over 65 individual registrations.

ITCO was represented at the event by Duncan Maxwell and Paul Gooch, where we had a slot on the agenda to give an update on ITCO plans and programmes. This was an excellent opportunity to present the ITCO "brand", and reinforce the regionalisation pillar of our strategy, and has already raised some interest from potential new ITCO members.

This in turn was supported by the presentation of the new Hoyer training tank container, designed specifically for the North American market.



*Paul Gooch, ITCO's Operations Manager, updated participants on ITCO's plans and future projects*



### DATES FOR YOUR DIARY

JUN  
2026

#### Transport Logistic China 2026

Shanghai, 24-26 June 2026

OCT  
2026

#### Liquid Bulk Symposium

Galveston, 5-7 October 2026

OCT  
2026

#### ITCO 2026 Members Meeting

Antwerp, 28-29 October 2026

APR  
2026

#### Transport Logistic 2027

Munich, 26-29 April 2027



## TCDA Members Meeting

SHANGHAI | APRIL 2026

Karl Hudson, Regional Director Asia Pacific at Hoyer, represented ITCO at the Annual Members Meeting of the Tank Container Development Alliance, which was held during April in Shanghai. During a presentation on "Trends in Tank Container Operation for 2026", Karl was able to introduce ITCO and its benefits to the Members of TCDA, which already includes the China subsidiaries of many ITCO Members.

### ITCO FUTURE EVENTS

## All set for Tank Container Village in Shanghai ...

SHANGHAI | 24-26 JUNE 2026

The transport logistic China 2026 exhibition takes place in Shanghai, from 24-26 June. Once again, ITCO is organising the Tank Container Village within the event.

We're expecting a busy three days, where visitors and exhibitors can network and meet to discuss business opportunities.

ITCO Members, prospective Members, customers and industry colleagues are warmly invited to visit the exhibition stands - and meet their business partners.

### ...and thank you to our Sponsors

At the end of Day 1, ITCO is organising a Reception for all Members and invited guests. A big thank you to the three sponsors of the event:



The Event takes place at the Shanghai New International Expo Centre (SNIEC). Further visitor information is available on:

<http://www.transportlogistic-china.com/trade-fair/visitors/ticket/>

**KLINGE**

**THERMO KING**

**CIMC 中集**  
**SAFEWAY / 中集环科**

**STREAM**



## ITCO FUTURE EVENTS

## ITCO 2026 Members Meeting

ANTWERP | 28-29 OCTOBER 2026

This year's ITCO Members Meeting will take at the Hilton Hotel, Antwerp, on Wednesday 28 and Thursday 29 October 2026.

The event will commence with a Welcome Reception on the evening of Wednesday 28 October, followed by a full-day conference programme on Thursday 29 October.

Further details – including registration, hotel details and other practical information - will be circulated shortly.

## ITCO FUTURE EVENTS

## Next Liquid Bulk Symposium: Galveston, 5-7 October

GALVESTON, TEXAS | 05-07 OCTOBER 2026

The next Liquid Bulk Symposium, held in association with the International Tank Container Organisation, will take place on 5-7 October in Galveston, Texas.

Following the success of the February Liquid Bulk Symposium, the October event will continue to build momentum for the liquid bulk and tank container sectors in North America, while supporting ITCO's growing presence in the USA.

The Symposium will bring together industry leaders, operators, service providers and stakeholders for high-level discussion, networking and insight into the opportunities and challenges shaping the liquid bulk supply chain. Sign-up details and further information will be announced soon.

## ITCO FUTURE EVENTS

## Transport logistic 2027, Munich – 26-29 April 2027

MUNICH | 26-29 APRIL 2027

ITCO is in the preliminary stages of planning the Tank Container Village at next year's transport logistic exhibition, taking place in Munich from Monday 26 to Thursday 29 April 2027.

Please note: next year's event takes place much earlier than in previous years.

See: <https://transportlogistic.de/en/>

Further details will follow next month, when the Application Form for registration for a booth on the Village will be made available.

Space in the Village is limited - so applications will be handled on a 'First Come, First Served' basis.

ITCO Members planning to attend the exhibition, either as exhibitors or visitors, are recommended to make early hotel reservations.

## Technical Quiz Answers

1. On a UN Portable tank dataplate, the symbol (S) after a capacity represents:

c. Baffled tank

2. What is the maximum fill level in a UN Portable tank with the special provision TP2:

b. 95%

3. What other tank codes are permitted for to carry a product specified to be carried in a T13 UN Portable tank:

a. T14, T19, T20, T21, T22