



## CONTAINER OWNERS ASSOCIATION

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#### **1. COA Stand at Intermodal 2007, Amsterdam**

The COA will be celebrating its 3<sup>rd</sup> anniversary at the Intermodal 2007 Exhibition in Amsterdam from 4-6 December 2007 – see [www.intermodal-events.com](http://www.intermodal-events.com) for further information about the Conference Programme and for Visitor Pre-Registration

The COA is one of Intermodal 2007's Supporting Organisations and we look forward to welcoming all Members, Prospective Members, Conference Delegates, Exhibitors and Exhibition Visitors to our Stand – D12. Further information about the COA stand is available on the COA website ([www.containerownersassociation.org](http://www.containerownersassociation.org)) and click on "Intermodal"

#### **2. Intermodal 2007 Stand Sponsors**

Once again, the COA stand costs are being covered by sponsorship from COA Members. We would like to gratefully acknowledge this year's sponsoring companies:

- Axis Intermodal
- Blue Sky Intermodal
- CMC International
- International Asset Systems
- Intermodal Equipment Associates (Gavan, Martec and Van Doorn)
- Lloyd's Register/Marine Container Consultants
- Sea Box
- Suraloc
- Unitas Services

**• At the time of writing, one Sponsorship place is still available for the COA stand.** Members interested in this opportunity should contact [milda@ewpcommunications.com](mailto:milda@ewpcommunications.com) immediately. Applications will be handled on a "first-come, first-served basis"

#### **3. Flexitank Working Group: Progress Report**

Since the first meeting of the Flexitank Working Group in Paris, Members of the Working Group have now developed a structure for a single document that will provide a standard for the operation of flexitanks in containers.

Initial discussions had considered two documents: a *Flexitank Standard* and a *Flexitank Code of Practice*. However, it was quickly recognised that the COA document needed to be accepted by the industry as an *imperative* rather than a *recommendation*.

For this reason, the Working Group has decided to concentrate on developing a single document: *Standard for the Safe Handling and Operation of Flexitanks*. WG members have identified a number of sections to be included in the document, covering:

- a testing regime for flexitank materials and the container and flexitank combination;
- container selection;
- standard fitting instructions for flexitanks;
- flexitank selection and standard filling instructions;
- operational instructions for transporting bulk liquids;
- emptying instructions and flexitank disposal

WG Members have submitted their comments - and their own documents where appropriate. These are now being studied and will be incorporated into a draft Standard.

This first draft will be submitted to WG Members for comment with the aim of producing a second draft for discussion at a planned meeting of the WG, scheduled to take place at the time of Intermodal 2007 in Amsterdam in December.

There is great interest in the proposed Standard and many parties are awaiting its publication. It is anticipated that the final document will be of assistance to flexitank manufacturers, shippers, cargo handlers/stevedores, consignees and freight forwarders as well augmenting guidance from insurance companies.

The following persons have so far confirmed their intention to participate in the Working Group:

- Daniel Berniere, CMA CGM
- Laura West, Distillers
- William Beckman, Environmental Packaging Technologies
- Paul Reynolds, Environmental Packaging Technologies
- Thomas Reid, Hamburg Sub North America
- Hans-Joachim Grasshoff, Hapag-Lloyd
- Mark Page, Scholle
- Graeme Egan, Hoyer Global Transport BV
- Chris Trett, Stolt-Nielsen Transportation
- Alex McAndrew, Trans Ocean Distribution

Further enquiries about the Flexitank Working Group should be addressed to the WG Convenor, Bill Brassington, at: [ets.consulting@btinternet.com](mailto:ets.consulting@btinternet.com)

#### **4. 6<sup>th</sup> Members Meeting – Shanghai, June 2008**

As agreed at the last Members Meeting, there will now be one principal COA Members Meeting each year, with regional conferences and technical seminars being organised as required.

The next Members Meeting will take place in Shanghai, to coincide with the *Transport Logistic China* Exhibition (17-19 June 2008, [www.transportlogistic-china.com](http://www.transportlogistic-china.com)) – a major shipping and logistics event, organised by Munich Messe in the alternate years to the *Transport Logistic* in Munich.

Subject to confirmation, the 2008 Members Meeting will take place on Monday 16 June 2008.

## **5. AQIS announcement**

Following discussions with the Australian Quarantine and Inspection Service (AQIS) in Canberra earlier this year, the COA has now received a “Notice to Industry” document. The Notice identifies three changes affecting timber components of cargo containers:

- The two lists of AQIS approved permanent preservatives are to be withdrawn on 1 May 2008
- Timber components of cargo containers are to be treated to Australian Standard 1604 Hazard Class H2 (or greater) or its overseas equivalent
- The quarantine risk of cargo containers with timber components to be monitored through existing AQIS surveillance and AQIS may conduct audits if changes in risk status are identified.

**This Notice to Industry document is now available for download from the COA website**

The COA is investigating the implications of the new Australian Standard and the timescale of the changes and hopes to be able to report further feedback in due course. If there are any comments, please direct them to Bill Brassington on [ets.consulting@btinternet.com](mailto:ets.consulting@btinternet.com)

## **6. ICHCA International: *Annabella* and *Napoli***

The COA joined ICHCA International earlier this year as a Corporate Licensed Member. COA Members can now benefit from a range of ICHCA International’s technical services (detailed in the July 2007 newsletter). These are available on the COA website.

One issue currently being assessed by ICHCA International’s International Safety Panel relates to the collapse of cargo containers on the 868TEU hatchless containership *Annabella*.

The *Annabella* was on a voyage from Antwerp to Helsinki in February 2007 when it encountered heavy seas and suffered a collapse of a stack of seven containers. This resulted in damage to the containers, the upper three of which contained dangerous goods, ie Butylene Gas. The ship was diverted to the port of Kotka and with the aid of specialist contractors and the emergency services the damaged dangerous goods were safely unloaded.

The immediate investigation into the incident was commenced by the Finnish Maritime Authorities but, because the ship was foreign flagged, the investigation responsibility was passed to the investigation body of that country. This was the Maritime Accident Investigation Branch of the UK’s Maritime and Coastguard Agency.

**The MAIB has now published its report which can be downloaded by COA Members from the COA website** – go to [www.containerownersassociation.org](http://www.containerownersassociation.org) and click on: “Members Areas”, then on “ICHCA Publications”.

ICHCA International is informing its members because a number of comments are made about:

- the flow of information between shippers, planners, loading terminal and vessel
- the difficulty of ship’s staff to maintain control of the loading plan
- the presence in the transport chain of containers that have an allowable stacking weight of less than the ISO standard
- a compelling need for a code of safe practice for the container shipping industry

The MAIB is currently preparing another report on the “MSC Napoli” which was beached on the south coast of England and it is believed that similar comments are likely to be made when that report is published. ICHCA International believes that this could have considerable significance and will need to be considered very carefully. The main recommendations are made to the International Chamber of Shipping (ICS) and it is known that this is being taken seriously with

groups established to consider the implications. Members interested in further information with this should contact: [secretary@containerownersassociation.org](mailto:secretary@containerownersassociation.org)

## **7. Market Reports**

Two market reports of interest to COA Members have recently been published by Drewry Shipping Consultants.

- Big ship orders to cause supply/demand balance concern
- Annual Reefer Shipping Market Review and Forecast 2007/08

Reviews of these reports are now on the COA website: [www.containerownersassociation.org](http://www.containerownersassociation.org)

## **8. New Member**

The COA is pleased to welcome the following new member to the Association:

- **Beacon Intermodal Leasing** ([www.beaconintermodal.com](http://www.beaconintermodal.com)). Beacon offers a wide range of container leasing options, including operating leases, lease purchases, sales lease backs and container portfolio purchases.

## **9. Further Information**

For further information about anything in this newsletter, or if you would like to contribute to the next issue (November 2007), contact Patrick Hicks – [secretary@containerownersassociation.org](mailto:secretary@containerownersassociation.org)

# ***Book Review: Around the World in 40 Feet: 200 days in the life of an NYK container***

The following article was published in the 5 October 2007 issue of the shipping newspaper Lloyd's List ([www.lloydslist.com](http://www.lloydslist.com))

## ***On the road and inside the box***

*By Janet Porter*

WHAT an exotic life the humble container enjoys. Yes, that's right, that oblong metal box that - to many - represents the least glamorous side of shipping.

Boxships, their decks piled high with anonymous containers full of everyday consumer goods and confined to scheduled services, have never captured the public's imagination in the way that supertankers or luxury passenger liners have.

Numerous attempts by container lines over the years to raise their profile and impress on the outside world that globalisation would be impossible without this vast network of regular and reliable shipping services have generally fizzled out.

Now NYK of Japan has taken up the challenge with a book that traces one particular container as it criss-crosses the world carrying an assortment of cargoes from alarm clocks and electric pianos to whisky, pharmaceuticals, coffee beans and more.

“Around the World in 40 Feet” follows the progress of Box NYKU596070-1 on its epic 125,000 km voyage as it sets off from Shenzhen with a consignment of household items such as dinner place mats and barbecue tongs, finally returning to that part of the world 200 days later when the container is discharged at Yokohama after calls in all six continents.

“The movement of a shipping container is, for most of us, a crucial yet unexciting part of our business,” NYK senior managing director Hiroyuki Shimizu frankly admits in the foreword to book.

“Around the World in 40 Feet provides us all with a wonderful opportunity to see things differently.”

And it certainly does, with British writer Richard Cook and Canadian photographer Marcus Oleniuk bringing to life an adventure that goes largely unnoticed by those who barely give the container revolution a second thought until caught behind a slow moving truck completing the final leg of a door-to-door delivery that has brought goods to a local department store from the other side of the world.

For Cook and Oleniuk the book started out as “a vague, almost comic idea,” but one that, “through a combination of our blind determination and the far-sighted vision of NYK’s senior management, eventually became reality”.

The project also brought the pair into contact with the unsung heroes of the global economy, seafarers.

“No matter the nationality or rank, all of the countless NYK mariners we crossed paths with — and often inconvenienced with eccentric requests as they tried to carry out their daily tasks — showed us nothing but hospitality and respect,” Cook and Oleniuk recall from their long and often gruelling project.

But the real star of the show is Box NYKU596070-1 as, on the first leg of its circumnavigation, it is loaded aboard NYK Kai in Hong Kong and heads off across the Pacific, where it arrives in Los Angeles 12 days later.

There its contents are transferred to a domestic trailer and on to a train that will eventually deliver the merchandise to a distribution centre in Knoxville. The container, meanwhile, picks up a cargo of raw cotton, is loaded on to NYK Libra and heads back across the Pacific to Singapore where it is transhipped on to a small feeder bound for Indonesia.

Next comes a consignment of electric pianos to be shipped from Jakarta, through the “surreal” Suez Canal, for final delivery in what, to the British reader at least, may seem the least glitzy of destinations, Milton Keynes.

By then it is Day 57 of the trip, and 48 hours later the pianos will be on display in a central London music store.

There is no rest, however, for Box NYKU596070-1, which is soon on a windswept dock in Clydeport ready to be packed with 20,000 bottles of 12-year-old whisky to be exported to Thailand.

In Bangkok microwave ovens are stuffed into the container for a voyage across the Java Sea and through the Selat Sunda Channel, along the eastern edge of the Indian Ocean and on to the Australian ports of Fremantle and Sydney.

Thirty days later the container is still in Australia, waiting to be loaded with 28,224 bottles of chardonnay for the Netherlands market.

Day 131 finds the container back in Singapore and being transferred to a Europe-bound ship, NYK Lynx, arriving at NYK’s Ceres Paragon terminal in Amsterdam for discharge before being

moved to Germany to be crammed with drums of pharmaceuticals and barged back to Rotterdam, then hoisted on to the Cape Charles for a transatlantic crossing to a freezing New York.

Soon, though, the container is heading south to the warmer climes of Brazil on Day 169 of this marathon with a cargo of resin compound.

From Santos the container transits the South Atlantic packed with 440 bags of unroasted coffee beans. The ship runs into congestion outside Durban in South Africa and has to anchor for a couple of days before a berth comes free, but there are few complaints with beautiful weather to enjoy, giant turtles to watch and a family of whales basking nearby.

Finally the container is heading north on the final leg of this journey, arriving in Yokohama on Day 200 and filling the air with the aromatic smell of coffee as its valuable cargo is discharged.

The book not only throws light on the hugely complex web of multilateral trade, with a clear illustration of what different countries export, but also shows how much effort goes on behind the scenes to deliver goods to market in the timely, efficient and no-nonsense manner that we all take so much for granted.

At each stage of the voyage Cook interviews and Oleniuk photographs those responsible for making sure these supply chains that stretch half way round the world do not fracture.

As for Box NYKU596070-1, there was just time for a wash, fresh coat of paint and minor repair to a small dent in one corner.

Then, as maintenance welder Toshio Kosugi remarked, "It is good for another few thousand kilometres."