

# COA Container Repair Working Group Meeting

*Rotterdam - 26<sup>th</sup> April 2007*

## **Meeting Checklist**

The meeting started with a presentation of the Meeting Checklist to ensure that all discussions did not conflict with any anti-trust or anti-competition laws.

## **Meeting Summary**

56 persons attended the Workshop representing 19 Member companies and 15 Associate Member companies. It commenced with a short presentation about the COA, after which attendees were asked to identify their aims and objectives for the meeting. These included the following:

- How is it possible to implement a standard tariff?
- The need to have one standard system of repair codes and to recommend all participants to use it
- Set of ISO codes combinations – reasonable selection of codes and to vote on them at Paris
- To develop a single man hour tariff for all owners
- Improve coding – needs to be as complete as possible
- To standardise data flow
- To improve the readability of ISO Cedex codes
- To increase the number of reefer codes
- Rumours about the implementation/imposition of a standard time on depots
- Flexibility of Material usage
- Use of the Codes and Messaging

Presentations were made by:

- Erik Chatel from Capital Lease
- Dr Roland Karnbach from the German depot organisation BCSB
- Martin Schoeler from Hamburg Sud
- Jørn Heerulff, chairman of ISO TC104/SC4/WG3 Electronic Interchange)

The delegate packs included hand-outs from:

- ConGlobal Industries (ISO Code Standardisation Project and message formats)
- The ISO (ISO/CD 9897-6 Freight containers – Container equipment data exchange (CDEDEX) - Part 6 – Message sets for data transfer)
- Submission from the IIR (New Zealand)

The presentations and handouts can be found on the COA website (Members Meetings/Rotterdam)

*There was no discussion of any element in these presentations and handouts that may constitute an anti-trust infringement*

During the meeting, there was a wide-ranging discussion, covering such items as:

- The theory of standard codes: it sounds good, but will the reality be that owners will continue to use their existing codes?

- How do we get the owners to accept and use the code combinations?
- The repair codes needs to provide sufficient flexibility and should be simple but not over simplified, while at the same time requesting too much data or making them too complex could increase the time to produce estimated
- It is important to include the estimator's point of view in the development of the repair combinations
- EDI messages are not all the same at present and it would be useful to provide package that catered for most users without the various fields being used for different data required by individual owners
- A common approach to the data transmitted in the header message also needs to be rationalised and extended to provide the require information about the containers
- Standard messages will allow depots to produce a single message which can be transmitted to owners and users (especially lessees and lessors)
- Should ISO component codes include material and or location within them?
- Should technology developments be included in the Working Group discussions?
- Insurance coding and interchange information was sidelined due to concerns over anti-trust.

The meeting concluded after these discussions. (Additional items on the original Agenda were put on hold, pending the completion of the actions from this meeting)

### ***Action Plan***

The following actions where discussed during the meeting:

- Review the ISO size/type coding to introduce new codes to reflect such items as palletwide containers and UN "T" codes
- Review the ISO size/type coding to remove the redundant codes
- ISO Cedex – investigate the frequency of code combinations
- Review of ISO Cedex codes referring to component design – such as "Z" shaped vs "C" shaped BSR.
- Review ISO Cedex material codes to include variations of material – types of paint (solvent and water based) and new types of timber flooring (varnished, composite, mixed)
- Establish linear combination
- Concentrate on dry freight and special, chassis etc

### ***Agreed Actions***

It was agreed that the Working Group should:

- Collate repair lines from Members and to identify a set of standard combinations that may be used by all Members. This would be in the form of a manual/handbook providing detailed information about damage and repair information for all components;
- Rationalise the ISO Cedex coding as far as possible to eliminate un-necessary or redundant codes but retain sufficient flexibility within the structure to provide the level of detail required by some owners
  - Redundant = majority of the owners do not use
  - Flexibility = a significant proportion of the owners require.

### ***Programme***

- Members are to be asked to provide their top repair lines before the end of May so that a draft of the combinations can be presented to the June Members Meeting
- Jørn Heerulff (chairman of ISO TC104/SC4/WG3 Electronic Interchange) offered to convene a joint meeting of the ISO Working Group and the COA Working Group to discuss common issues, particularly the use of existing container condition code

fields and the inclusion of additional fields to allow more significant data to be transferred between depot and owner. The meeting would also review ISO codes in the current Committee Draft documents that are being voted on by national standard bodies at present. Meeting scheduled for late May or early June.

### ***Working Group Members***

The following members indicated their intention to participate at the next Working Group meeting:

- Hamburg Sud
- IAS
- Capital Lease
- BCSB
- Carlisle Leasing
- CIMC
- Amficon
- Waalhaven Container Depot
- OPDR

*Report by:*  
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**WG Moderator**  
*1<sup>st</sup> May 2007*