

Tank container operators: Risk mitigation for a sustainable future

November 2021



Agenda

25 November 2021

- Welcome
- TT Club introduction
- Industry overview
- SMU ITCO collaboration update
- Regulatory considerations and drive for simplification
- TT Club claims analysis overview
- Trends and directions of European cleaning standards
- Q&A



Established expertise

TT Club is the leading provider of insurance and related risk management services to the international transport and logistics industry.

- Over 50 years' experience serving the industry
- Comprehensive cover
- Loss Prevention and expert support
- Integrated global reach – managed by Thomas Miller
- Membership advantages
- Our claims and underwriting executives work together as single team

Creating added value

Your dedicated Loss Prevention team



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- Analysing TT Club claims data to identify and communicate trends
- Providing technical and risk management advice focused on reducing claims occurrence
- Participating with key industry associations
- Delivering practical, accessible guidance
- Assisting improvement of risk assessment, mitigation and control
- Maintaining awareness of emerging risks
- Exploring digital opportunities to access big data to improve understanding of risk

Publications

TT Brief

TT

Cargo damage

Is poor packing practice causing you cargo damage claims?

Two thirds of claims relating to cargo damage are caused or exacerbated by poor packing practices. Investigations reveal the main cause of cargo damage are:

- Inappropriate load/weight distribution
- Inadequate cargo securing
- Improper classification or description of the goods
- Inaccurate documentation
- Documentary errors

Many cargo damage claims are caused by lack of familiarity. If you are in any doubt regarding the handling of unfamiliar cargoes or the legitimacy of a customer's policy declining the appointment, could save time and money – not to mention the lives at risk from a potential accident.

What are the risks?

REPUTATIONAL DAMAGE

PROPERTY DAMAGE

POLLUTION

BODILY INJURY

CARGO DAMAGE

INCREASED INSURANCE COSTS

COMPLETE PRE-CHECKS BEFORE LOADING

- Verify credentials and training of any contractors
- Identify and assess potentially problematic cargoes/shippers
- Ensure the shipper/customer has accurately declared the cargo
- Ensure each package is appropriately prepared for transit considering temperature and other weather conditions
- Ensure that the transport unit is in good condition and appropriate for the cargo

WATCH OUT FOR RED FLAGS

- Look out for air freight shipments of unfamiliar cargoes
- Project and override cargo assignments can be particularly problematic
- Dangerous goods shipments – adhere to regulations
- Always watch out for unsecured/misdeclared shipments

Waste and scrap cargoes are commonly abandoned commodities

This document is a very brief and general summary of good packing practices. For a thorough understanding of this subject we would highly recommend familiarising yourself with the TTU Cargo Transport Unit Code. For further information on the many other factors that come into play, please contact: riskmanagement@ttclub.com

TT CLUB IS MANAGED BY THOMAS MILLER

For more information Please contact us at riskmanagement@ttclub.com or visit us at ttclub.com

StopLoss

TT

Tank containers

Managing risk in the tank container supply chain

Waste and scrap cargoes are commonly abandoned commodities

Waste and scrap cargoes are commonly abandoned commodities. While it must be acknowledged that there will be geographical variances, below are a list of commodities commonly presenting higher risk.

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Joint industry reports

Cargo theft trends in Russia - 2020

A report produced by TT Club, IMPACT and TAPA

Food & Beverage

Other (includes IT equipment, sporting goods, phone & headset)

Metal

Household appliances

Auto parts

Household goods

Construction materials

Clothes, shoes & textiles

Chemicals

Industrial equipment

Alcohol

Groupage assignments

Household appliances

Types

TT CLUB, IMPACT and TAPA Cargo Theft Index in Russia - 2020



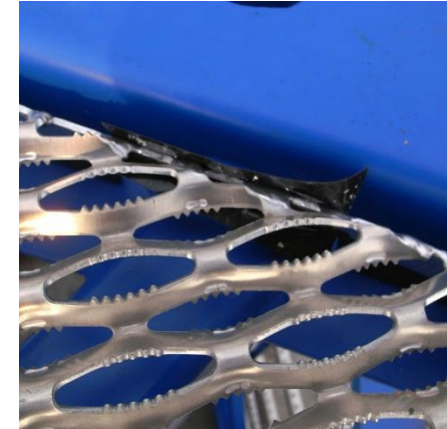
William Leigh-Pemberton

Chair Operations Division - ITCO



International Tank Container Organisation

TT Club Webinar
25.11.2021



Agenda



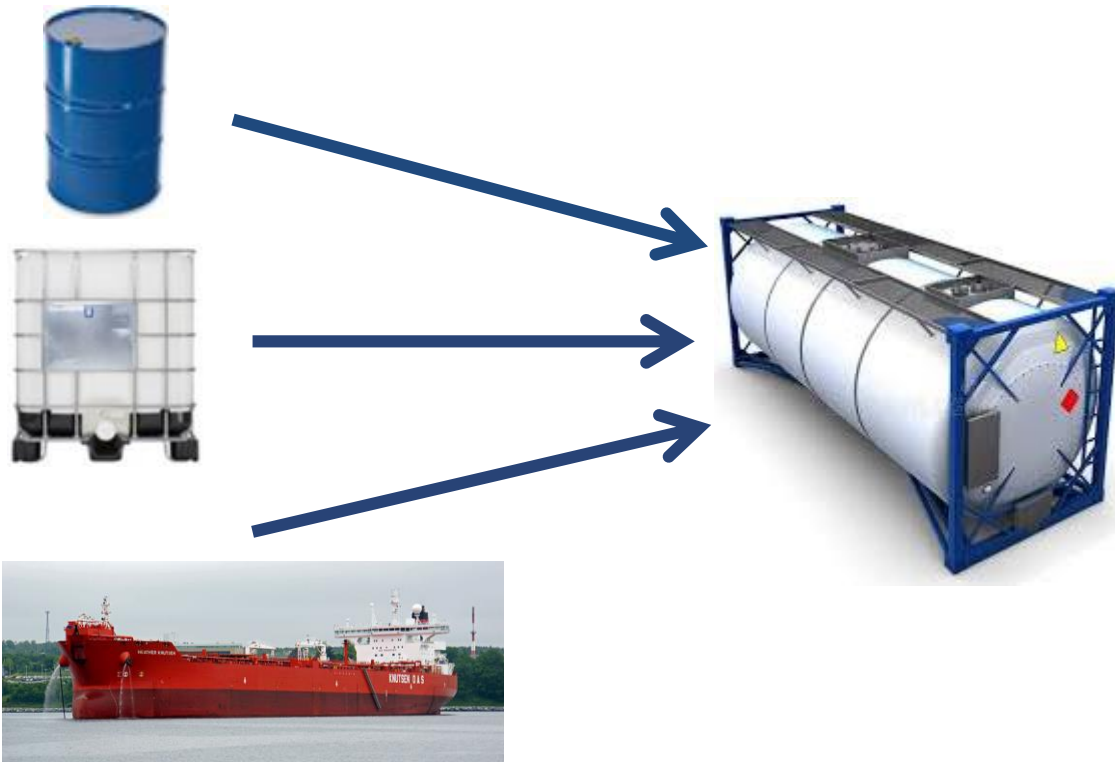
1. Introduction
2. ISOtank industry update
3. Current areas of concern
4. 2022 and beyond....



Introduction



- ITCO – trade body for the ISOTank industry
- Represents manufacturers, operators, lessors and ancillary service providers of ISOtanks



ITCO



Following

ITCO

@ITCOtank Follows you

The ITCO mission is to promote and represent tank containers as safe, cost-efficient and flexible means of transport.

Joined June 2019

44 Following 60 Followers

Followed by cr

Tweets Tweets & replies Media Likes

Pinned Tweet

ITCO @ITCOtank · 14 May
ITCO Animated Video launched today





ITCO produced an "Animated Video", aimed at highlighting issues relating to the use of single-use plastic – and promoting the environmental benefits of tank containers over flexibags

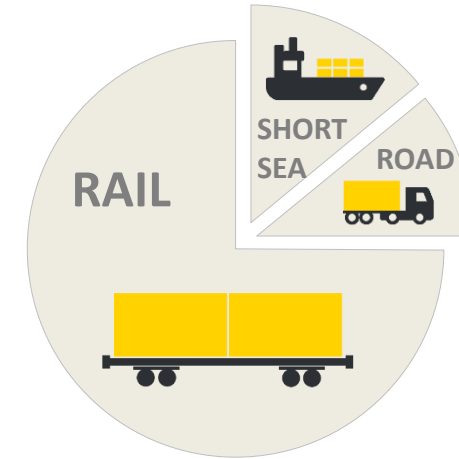
youtube.com/watch?v=hrgyZQ...

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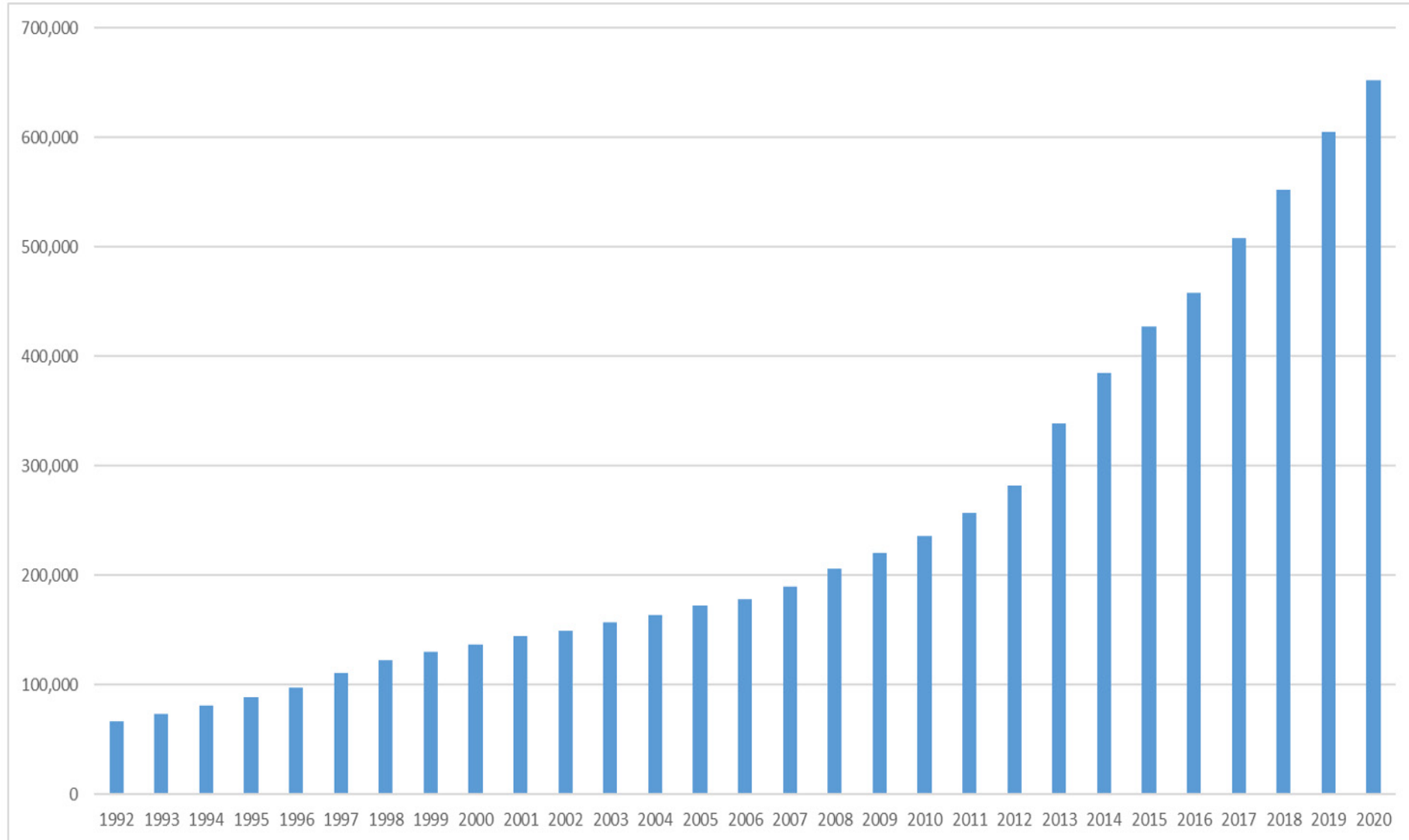


Bertschi – serving the chemical industry

-  **1,100 trucks**
-  **39,000 containers**
-  **3,100 team members**
-  **Presence in 38 countries**



Unbroken growth in our industry...

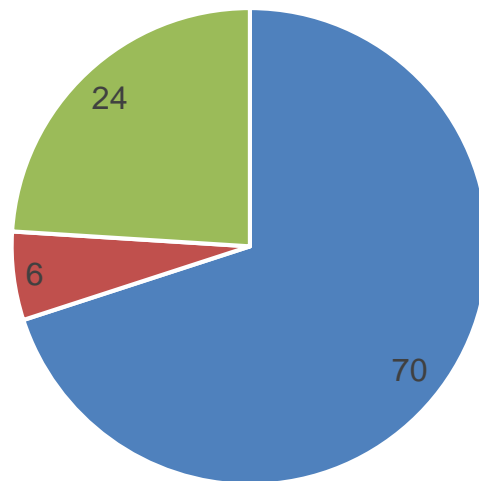


Specialization trend - containerized liquid shipping



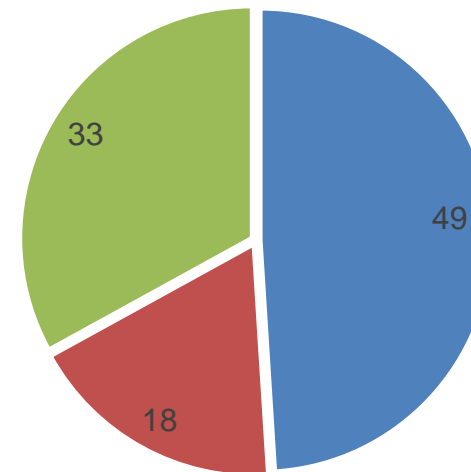
- Packaging inefficiencies of drums & IBC's in box containers
- Additional trend of migration from bulk tankers to container shipping (diversification of supply chain from single-source to multi-source)

Containerized Liquid Freight – 2011 (Drewry)



■ Drum & IBC ■ Flexitank ■ ISOtank ■

Containerized Liquid Freight – 2020 (Drewry)



■ Drum & IBC ■ Flexitank ■ ISOtank ■ 12

Flexitank volume growth unlikely to continue -

- Sustainability concerns reaching cargo shippers
- Each bulk bag worth approx. 7,500 shopping bags
- “ Don’t recycle, just don’t consume” message cuts through



Industry round-up (1) – rollercoaster 12 months



- Demand surge for ISOtank services (late 2020), arising from moves to diversify supply chain from single-source to multi-source
- Collapse in profitability (end 2020) arising from instant unloading of containers, only to lead to record long laden-storage times in mid-year 2021 and best-ever demurrage figures (J-I-T mode moves to stockholding mode – finally)
- Trend of migration from Bulk tankers to tank containers arrested temporarily due to scarcity of container space
- Consolidation intensifies with last 12 months seeing deals involving -

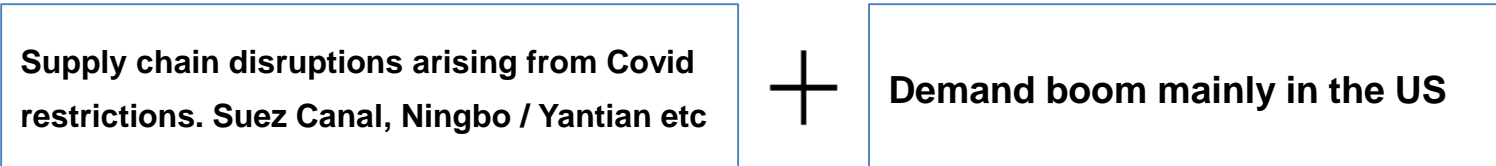




- The Great Rethink :
 - A. Safety and resilience over price. “Cost-down” in retreat.
 - B. One supplier to multiple suppliers
 - C. Regional supply over global supply
 - D. Long term agreement over spot tenders, end of “ tender cruelty” - a chance to become part of the shipper’s team rather than a dispensable supply partner.
 - E. Buffer stock mentality over J-I-T concepts
 - F. Arrival of CSCO in the Boardroom ?



Challenges - ocean freight shock 2021



Limited new vessel entrance in 2021 (hardly anything built since 2016) but drastic increase in vessel sailings on key trades (incl vessels shifted to Transpacific)

Harbour capacity limitations + driver shortages – inland connections can't cope

Global congestion + slowdown (handling 2 x 5,000 TEU vessels takes longer than 1 x 10,000 TEU)

Limited capacity + stable / growing demand = rate increases



- No relief from vessel space shortage : new capacity not till 2023, but customer demand remains strong.
- Almost zero tender offers by ship owners for 2022 “SOC” traffic because vessels are reserved 100 % for COC’s >> added space unpredictability.
- Investment / expansion of ISOtank cleaning & repair depots has not kept pace with global fleet expansion >> serious capacity shortage.
- Inability for hauliers to expand capacity because of order lead times and driver recruitment issues >> serious capacity shortage.

TYPES OF HEADACHE

Migraine :



Hypertension :



Stress :



Searching for cleaning / trucking capacity :



So -

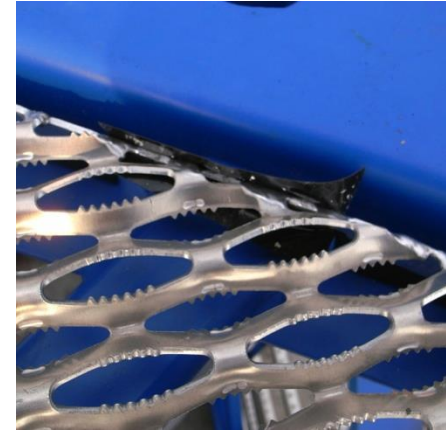
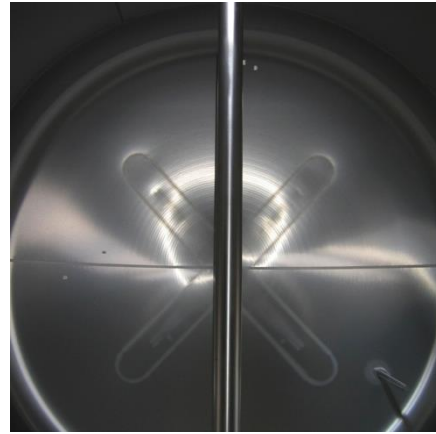


- Proclaim the importance of *partnership* between LSP and cargo owner, to create safe & secure supply chains - leave “cost-down” and short-termism behind.

THE BITTERNESS OF POOR QUALITY
REMAINS LONG AFTER THE SWEETNESS
OF LOW PRICE IS FORGOTTEN.

**Thank you for your
attention**

**Further information
from ITCO Secretariat
hicks@itco.org**



Reg Lee
President - ITCO





Sabine Schultes

Senior Manager Transport & Logistics Safety -
CEFIC



Regulatory considerations and drive for simplification



TT Club Webinar November 25, 2021

Sabine Schultes

Senior Manager Transport&Logistics Safety



Regulatory considerations and drive for simplification

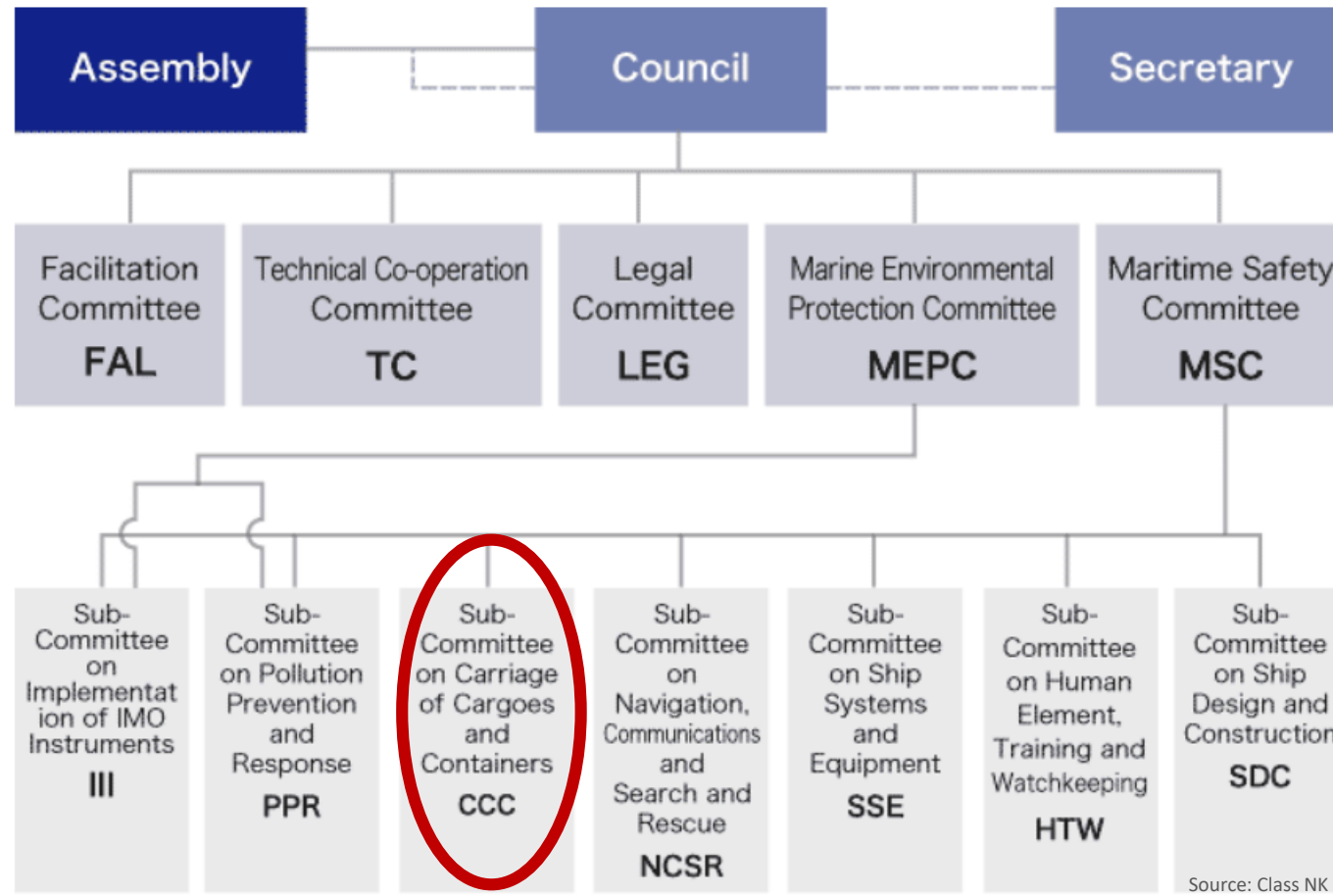
Agenda

- Regulatory background @ IMO
- MSC Flaminia
- Consequences of Accidents
- How to drive simplification
- Key Take aways



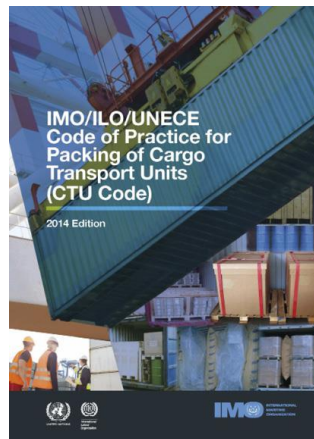
Regulatory considerations and drive for simplification

Regulatory background @ IMO



Regulatory considerations and drive for simplification

Regulatory background: Codes (examples)



Source: IMO



Regulatory considerations and drive for simplification

MSC Flaminia

- On July 14, 2012, with the M/V Flaminia, underway from New Orleans to Antwerp, smoke appeared from a cargo hold. When a 7-man team prepared to fight what they thought was a fire, a spark ignited the gases escaping from the ruptured tanks of divinylbenzene in the hold.
- The tanks had been stored in the New Orleans sun for 10 days before being loaded aboard M/V Flaminia, then stowed in the vessel near the ship's heated bunker fuel tanks. Experts testified that these conditions were causal factors in the chemical reaction and the explosion, and court found that only the cargo manufacturer and freight forwarder were at fault.



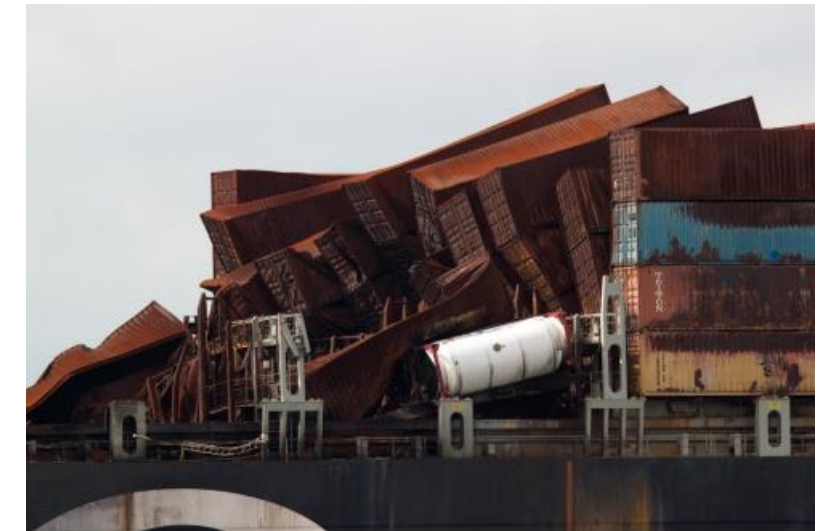
Regulatory considerations and drive for simplification

Example: MSC Flaminia

- As a result of this disaster, provisions for polymerizing substances subject to Special provision 386 were implemented and the section 7.3.7 IMDG Code was updated. Both shall help ocean carriers better prepare for the risks of carrying substances (particularly polymerizing substances) which need stabilization by chemical inhibitors and/or temperature control.
- → Special provision SP 386 (Extract from IMDG Chapter 3.3)

When chemical stabilization is employed, the person offering the packaging, IBC or tank for transport shall ensure that the level of stabilization is sufficient to prevent the substance in the packaging, IBC or tank from dangerous polymerization at a bulk mean temperature of 50°C, or, in the case of a portable tank, 45°C.

Where chemical stabilization becomes ineffective at lower temperatures within the anticipated duration of transport, temperature control is required. (...)



Regulatory considerations and drive for simplification

Consequences of Accidents

- As public perception of risk has changed, accidents put high pressure on regulators and authorities
- Stricter rules are expected asap after an accident, often resulting in hasty reactions (at CCC decision-making by consensus, details are discussed at E&T))
- Due to the lack of time, regulatory changes might be incomplete and/or difficult to realize
- Additional amendments in subsequent years lead to uncertainties and operational difficulties
- Requirements for cargo management increase, followed by delays and higher costs
- Further mishaps cause loss of trust between involved parties within the Supply Chain – cargo rejections?
- Governments might react with stricter enforcement measures



Regulatory considerations and drive for simplification

How to drive simplification

- **Simplification does not necessarily mean less regulations!**
- In order to apply regulations adequately, the text must be understandable for all involved personnel
- Decision bodies are National Authorities, Associations/Federations/NGOs have only observer status
- Influence on regulations requires proactive involvement of experts in the rulemaking process
- Feasible concepts and solutions from industry can have a positive effect on legal developments
- Provision of guidance material supports the implementation of requirements *
- Transparent logistical processes (re)built trust in compliance and help to visualize distance to “black sheep”

* <https://cefic.org/guidance/transport-and-logistics/all-transport-and-logistic-guidance/>



Regulatory considerations and drive for simplification

Key Take aways

1. Accidents lead inherently to stricter regulations
2. Practicability of rules requires proactive involvement of industry experts in the rulemaking process
3. Transparent supply chain processes are the foundation for compliance



Source: oneclearmessage.com



An accident where innocent people are killed is tragic,
but not nearly as tragic as not learning from it.

Nancy Leveson



Thank you.

Contact:

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ssc@cefic.be



About Cefic

Cefic, the European Chemical Industry Council, founded in 1972, is the voice of large, medium and small chemical companies across Europe, which provide 1.1 million jobs and account for 15% of world chemicals production. Cefic members form one of the most active networks of the business community, complemented by partnerships with industry associations representing various sectors in the value chain. A full list of our members is available on the Cefic website. Cefic is an active member of the International Council of Chemical Associations (ICCA), which represents chemical manufacturers and producers all over the world and seeks to strengthen existing cooperation with global organisations such as UNEP and the OECD to improve chemicals management worldwide



Mike Yarwood

Managing Director Loss Prevention – TT Club

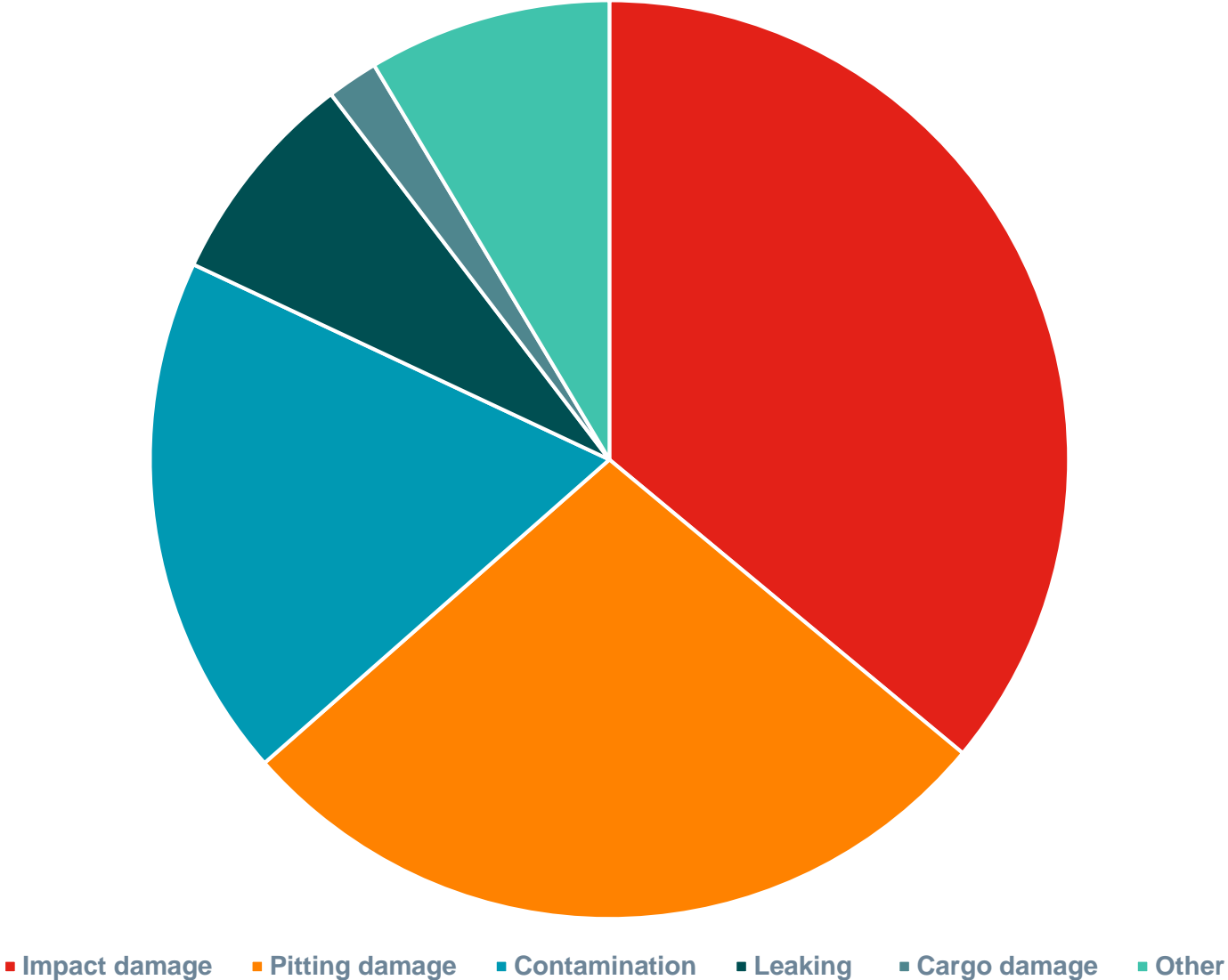


Claims analysis

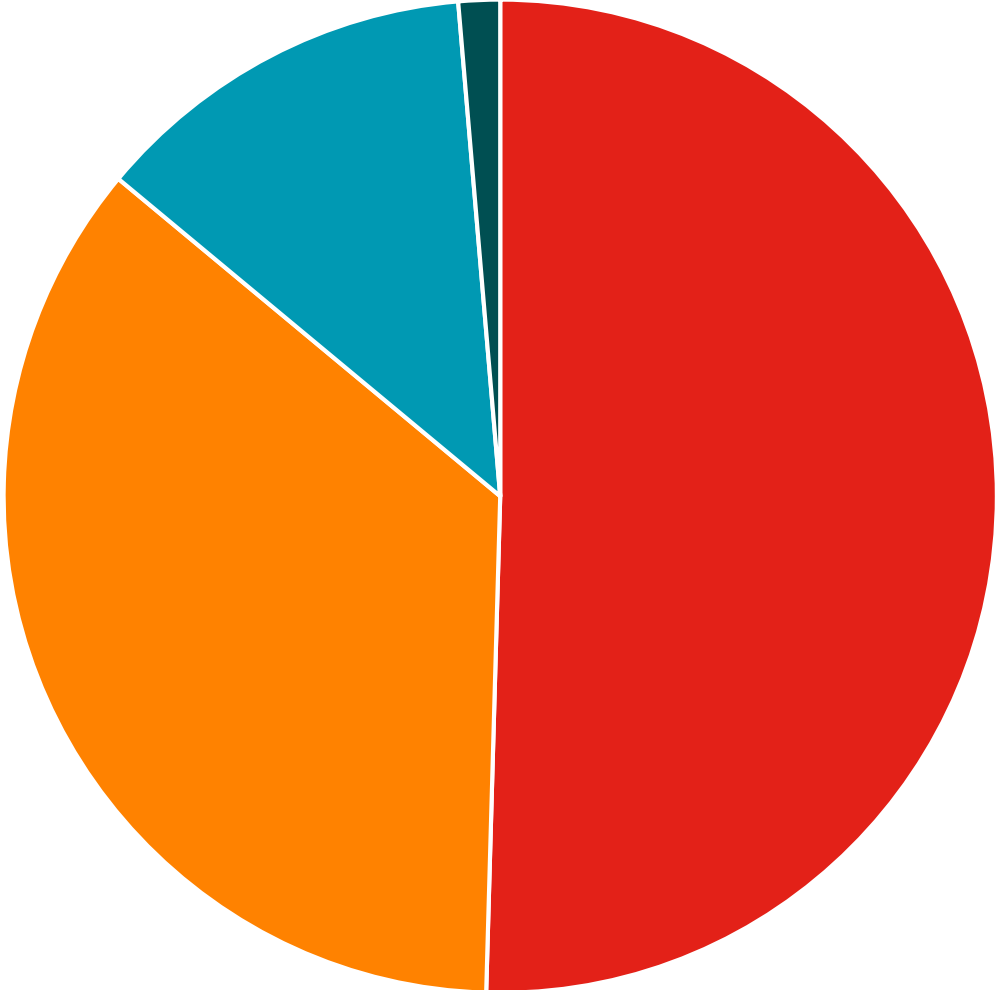
2020 Policy year data



Claim type overview



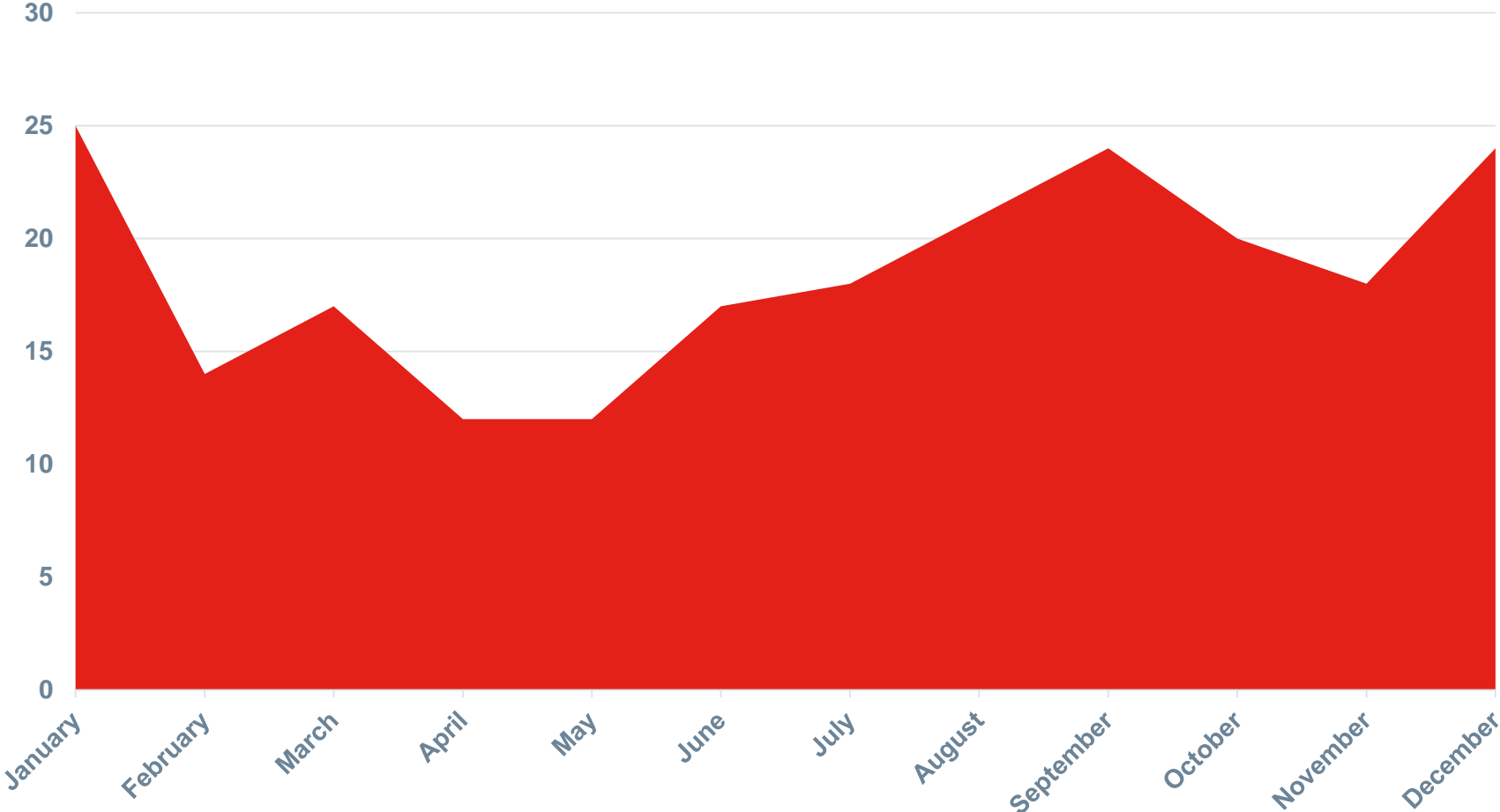
Claim location overview



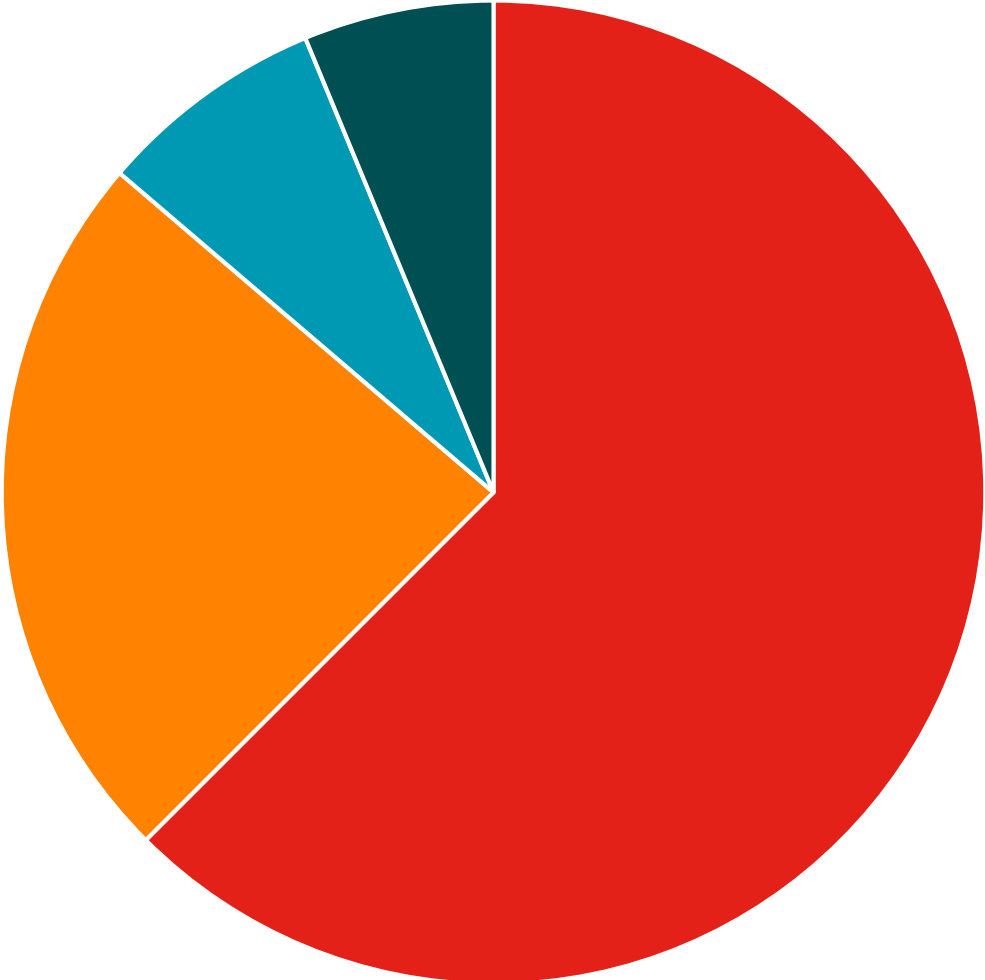
■ ASIA Pacific ■ Europe ■ Americas ■ ME & Africa



Notified claims by month



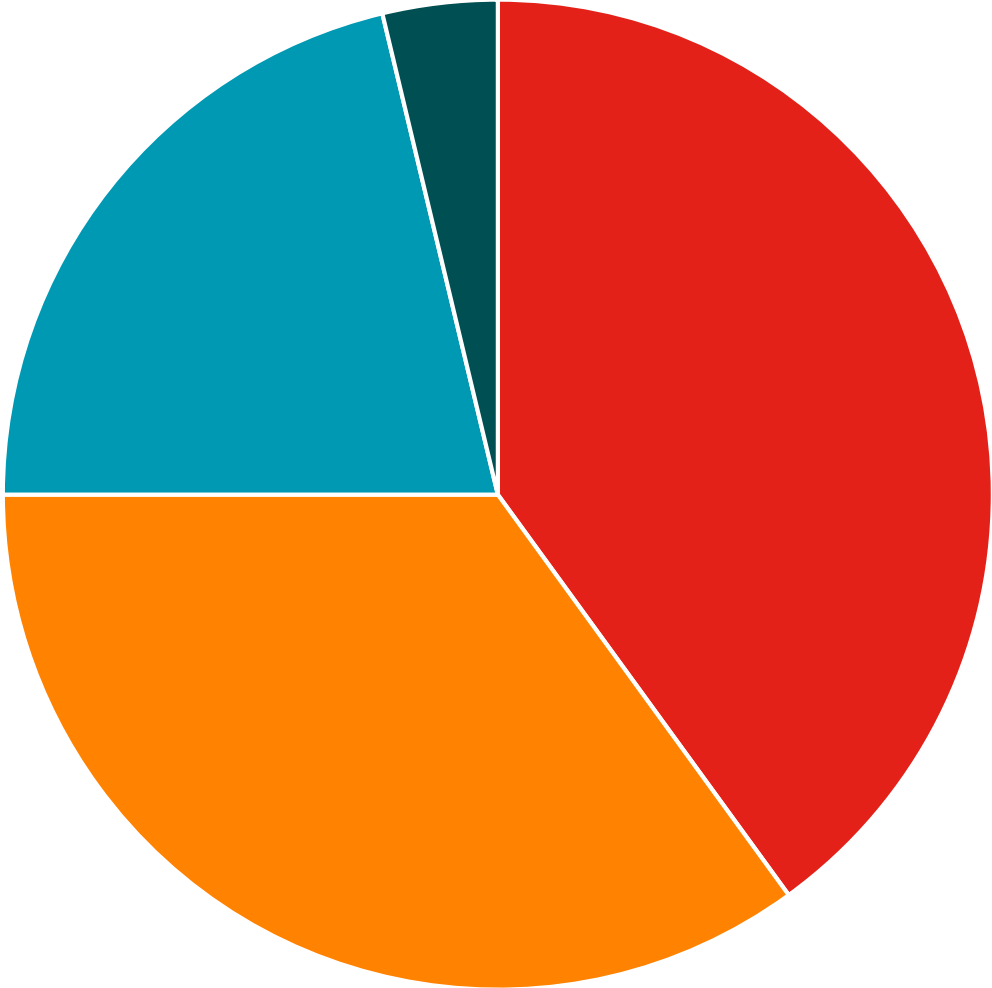
Impact damage by cause



■ Rough handling through intermodal terminal ■ Road traffic accident ■ Roll over ■ Other



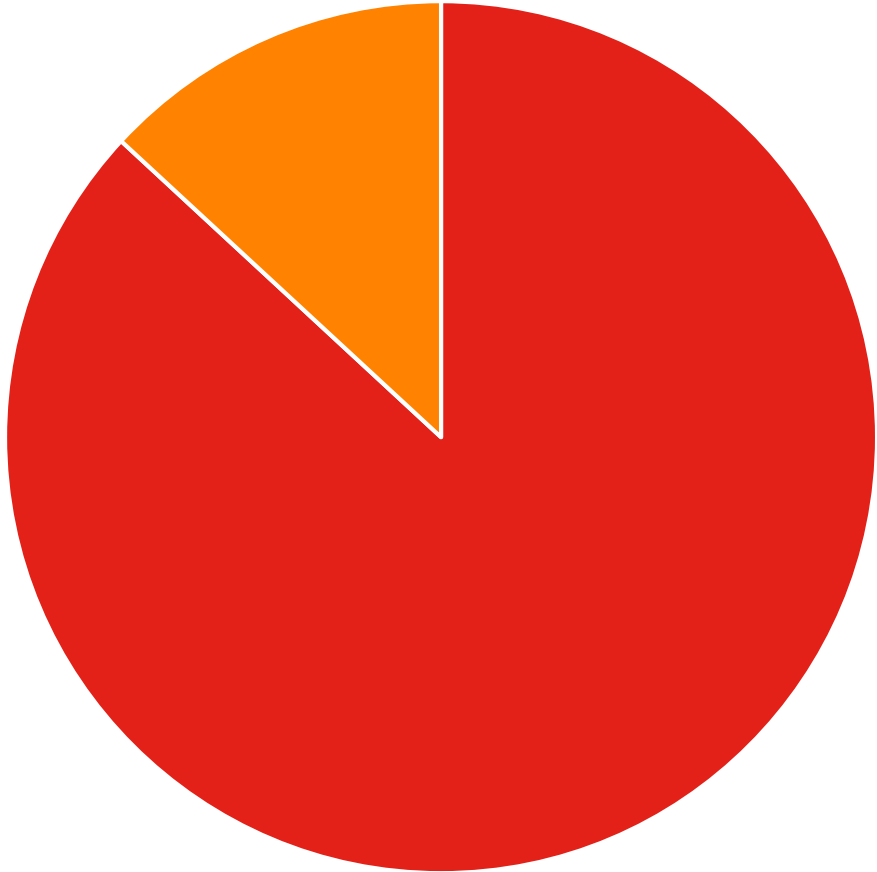
Impact damage through rough handling by region



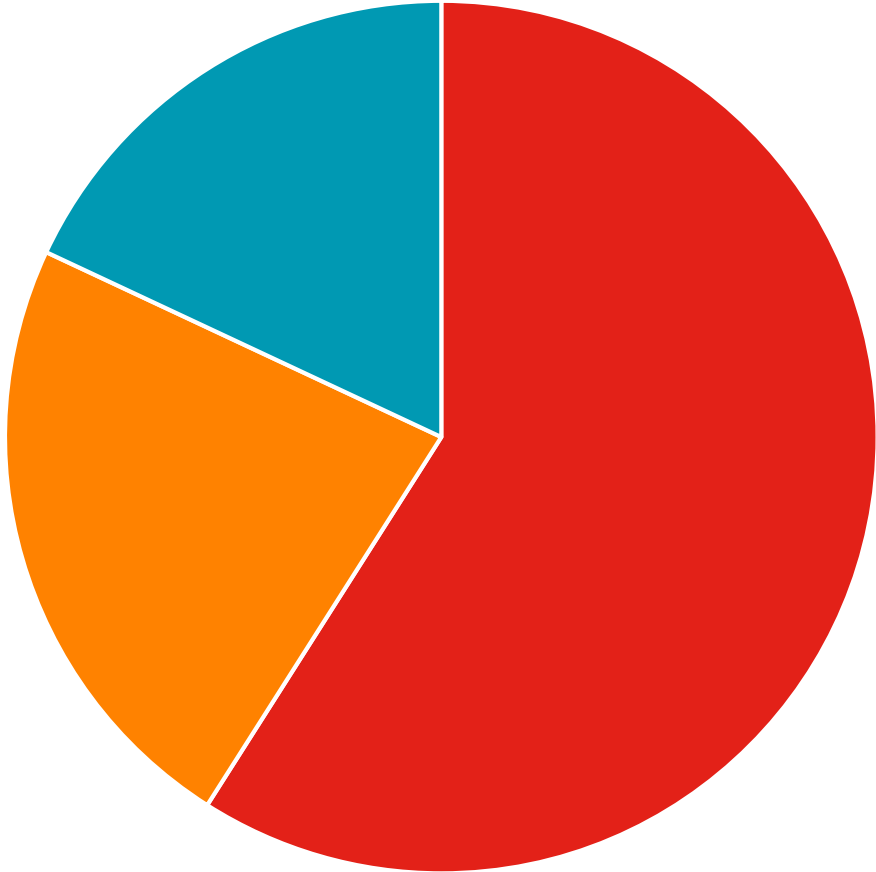
■ Europe ■ Asia ■ Americas ■ ME/Africa



Pitting damage claims

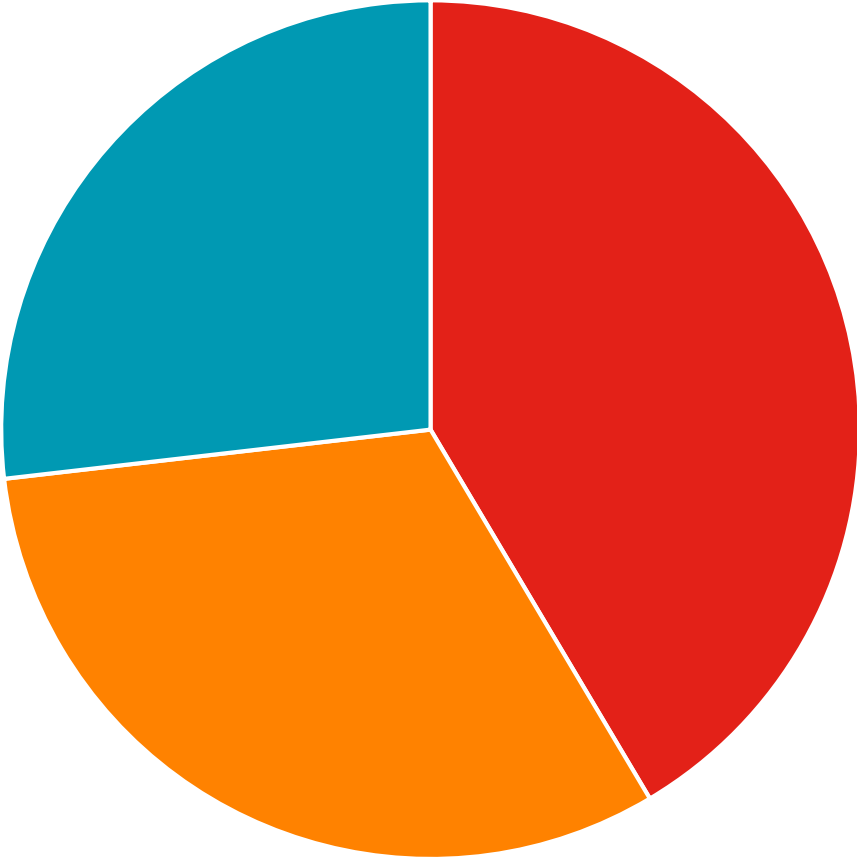


■ Asia ■ Europe



■ Haz ■ Unknown ■ Non haz

Contamination overview



- Alleged connected to last carried cargo
- Operational/Clerical errors
- Over heating, incompatible components, discharge into incorrect silo



Thank you

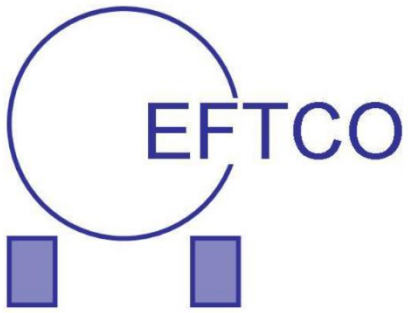
ttclub.com

TT CLUB
IS MANAGED
BY **THOMAS
MILLER**



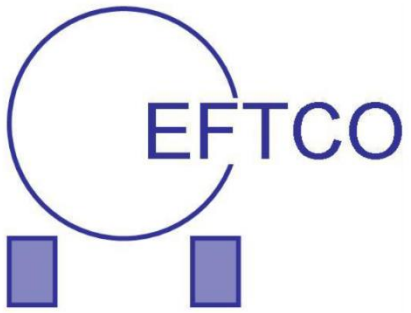
Lutz Harder
General Secretary - EFTCO





Trends and Direction of European Standards in Cleaning





European Federation of Tank Cleaning Organisations

“EFTCO MEMBERS” The European Organizations



Contact details:

<http://www.eftco.org/about-us/our-members>



Eastern-European Tank Cleaning Association



EFTCO Principles

Provide Tank Cleaning to the supply chain

Secure Safety at work and Quality

Protect Environment - Waste Control – Emission reduction

Control reliable, trustworthy and environmental friendly services of its members.

Improve Food Safety & Defense

Define Cleaning processes (f.e. Polymer Cleaning Instructions)

Promote SQAS – cooperation with CEFIC – SQAS Audit is mandatory

EFTCO FOOD ASSESSMENT

Increase workers education and installations technical standards

Develop a better understanding and practice in tank cleaning

Digitalization



European Federation of Tank Cleaning Organisations

Quality Control and improvements

SQAS

Safety and Quality Assessment for Sustainability
cooperation with CEFIC

FOOD SAFETY

EFTCO Food Assessment
supplement to SQAS with 120 food related questions

DIGITALIZATION

Partner of ECLIC VzW
benefits for communication between all partners

GLOBAL

Global Associated membership
outside the European Territory



POLYMER

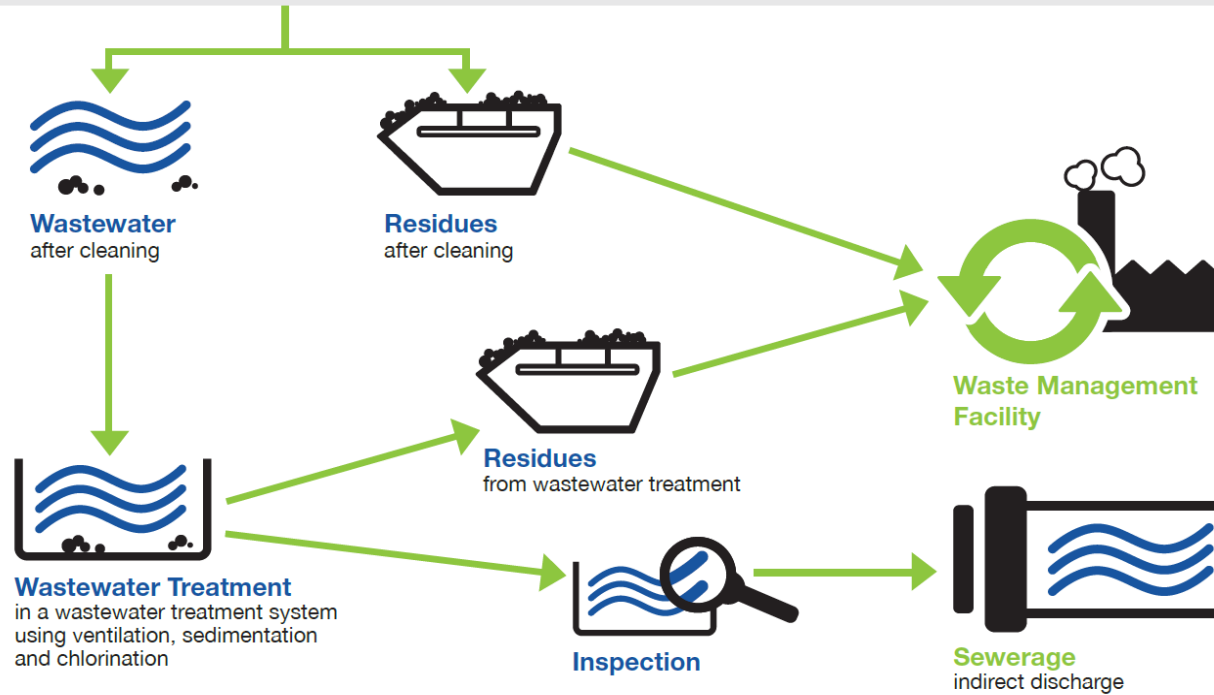
Polymer Cleaning instruction
cleaning process to avoid product contamination

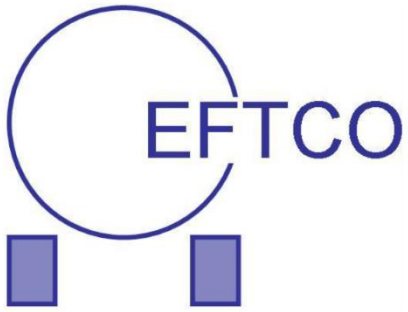
CLEAN SWEEP

Operation Clean Sweep
avoid pellet loss and reduce micro plastics in the ocean

Plastics Europe

“TANK CLEANING PROCESS in SUPPLY CHAIN”





European Federation of Tank Cleaning Organisations

“EFTCO CLEANING DOCUMENT” the European standard

Documentation of the cleaning – owned by EFTCO

Unique numbering for traceability

“A tank shall be described as clean when there are no visible traces or odour of the last product or cleaning agent following an inspection from the man-lids”.

Additional Service (preparation for next load) is possible and needs clear order by transport company / driver.

Cleaning service is recorded by EFTCO Codes in a multilingual format

The image shows a sample of the EFTCO Cleaning Document form. The form is titled 'EFTCO Cleaning Document' and features the EFTCO logo prominently in the center. It is a structured document with numbered fields for data entry. The fields include: 1. Kunden-Referenznummer / Customer reference number; 2. Kunden-Daten / Customer; 3. Serien-Nummer / Serial number; 4. Behälter-Daten / Identification number; 5. Fahrzeug / Vehicle; 6. Art des Produktes / Nature of product; 7. Auflieger, Silo, Container, IBC / Tank, Silo, Container, IBC; 8. Letztes Ladegut / Previous load; 9. Nächste Beladung / Next Load; 10. Durchgeführte Arbeiten / Cleaning Procedures; 11. Bemerkungen / Comments; 12. Name des Reinigers / Name cleaner; 13. Datum / Time in; 14. Tankreinigungskategorie / Cleaning Station; 15. Fahrer / Driver. The form also includes a section for 'Zusätzliche Arbeiten / Additional Services' and a large 'Original' watermark.

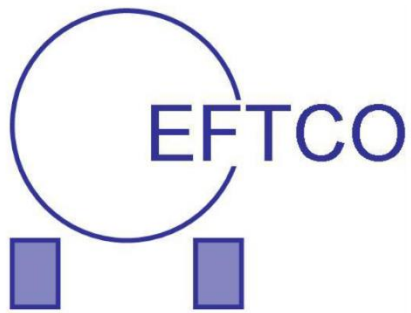
“EUROPEAN CLEANING DOCUMENT” EFTCO CODES

E Extras			F Foodstuffs		P Procedures		H Handlings				
E01	Tank entry	E58	In- & external cleaning of ancillaries and components having contact with the product (discharge curve, reduction parts, lock- and anti-return valves)	E76	In- & external cleaning of the air manifold with cold water and blowing the residual water out of the manifold	F01	Cleaning with potable water only	P01	Cold water spin	H01	Handling in
E03	Passivation	E60	Cleaning of airlines	E77	Internal cleaning of the degassing valve with high pressure	F50	Food approved detergent	P02	Cold (T=ambient) water spin in a complete cleaning cycle	H50	Handling out
E04	Repair	E61	Cleaning of air connections	E78	Cleaning with high pressure of fill- and discharge opening lids, rims included, lids and all joined parts	F51	Food approved sanitizing agent	P09	Hot water spin (T>80°C)	H60	Movement on chassis
E05	Degas	E62	Cleaning of air manifold	E79	Cleaning of all gaskets of all fill- and discharge openings	F60	Turbidity measurement	P10	Hot water spin (T>60°C)	H99	Miscellaneous
E10	Scouring	E63	Internal cleaning of the lower airline with cold water and blowing the residual water out of the line	E80	Dismantling of ancillaries	F61	Conductivity measurement	P11	Hot water spin (T>40°C)		
E15	Cleaning with handgun	E64	Internal cleaning of the upper airline with cold water and blowing the residual water out of the line	E85	Removal of labels	F62	ATP measurement	P15	CIP Cleaning		
E16	High pressure cleaning	E65	Pump cleaning	E90	Sealing	F63	pH-value measurement	P20	Recleaning		
E20	Brushing	E66	Cleaning of filter	E91	Cleaning station checked that the seals, with the numbers mentioned on the ECD, are applied properly on the tank. This does not imply any liability whatsoever on the part of the cleaning station.	F64	Membrane filter test	P25	Toxic clean		
E25	Recirculation Cleaning	E67	Cleaning of vibration mat	E92	Steam heating	F65	Allergen test	P26	Kosher procedure		
E30	Steam drying	E68	Cleaning of rotary valve	E93	Hot water heating	F85	Sanitizing with hydrogen peroxide	P27	Halal procedure		
E35	Hot air drying	E69	Cleaning of manlids	E94	Electrical heating	F86	Sanitizing with peracetic acid	P30	Drying		
E36	Hot air drying: drying with air with T >60°C	E70	Removal of manlid gasket	E95	Livery	F98	Food approved Cleaning	P31	Drying with air at ambient Temperature		
E40	Dip tube	E71	Cleaning of manlid gasket	E99	Miscellaneous						
E41	Collectors	E72	External cleaning of the micro-filter in the airline and internal cleaning of the filter body								
E50	Hose cleaning	E75	Renewal of manlid gasket								
E51	Cleaning of hose box										
E52	Cleaning of spill box										
E55	Cleaning of ancillaries										
E56	In- & external hose cleaning over the full length with HP mole and draining the water out of the hose										
E57	Internal hose box cleaning over the full length with a HP mole										



Code	English
C	Cleaning agents
E	Extras
F	Foodstuffs
H	Handlings
P	Procedures
T	Tests
W	Waste

Regular Updates
Change demands



European Federation of Tank Cleaning Organisations

“EUROPEAN CLEANING DOCUMENT” EFTCO CODES

A	B	C	D	E	F	G	H
Code	English	Français	Deutsch	Nederlands	Italiano	Espanol	Português
C	Cleaning agents	Produits de nettoyage	Reinigungsmittel	Reinigingsmiddelen	Prodotti per la pulizia	Productos Limpieza	Produtos de limpeza
C01	Alkaline detergent	Détergent alcalin	Alkalisches Reinigungsmittel	Alkalisch reinigingsmiddel	Detergente alcalino	Detergente alcalino	Detergente alcalino
C10	Neutral detergent	Détergent pH neutre	pH neutrale Seife	Neutraal Reinigingsmiddel (pH 7)	Detergente neutro (pH 7)	Detergente neutro	Detergente neutro
C20	Acid detergent	Détergent acide	Saures Reinigungsmittel	Zuur reinigingsmiddel	Detergente acido	Detergente acido	Detergente ácido
C30	Caustic soda	Lessive de soude	Natronlauge	Natriumhydroxide	Lisciva	Hidróxido sodio	Hidróxido de Sódio
C40	Hydrocarbon mixture	Mélange d'hydrocarbures	Kohlenwasserstoffgemisch	Koolwaterstof mengsel	Miscela di idrocarburi	Hidrocarburos	Hydrocarbonetos
C41	Kerosene	Pétrole	Petroleum	Petroleum	Petrolio	Petróleo	Petróleo
C42	Fuel	Fuel	Diesel	Diesel / gasolie	Gasolio	Diesel	Gasóleo
C50	Organic acid	Acide organique	Organische Säure	Organisch zuur	Acido organico	Ácido orgánico	Ácido Orgânico
C60	Solvents	Solvants	Lösemittel	Solventen	Solventi	Disolventes	Solventes
C61	Acetone	Acétone	Aceton	Acetone	Acetone	Acetona	Acetona
C62	MEK	MEK	MEK	MEK	Mek	MEK	MEK
C63	Butylacetate	Acetate de butyle	Butylacetat	Butylacetaat	Acetato di butile	Acetato butilo	Acetato butilo
C64	Latex remover	Décapant Latex	Latex Löser	Latex verwijderaar	Sapone per lattice	Producto para látex	Removedor de látex
C80	Sanitising agent	Produit de désinfection	Desinfektionsmittel	Desinfectie middel	Prodotti per disinfezione	Desinfectante	Desinfectante
C81	Hydrogen peroxide	Produit à base de peroxyde d'hydrogène	Wasserstoffperoxid	Waterstofperoxide	Possido di idrogeno	Peróxido de hidrógeno	Peróxido de Hidrogénio
C90	Antifoam	Anti-écume	Schäummittel	Schuimremmer	Antischiuma	Anti-espumante	Anti-espumante
C95	Deodorizer	Desodorisant	Dunststoff	Ongeurder	Deodorizzante	Desodorante	Desodorizante
C99	Miscellaneous	Autres	Verschiedenes	Diverse	Diversi	Diversos	Diversos
E	Extras	Extras	Extras	Extras	Extras	Extras	Extras
E01	Tank entry	Entrée dans le réservoir	Eintritt in den Tank	Doorgang in de tank	Entrata nel serbatoio	Entrada no tanque	Entrada no tanque
E03	Passivation	Passivation	Passivierung	Passivering	Passivazione	Passivação	Passivação
E04	Repair	Réparation	Reparatur	Reparatie	Riparazione	Reparación	Reparação
E05	Degas	Dégazage	Entgasung	Ontgassing	Degassaggio	Desgasificación	Desgasificação
E10	Scouring	Grattage manuel	Manuelle Arbeiten	Manueel uitschuren	Raschiatura manuale	Rascado manual	Limpeza manual
E15	Cleaning with handgun	Rinçage au pistolet a main	Reinigung mit Handpistole	Reinigen met handpistool	Lavaggio con pistola	Lavado con pistola	Lavagem com pistola
E16	High pressure cleaning	Lavage à haute pression	Hochdruckreinigung	Reinigen met hogedruk	Lavaggio ad alta pressione	Lavado alta presión	Lavagem alta pressão
E20	Brushing	Balayage intérieur	Ausbürsten	Manueel uitborstelen	Spazzolatura manuale	Cepillado manual	Escovagem manual
E25	Cleaning in place	Rinçage en circulation	Kreislaufreinigung	Circulatiereiniging	Lavaggio a circuito chiuso	Lavado en circuito cerrado	Lav. Circuito fechado
E30	Steam drying	Séchage vapeur	Dampftrocknung	Droogstomen	Asciugatura a vapore	Secado vapor	Secagem a vapor
E35	Hot air drying	Séchage air chaud	Heisslufttrocknung	Drogen met warme lucht	Asciugatura con aria calda	Secado aire caliente	Secagem ar quente
E36	Hot air drying: drying with air with T >60°C	Séchage à l'air chaud : séchage avec de l'air T>60°C	Heisslufttrocknung mit T>60°C	Drogen met warme lucht met T>60°C	Asciugatura con aria calda a temperatura > 60°C	Secado aire caliente: secado con aire con T >60°C	
E40	Dip tube	Tube plongeur	Steigrohr gereinigt	Bovenlosser	Tubo pescante	Tubo buzo	Tubo duchas
E41	Collectors	Collecteur	Sammelleitung	Collectoren	Collettori	Colectores	Lavagem colectores
E50	Hose cleaning	Lavage flexibles	Schlauchreinigung	Reinigen slangen	Lavaggio tubi	Lavado mangueras	Lavagem mangueiras
E51	Cleaning of hose box	Lavage porte-flexibles	Reinigung Schlauchkasten	Reinigen slangenkokers	Lavaggio portatubi	Lavado Porta manguera	Lav. porta mangueiras
E52	Cleaning of spill box	Lavage domes trou d'homme	Reinigung Domdeckelbereich	Reinigen morsbak	Lavaggio passoduomo	Lavado Bocas Hombre	Lavagem boca homem
E55	Cleaning of ancillaries	Lavage des accessoires	Reinigung Zubehör	Reinigen hulpstukken	Lavaggio accessori	Lavado accesorios	Lavagem acessórios
		Lavage interne et externe des				Lavado mangueras interior y	

cross-linguistic EFTCO Codes
<http://www.eftco.org/downloads>

“Polymer Cleaning Instruction”



Best Practice Guidelines for the Cleaning of dry bulk polymer transport tanks



ISSUE 2 - April 2018

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“EFTCO CLEANING DOCUMENT” the European standard

The cleaning stations distribute the copies of the ECD as follows:

- white copy (original): for the next loading point (via driver);
- yellow copy: for the driver;
- blue copy: for the cleaning station (to be kept);
- green copy (optional): to be sent with the invoice to the customer/transport company.



Original Document: Cleaning Station → Driver → Place of Loading



European Federation of Tank Cleaning Organisations

“EFTCO CLEANING DOCUMENT” the European standard

EFTCO Cleaning Document		GB 333337	
1 SOUTH EASTERN TANKER SERVICES LTD. BREACH LANE DAGENHAM ESSEX, RM9 6EG TEL: 0208 593 4999 FAX: 0208 593 7911 EMAIL: INFO@SETANKERS.COM WWW.SETANKERS.COM			
2 Customer reference number*	1009042	3 Serial number	501-284926
4 WH1687 - HAS FOODTRANS BV P.O BOX 764 5340 AT OSS HOLLAND		5 Identification numbers Vehicle LX66GVL Tank, Container FOTU8429196	
6 Nature of product*		7 Next Load*	
FOOD GRADE		FOOD GRADE	
8 Previous load Comp 1 UN No. Name		9 Cleaning Procedures EFTCO Code / Description	
GLUCOSE		P10 HOT WATER SPIN (T>80°C) 1 P30 DRYING 1 P51 SANITISATION + STEAM 1 W50 WASTE WATER TREATMENT 1	
10 Additional Services			
2 X SEAL 433275-433276			
11 AIRLINE			
12 Name cleaner*		13 Time In*	
28 - SCOTT JONES		02/10/2020 16:40:20	
Name		Time Out	
The cleaning station and the driver confirm that the above service(s) to clean the tank have been carried out (see EFTCO definition of 'clean').			
14 Cleaning Station Name Signature Office		15 Driver* Name Signature	
28 - SCOTT JONES 38428		MR BOGDAN 02/10/2020	

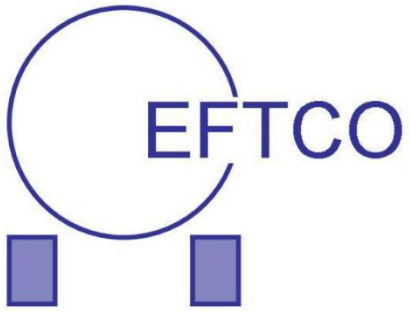
Valid Original Document:
not changeable after given to the driver

TT Club November 2021

EFTCO European Cleaning Document		GB 333337	
1 SOUTH EASTERN TANKER SERVICES LTD. BREACH LANE DAGENHAM ESSEX, RM9 6EG TEL: 0208 593 4999 FAX: 0208 593 7911 EMAIL: INFO@SETANKERS.COM WWW.SETANKERS.COM			
2 Customer reference number*	1009042	3 Serial number	501-284926
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6 Nature of product*		7 Next Load*	
FOOD GRADE		FOOD GRADE	
8 Previous load Comp 1 UN No. Name		9 Cleaning Procedures EFTCO Code / Description	
GLUCOSE		P10 HOT WATER SPIN (T>80°C) 1 P30 DRYING 1 P51 SANITISATION + STEAM 1 W50 WASTE WATER TREATMENT 1	
10 Additional Services			
CO1 DETERGENT			
11 Comments 2 X SEAL 433275-433276 AIRLINE			
12 Name cleaner*		13 Time In*	
28 - SCOTT JONES		02/10/2020 16:40:20	
Name		Time Out	
The cleaning station and the driver confirm that the above service(s) to clean the tank have been carried out (see EFTCO definition of 'clean').			
14 Cleaning Station Name Signature		15 Driver* Name Signature	
28 - SCOTT JONES		MR BOGDAN	
Print date: 05/10/2020 Web Copy			

Web Copy Document:
not usable at place of loading - manipulation

Trends and Direction of European Standards in Cleaning



European Federation of Tank Cleaning Organisations

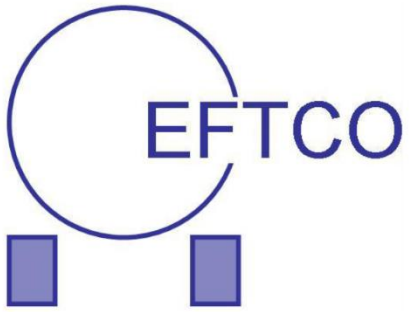
“Digitalization”

ECLIC forms a neutral governance structure to facilitate secure data sharing.

- electronic EFTCO Cleaning Document (eECD)
- electronic proof previous load document (ePPT)
- electronic cleaning order (eCO)

Electronic Previous Load Restrictions (ePLR)





European Federation of Tank Cleaning Organisations

“Cleaning Order” in all European languages





English

Cleaning Order

Company Information	Tank information	References
Company name	Name driver	Customer ref.nr.
Address	Lorry nr	CMR / ref.nr.
City	Container Nr	Date
Country	Licence plate	Time of arrival
Client name	Terms of Payment	
If other than trucking company		

Product information

Solid

Liquid

Chemicals

Food

Feed

Safety information


Tank under pressure

Nitrogen in tank

Solid, no pressure

Previous Product				
Compartment	Size	Product name / description	UN nr.	No manhole
1	m3			
2	m3			
3	m3			
4	m3			
5	m3			
6	m3			
7	m3			
8	m3			
9	m3			
10	m3			
Residue	kg/l			

Previous product to be mentioned on cleaning document	
1	
2	
3	



Заявка на обработку

Информация о компании	Информация о ёмкости	Учётные номера клиента
Наименование компании	Имя водителя	Учётный номер клиента
Адрес	Гос. № машины	№ CMR
Город	№ Контейнера	Дата
Страна	№ согласно таблички	Время прибытия
Ответственное лицо	Форма оплаты	
Или тренинговая компания		

Информация о продукте

Твёрдый

Жидкий

Химикат

Пищевой

Кормовой

Безопасность

Давление в ТК

Азот

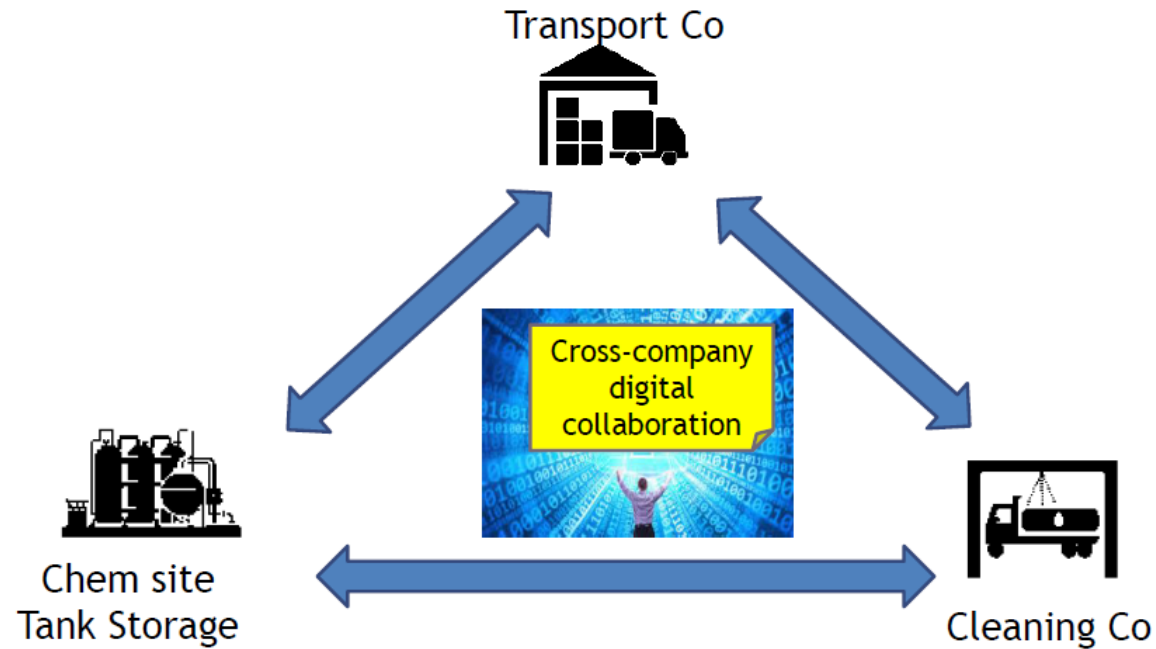
Твёрдый, нет давления

Предыдущий продукт				
Отсек	Размер	Наименование продукта / Описание	№ UN	Отсутствует люк
1	m3			<input type="checkbox"/>
2	m3			<input type="checkbox"/>
3	m3			<input type="checkbox"/>
4	m3			<input type="checkbox"/>
5	m3			<input type="checkbox"/>
6	m3			<input type="checkbox"/>
7	m3			<input type="checkbox"/>
8	m3			<input type="checkbox"/>
9	m3			<input type="checkbox"/>
10	m3			<input type="checkbox"/>
Остаток	кг/л			

Указать предыдущий продукт в сертификате обработки	
1	
2	
3	

“electronic EFTCO CLEANING DOCUMENT”

How does the digital eECD process work today?



“electronic EFTCO CLEANING DOCUMENT”

ECLIC Supply Chain Community - 53 eECD Use Case subscribed co's



Chemical Companies



Some new eECD subscriptions but the overall subscribed community remained stable

Transport & Logistics Companies



Cleaning Companies





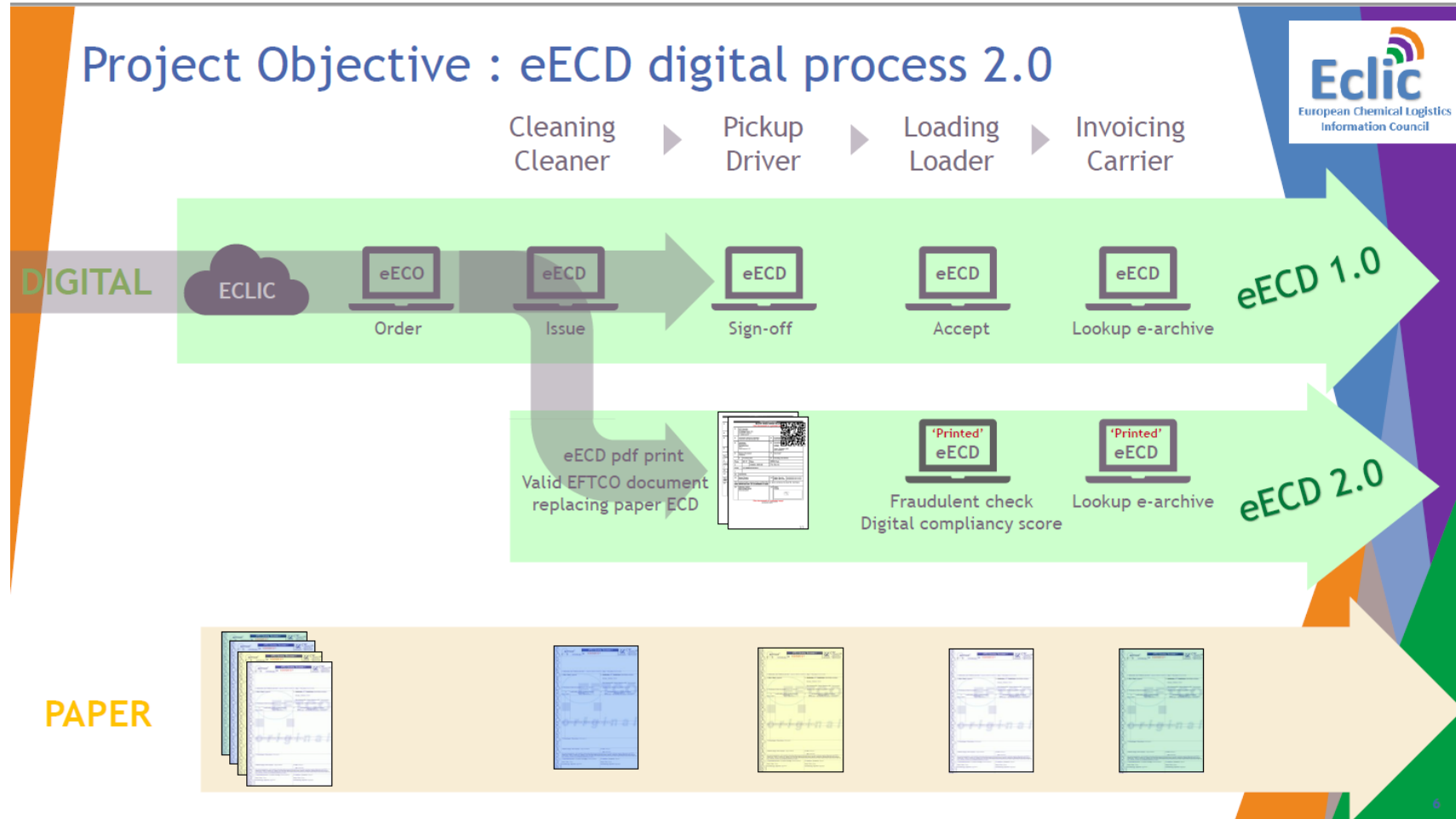
European Federation of Tank Cleaning Organisations

“electronic EFTCO Cleaning Document (eECD)”

Value of the eECD solution from a shipper point of view and that value goes way beyond the paper viewpoint itself:

- less risk for cross-contaminations and improved QA to end customers
- reduction of waiting times at “Gate check in” (pre-validation of eECD data before truck even has arrived!)
- automation and improvement of work processes and less risk of human/admin errors
- more transparency and real time visibility on the status of assigned & cleaned equipment
- auto-checks on EFTCO codes and cleaning requirements (eg polymer cleaning)
- acquire within your site logistics teams the mindset for eCMR and get ready before laws make it mandatory

“electronic EFTCO CLEANING DOCUMENT”





European Federation of Tank Cleaning Organisations

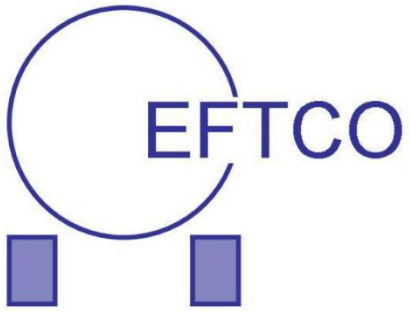
“EFTCO Food Safety and Food Defense”

No European general food cleaning guidelines

ISO 9001:2018
ISO22000:2018
Kosher
Halal
HACCP
FSSC 22000
ENFIT



EFTCO FOOD provides ONE assessments of the cleaning stations for food cleaning linked with SQAS



“EFTCO Food Assessment”

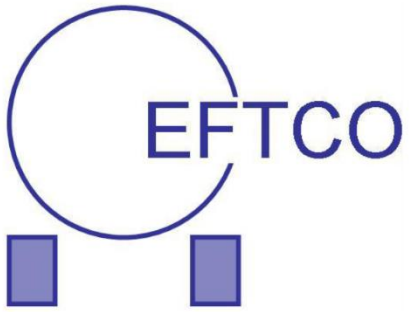
120 questions in 4 categories

Food & Safety Quality Systems
Requirements for Cleaning Stations
Work Processes
Personnel



A complete EFTCO Food Assessment consists of 3 parts

1. SQAS core with general management, quality and safety questions
2. SQAS tank cleaning with general tank cleaning questions
3. EFTCO food assessment questionnaire with food specific questions



“VISIONS”

Continue to improve cleaning quality and environment protection

Reduce accidents and event of death

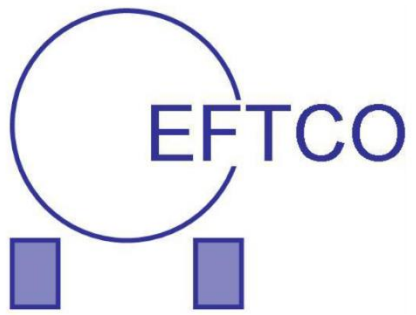
Acting as a Global Association

Cooperation with Transport companies and Chemical/Food Industry with their associations:

ECTA / CEFIC / ITCO and others

Increase process automation and digitalization of communication

Prevent ECD (eECD) fraud use – secure high standards



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www.eftco.org

Any questions?

ttclub.com

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IS MANAGED
BY **THOMAS
MILLER**



Thank you

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