



# CONTAINER OWNERS ASSOCIATION

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### **1. Introduction**

The COA enters its 3<sup>rd</sup> year with many opportunities and challenges ahead. With some 125 members, a strong Working Group programme, Members Meetings scheduled for Sydney, Paris and Dubai, and a growing role in international lobbying – much has been achieved over the first two years.

However, the COA's Board recognises that the success of the COA depends largely on the results that are achieved – in terms of promoting common standards for the industry, improving operational practices and providing a means for education and training. This is where the real attention for 2007 is being focused.

### **2. COA Technical Manager**

To achieve these objectives aims, and to better serve its members, the Board has agreed that the COA will employ a dedicated Technical Manager. The Technical Manager will be recruited as soon as possible, with a view to commencing work within the next few months.

COA Members can read more about this initiative on the Home Page of the COA website ([www.containerownersassociation.org](http://www.containerownersassociation.org))

### **3. Programme for 2007**

With a Technical Manager to ensure that Working Group activities progress and to provide a technical consultancy service to members, together with the Secretary-General (Patrick Hicks) to manage the Association; publish newsletters, press releases, etc; and organise Conferences, Exhibitions and the Website – the COA will now be in a better position to achieve its programme in 2007.

This programme consists of:

- Four active Working Groups
- Three Members Meetings during the course of 2007
- Participation in relevant international meetings and lobbying on behalf of Members
- Technical consultancy service to Members
- Education and Training through seminars and workshops
- Promotional activities at relevant conferences and exhibitions

#### **4. Members Meetings in 2007 – Sydney, Paris and Dubai**

##### ***Sydney***

Following the success of its meetings last year, the Australasian Regional Branch is now organising the first of its 2007 meetings. This will take place in Sydney, comprising a 1-day conference on **Thursday 19<sup>th</sup> April**, with a Welcome Reception on the previous evening (Wednesday 18<sup>th</sup> April). Contact Richard Sykes for further information ([Richard@scfcontainers.com.au](mailto:Richard@scfcontainers.com.au)) – more details will be published in early March.

##### ***Paris***

Dates for the 5<sup>th</sup> COA Members Meeting have now been confirmed – the meeting will take place in Paris on **Tuesday 26<sup>th</sup> and Wednesday 27<sup>th</sup> June 2007**.

The conference programme will include:

- Welcome Reception on Monday 25<sup>th</sup> June
- Keynote Presentations on the morning of Tuesday 26<sup>th</sup> June
- Parallel sessions covering Working Group developments and activities in the afternoon of Tuesday 26<sup>th</sup> June
- Evening Reception on Tuesday 26<sup>th</sup> June
- Special Sessions on Container Safety on Wednesday 27<sup>th</sup> June

Further information, together with a provisional conference programme, will be published in early March.

##### ***Dubai***

Preliminary planning is now also underway for the 6<sup>th</sup> Members Meeting – this is presently scheduled for Dubai on **Monday 29<sup>th</sup> and Tuesday 30<sup>th</sup> October 2007**.

#### **5. COA Working Group Programme for 2007**

One of the principle aims of the COA is to promote common standards for the industry. This work is carried out through a number of Working Groups. During the past two years, Working Groups have completed a number of reports and recommendations – these have been posted on the website and COA Members can access them with their own login/password details.

Current WG activity scheduled for 2007 includes the following:

##### **Container Repair**

Further details of this Working Group are outlined in the Repair WG Terms of Reference, prepared by Bill Brassington, which can be found at the end of this Newsletter

## **Container Coatings**

*Code of Practice:* Following the Container Coatings seminar in Singapore, Corrosion Specialists Lithgow Associates, who chaired and managed the seminar, were invited to develop a comprehensive “Painting Code of Practice” for the COA. Funded by sponsorship from coatings companies, the CoP will be developed so that it:

- does not increase manufacturing costs
- achieves a 10 year coating performance cycle to first maintenance
- integrates the CoP various international standards, where appropriate

The project would involve

- (i) factory/production appraisal
- (ii) producing a 1<sup>st</sup> CoP draft
- (iii) Material Testing Programme – Part 1 (Development) and Part 2 (Implementation)

The Part 1 Development would be undertaken and finalised by beginning mid-2007, so that a presentation can be made at the next Members Meeting in June.

Part 2 of the testing programme (Implementation) would involve Independent Laboratory Testing - and would be funded by individual paint suppliers.

*New Materials/Hot-Metal Spraying:* Research into the use of new materials for container coatings, and for applications of hot-metal spraying for the container business, is now under way

## **Container Flooring**

### *(a) Biocide flooring treatment*

As part of the COA’s co-operation with Ensis on the survey of biocide floor treatment, shipping lines and leasing companies have been continuing to provide samples to the COA, for subsequent inspection by Ensis. I

### *(b) Alternative materials*

The environmental issues relating to flooring are an important issue for the COA. The report on alternative flooring materials, prepared by WG leader Marc Weidemann and published mid-2006, has been well received. The COA Board is now considering the next step for this project. One option is to request feedback from companies who have results from using the latest generation of “environmentally friendly” flooring systems.

## **Containers/Flexitanks**

A proposal has been to develop a COA recommended specification for containers carrying flexitanks.

*For further information about the WGs and how to participate in them, please contact Patrick Hicks – [secretary@containerownersassociation.org](mailto:secretary@containerownersassociation.org)*

## **6. Workshop for European Intermodal Loading Units**

*The Directorate-General for Energy and Transport of European Commission organised a Workshop of Governmental and non-Governmental Experts in early February, to discuss the Proposed Directive on Intermodal Loading Units. Bill Brassington attended the meeting on behalf of the Container Owners Association:*

The European Commission's proposed Directive on Intermodal Loading Units (ILUs) provides for essential requirements in terms of security, safety, interoperability, handling, securing, strength, coding and identification of ILUs; establishes an inspection procedure for ILUs; and proposes the functional requirements of the European Intermodal Loading Unit (EILU) to:

- facilitate transshipment operations between modes by harmonising certain characteristics of the handling and securing devices of new ILUs;
- equip new ILUs with anti-intrusion devices;
- ensure a satisfactory level of maintenance of all ILUs (both swap bodies and containers) in Europe, regardless of when they were put into service;
- define the characteristics of the EILU which is a pallet-wide, reinforced, stackable swap body for intra-European traffic and utilises the maximum capacity allowed on the road (that normally constitutes part of intermodal transport operations). It would be a voluntary standard combining the volume advantages of swap bodies with rigid walls. The idea behind the EILU is not to replace ISO and other containers or swap bodies but to create a viable and feasible complement to the swap body market. Swap bodies have already been standardised by CEN and they only move in Europe. The EILU would not interfere with the circulation of containers or other types of swap bodies.

The EILU is not particularly targeted towards maritime transport but covers all modes. However, short sea shipping and inland waterways could draw clear benefits from it, for instance, by being able to penetrate the swap-body market that has so far been confined to land modes.

The EILU would also have to comply with the requirements, the conformity assessment procedures and period inspection procedures which the proposal contains for any new ILU.

The discussion at the Workshop on the Proposal regarding the following issues:

1. Standardising a rigid-walled swap body for intra-European transport - The European Intermodal Loading Unit (EILU) and its characteristics
2. Essential Requirements of intermodal loading units
3. Procedures for periodic inspection

The Workshop started with a general discussion about the concept which then progressed onto a more detailed technical discussion about specific requirements.

The conclusions of the Workshop were:

- There was not much opposition to the concept of the EILU;
- Containers used for world-wide transport operations are standardised globally (ISO). Swap bodies used for regional transport operations should be standardised regionally;
- The EILU is not meant to replace containers or swap bodies. It would be an optional standard for the European industry to take up, in the same way as the swap bodies already standardised by CEN are. The EILU should be seen as a complement to the current fleet of loading units moving around Europe;

- There has been a lot of valuable work done already by CEN with particular reference to the Design Standards for the stackable 7.45m and 45ft swapbodies;
- The Commission accepted that the use of CEN standards would be beneficial to European Directives;
- International / deep sea container requirements are not always appropriate to the EILU, therefore the stacking requirements for ISO containers may not be appropriate for European stackable swapbodies;
- There may be a requirement for a number of different standards to cater for different heights. European Directives are not able to provide for the height flexibility that international standards permit. Two heights have been discussed, the HiCube version at 2,900 mm high and a lower height of 2,670 mm;
- A width investigation was requested to identify the optimum width of the units. Perceived market forces is to push for the maximum width allowed under European road regulations, 2,550 mm (or 2,600 mm for refrigerated units), however this width then causes a conflict with the turning radius of the same road regulations. The effect of the width needs also be considered for rail and inland water ways and CEN have been asked to investigate;
- The Commission would like to consider a safety system similar to the Convention for Safe Containers for intra European units which would be self certifying in the same way as the ACEP.
- The original Directive called for all ILUs to be fitted with 'State of the Art' security. The Workshop agreed that building in security devices into the directives would not be beneficial to the industry and that the Commission would wait for International or European regulations and/or standards to be developed and thereafter review their position;
- There was some discussion at the end of the meeting about the term “European Intermodal Loading Units”, as it was felt that could be used to define semi trailers, too, which clearly do not satisfy the multimodal and stackable requirements of the proposed European unit.

## **7. Fitz’s Atlas of Coating Defects – COA Members Discount**

Fitz's Atlas of Coating Defects is a 200 page, pocket-sized ring binder including more than 190 illustrations to provide the most comprehensive visual guide to coating and surface defects.

Normally retailing at £125 per copy, the COA is able (through Lithgow Associates, a COA member) to offer a special discounted price to COA members of £100 per copy + postage. Over 2500 copies of the Atlas have been sold worldwide. Further information on the book can be found on: <http://www.mpigroup.co.uk/fitzs-atlas.asp>

Companies wishing to order a copy should contact the COA Secretariat.

## **8. Further Information**

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

# Repair Coding and Standard Repair Times Working Group

## *Terms of Reference*

### Introduction

At the last Members Meeting in Singapore in November 2006, it was agreed that Working Group responsible for Repair Standards would develop Standard Repair Times (SRT) for container repairs. The discussion recognised that there were numerous combinations and that to provide a SRT for each would be extremely time consuming and would probably produce combinations that were either never or were infrequently used.

Therefore these Terms of Reference have been developed to describe the planned work.

### Initial Investigation

Members will have a tariff of their normal repair times and may be associated with a Maximum Allowed Hour schedule (MAH).

These often are quite extensive to cater for all eventualities and sometimes use codes that have been developed by the Member to uniquely identify a particular repair. Bringing all of these together would build a very extensive and complicated matrix. Therefore the focus of this Working Group should be on those repairs that contribute the majority of the repairs actually completed. The Table below shows an example of the top repairs actually carried out:

Component	Repair	%age of Total
Markings Single Digit	Replace	8.81%
Markings, Other	Remove	7.57%
Panel - Steel Corrugated	Patch	7.54%
Flooring, Plywood Plank	Section	5.80%
Cross Member Assembly	Insert	5.68%
Markings, Other	Remove	5.16%
Flooring, Plywood Plank	Water Wash	4.74%
Serial Number & Checkdigit	Replace	4.73%
Rail - Assembly	Insert	3.39%
Flooring, Plywood Plank	Resecure	3.13%
Door Stiffeners-Center Line Edge	Insert	3.12%
Gasket Assembly	Section	2.97%
Exterior Refurbishment - Sides & Underside #	Partial Refurbishment	2.95%
Header Extension	Insert	2.41%
Rail - Doubling Plate	Replace	2.36%
Panel Assembly	Patch	2.30%
Panel Assembly	Patch	2.29%
Cross Member Assembly	Replace	2.15%
Panel Assembly	Insert	2.11%
Rail - Assembly	Insert	1.96%
Rail Cone Protector Recess	Replace	1.68%
Interior Refurbishment - Complete #	Partial Refurbishment	1.24%
Door Stiffeners-Bottom Edge	Section	1.15%
Door Complete, w/o Hardware	Surface Preparation	1.14%

Each of these lines may have associated ISO component, damage and repair codes for example PSC (Panel Steel Corrugated), HO (Holed) PT (Patch). However the table below shows all the components that relate to Panels.

PAA	Panel Assembly
PAF	Panel Frame
PAL	Panel - Aluminium
PAS	Panel - Outer - Stainless Steel
PAT	Panel Transverse Section
PBH	Panel - Behind Hinge
PAA	Panel Assembly
PAF	Panel Frame
PAL	Panel - Aluminium
PAS	Panel - Outer - Stainless Steel
PAT	Panel Transverse Section
PBH	Panel - Behind Hinge
PBK	Bulkhead
PEP	Panel Edge Profile
PFX	Panel - Fixing Strip
PIC	Panel Inner Cladding
PIN	Side Panel Assembly - Interior - Stainless Steel
PIP	Panel - Inner Face
PIS	Panel-Internal Stiffener
PJC	Panel-Joint Capping
PJP	Panel-Joint Profile
POP	Panel - Outer Face
POS	Panel - Outer - Muffler Grade Steel #
PPM	Panel - Plymetal
PPW	Panel - Plywood Lining
PRV	Panel Assembly - Rivet / Fixing
PSC	Panel - Steel Corrugated
PSF	Flat Steel Panel
PST	Panel Assembly - Steel

The IICL produced a Technical Bulletin in February 2003 entitled *Preferred Electronic Data Interchange Standards (EDIS) for the Container Industry*. Within that document the number of codes was rationalised into a number of preferred codes and for the Side Wall these were:

PUP	Bottom Rail – Doubler Plate
RLF	Bottom Rail – Lower Flange
RUF	Bottom Rail – Upper Flange
DRT	Door Holdback Retainer
PAA	Panels
RLG	Rail Reinforce Gusset – Top and Bottom
RLA	Rails – Top and Bottom
VRA	Ventilator Assembly

The reduced number of component codes described by the IICL may be seen as restricting, however with the proposed extension to the location codes, a single component code for steel corrugated panels may be acceptable.

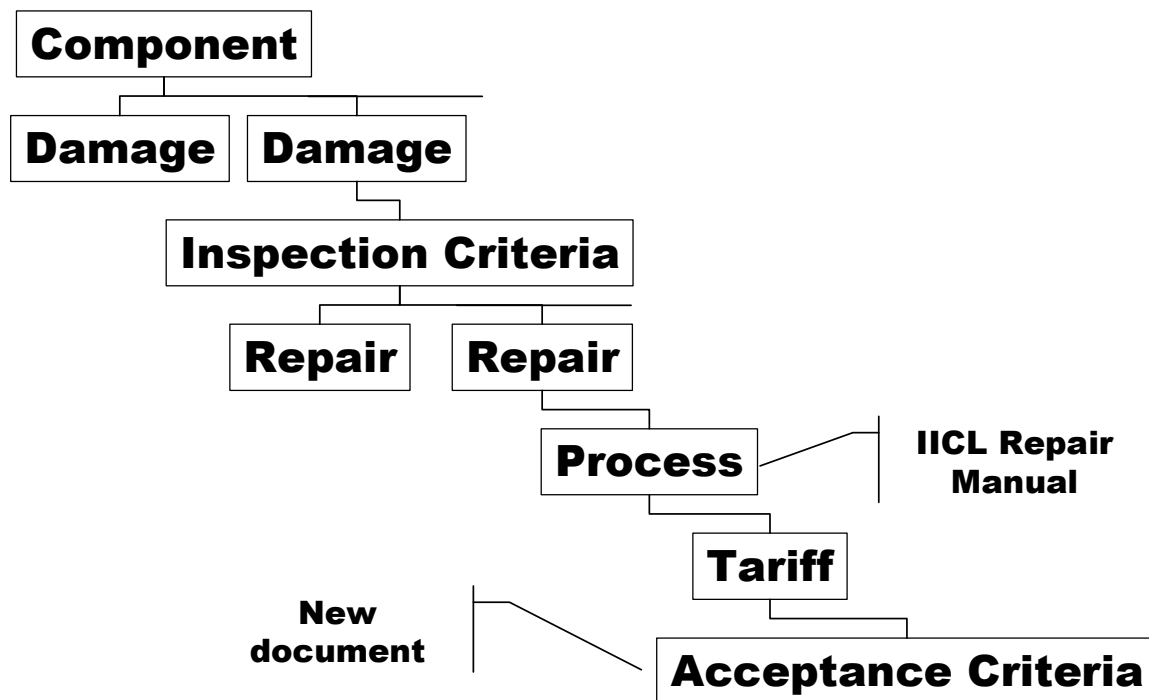
Therefore the initial investigation would be to gather as much data from the Members relating to those component and repair code combinations that they regularly use.

### Repair Combinations

Once the most frequent repairs have been identified, it will be able to start to build a matrix of the component, the likely damages that they could be subjected to, which in turn will require an Inspection Criteria which may lead to a repair.

Each component at given locations that have been damaged and found to require repair will then require a method for that repair. The COA has already endorsed the IICL *Repair Manual for Steel Freight Containers (fifth edition)* which has descriptions for the major repair types. For example Section 6.4 describes Panel Inserting or Patching. That repair process would then require a SRT which would be based on the times used by Members.

## Repair Standards



The diagram above shows the hierarchy for the matrix, each component may have a number of possible damages, which in turn may require repair as it exceeds the maximum damage allowed using the repair inspection criteria.

Any particular damage which has been identified for repair may have one or more different repair options, each having a written process or procedure and a Standard Repair Time.

The last element of the matrix is an Acceptance Criteria against which the repairer can be measured for compliance / quality if required.

**Action**

Members are invited to send their top 50 repair combinations each showing the component, the repair and the damage if known. Ideally these should be in ISO format, but text would be satisfactory. Also Members are requested to provide their MAH for each repair lines showing any difference between first and subsequent repair.

It is hoped that the data on top 50 repair line combinations will be sent to the COA by the end of March so a draft of the matrix can be circulated to members of the Working Party so that a draft of the Matrix could be presented to the Members Meeting in June.

Members how would like to participate with this Working Group notifies the Secretariat by the end of February.

*Bill Brassington  
9<sup>th</sup> February 2007*