

Dear Customer,

Since the early 2000's, ICO, together with the competent authorities and the support of the relevant parties, has always actively participated in the improvement of these traffic flows and has given its unconditional cooperation in combating illegal practices related to the shipments of hazardous waste to foreign destinations.

We check on behalf of the sea carrier and in accordance with Article 4.9.4 of the port police regulation whether all vehicles and in particular all second-hand vehicles meet the latest conditions set by the harbormaster's office. This concerns an external visual check of the condition of the vehicle, the presence and location of the additional cargo in accordance with the category of the vehicle, the seaworthiness of these second-hand vehicles, whether or not including (permitted) cargo in consultation with the cargo sea carrier appointed Supercargo, as well as outwardly visible prohibited / polluting goods.

It is not our task or duty to open used vehicles, perform a detailed payload inspection for closed big vans / trucks and check for contents for non-compliant payloads. The detailed inspection is and remains the task of the competent inspection services.

As we have been applying very strict controls on these features for some time now, we experienced very little violations or rejected vehicles. Thanks to your cooperation, the final customers and/or owners of these vehicles understood that we cannot tolerate such violations.

We facilitate the temporary storage of goods on the quay for export (transit) for shippers / forwarders and load these goods on RO/RO ships on behalf of sea carriers according to strict rules (Harbor Master procedures, Federal Government for Customs and Environmental services). Ultimately, it is the owner of the additional cargo/vehicle, whether or not through a Shipper, who decides which vehicles and/or additional cargo he wishes to export together with the second-hand vehicle. The shipper is expected to know which conditions and legislation apply and which procedures must be followed.

The various competent authorities have announced several times that more controls will be carried out on illegal shipments, both on container and RORO shipments, and have urged all terminal operators to implement a plan of action that will offer sufficient guarantees. The efficiency of the checks based on correct risk analyzes can only be increased within the legal framework by implementing digital notifications, the so-called WTD for all transports ("Waste" Transport Declaration) or ATD in official publications.

In order to put this into good order and after consultation with the sector, ICO has decided to require a specific packing list after a running-in period for **cargo delivery as from 01/05/2021** for the most sensitive (additional) cargo types (EVOA). This implicates that all parties will be requested to fill in the necessary information in a specific format at the pre-notification.

Moreover, in accordance with environmental laws in place, much more emphasis will be placed on the correct separation between the various electrical devices in general, read between potentially reusable devices and non-reusable, so called WEEE in particular (Waste from Electrical and Electronic Equipment). Potentially reusable WEEE devices must be prepared for reutilization by a recognized recycling center and

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provided with a unique identification code, meaning that every device must be inspected and tested for reusability, whether or not after repair.

This statement "under honor" given for all trucks, trailers and big-vans with additional cargo (17 characters) will be uploaded in the ICO TOS application and remain available to facilitate possible verification. At the request of the FOD authorities (VMM / OVAM / EVOA), this information will have to be submitted in their drop box.

The purpose of these procedures remains to "physically" accompany the entire journey and to perform more risk-based checks without causing unnecessary delay / blocking of shipments.

Under no circumstances will ICO perform more checks itself and/or assume any form of responsibility.

Thank you in advance for your cooperation to guarantee these shipments accordingly.

The direction

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