

ICEFAT NEWS

NEWSLETTER FROM ICEFAT NO 2 – 2004 HIGHEST STANDARDS IN FINE ART SHIPPING

“DON'T UNDERESTIMATE OUR LEVELS OF EXPERIENCE AND PROFESSIONALISM”



ANNA HAYES, SENIOR EXHIBITIONS REGISTRAR AT ART GALLERY OF NEW SOUTH WALES WITH HER COLLEAGUES AT THE AGNSW REGISTRATION STAFF. FROM LEFT EMMA SMITH, ANNA HAYES, PETER DUGGAN, CHARLOTTE DAVY AND CHARLOTTE COX.

ICEFAT News talks to Anna Hayes, Senior Exhibitions Registrar at Art Gallery of New South Wales, Australia, about fine art transports down under.

“What are the typical aspects of fine art shipping to Australia?”

Arranging exhibitions and loans from Australia involves substantial foresight and careful planning. It is a complex and rela-

tively expensive business to ship such long distances, so courier and shipment consolidation is vital for the success of our exhibitions. Because of this our registrars will often work directly with the lending institution rather than through the nominated freight agent.

As there are few direct cargo flights into the major Australian cities trans-shipping is frequently a hallmark of our shipments. Trans-shipping is often an area of concern of lenders to Australia. We therefore must rely on agents professionalism and experience during these stopovers.

DEAR MEMBERS AND COLLEAGUES, SPRING INVITES ANOTHER ISSUE OF THE ICEFAT NEWS.

This is an exciting time for our organization and here are a few of the highlights.

ICEFAT was pleased to be the sponsor/host of the Opening Cocktail Reception of the First International Registrar's Symposium held in New Orleans. There was plenty of Creole Cookin' and N'awlins entertainment. By all accounts a good time was had by everyone who attended. A BIG -THANK YOU - is in order for those members who put in so much effort in planning this event. It was a night to remember.

For those who stayed on to attend the AAM Convention, ICEFAT and it's members welcomed all AAM delegates to this important conference for the second year. The exhibit hall was open daily from Friday May 7 to Sunday May 9 and I am glad to see that so many members took this opportunity to meet with colleagues and network with friends as they visited our booth.

ICEFAT has purchased new software and has implemented a new list serve system that has all but eliminated the transmission of virus infected messages through our communication centre. This new system is working so well that ICEFAT has been approached and agreed to lend this technology to our colleagues at PACIN (Packing And Crating Information Network). For those who may not be familiar with this organization you

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VISIT WWW.ICEFAT.ORG WHEN YOU NEED SAFE FINE ART TRANSPORT

At the Art Gallery of New South Wales we are very lucky to have an extraordinary state indemnity scheme called the NSW Treasury Managed Fund. It is a self insurance scheme that pools the contributions from member agencies and is managed by the GIO for the NSW State Treasury. It provides a comprehensive cover that can include war and terrorism risks. Other Australian museums also have access to other state and national indemnity schemes.

What problems do you have getting people to agree to loans? Is it because of the distance between Australia and Europe/USA?

The distance between Australia and the main museums in the Northern Hemisphere is certainly a challenge when negotiating sensitive loans. However, we are blessed with a charismatic director who has the ability to either directly inspire museums to lend or to bring together a powerful committee to negotiate loans on our behalf. Furthermore our unspoilt record of caring for rare and valuable loans ensures that our loan requests are looked upon favorably.

What are the conditions in Australia regarding transports, security, distances?

The major Australian art freight companies are highly experienced and have air-ride, climate controlled trucks. These trucks are equipped with GPS Tracking and have a registered sleeping cabin for distances that take more than a day to complete. The climate controlled facility is used on all journeys containing valua-

ble art work.

Shipments are usually accompanied by a courier overseeing the long journey between major cities. For example, the distance from Sydney to Melbourne is approximately 1,000km whilst the distance from Sydney to Perth is about 4,000km

For valuable shipments we can contract security escorts to accompany the trucks to their destination

The Art Gallery of New South Wales is equipped with the highest level of electronic security systems as well as 24hours security guards.

What kind of exhibitions are most common to borrow from abroad?

About 6 years ago the AGNSW made a commitment to focus on creating our own exhibitions and to not rely on picking up touring shows. We wanted to raise the quality and relevance of the shows we offered our audiences. It was a fantastic challenge and the results have been impressive. Recent exhibitions have been: Classic Cezanne, Buddha and Papunya Tula. However, we do also borrow significant touring exhibitions such as the Dead Sea Scrolls.

Your personal advice to museums and transporters who want to work with Australian museums and exhibitors.

My advice to other museums and transporters would be to not underestimate our levels of experience and professionalism, and to always feel free to ask us for any information you may require.

can find out more by visiting their website at www.pacin.org

The organization of ICEFAT's 28th Annual Convention to be held in Barcelona is well underway. We expect this convention will draw the largest attendance we have seen in the last few years. Barcelona's temperate climate should produce a warm and pleasant environment for the sharing of ideas and fostering the friendships that ICEFAT has become synonymous with.

Following on the heels of our convention I can report that discussions are moving well with the organizers of the European Registrars Committee as we finalize plans to host an event at their convention in Wolfsburg Germany on November 15 and 16, 2004.

And finally.... as interest grows in our organization, so does the number of companies who would like to become members of ICEFAT. Shortly after the New Orleans convention, the membership committee through the steering committee will be submitting, for your consideration, a list of applicants who have completed the application process. We look forward to welcoming new qualified professionals into our organization.

Wishing everyone a joyous spring and summer,

*Mark Starling
ICEFAT Chairperson*

ICEFAT IN BARCELONA

The 28th ICEFAT Convention will be held in Barcelona from September 30 to October 3, 2004.

In the evening of Thursday, September 30, ICEFAT Members from all over the world will gather at the elegant Hotel Majestic for a few days of meetings and

discussions.

The Convention program will also include time and space to strengthen or renew long-lasting business and friendly relationships.

So, mark the dates in your calendar to make sure that you won't miss this event in exciting Barcelona! Invitations will be mailed in June, 2004 with a registration deadline of August 15.



"A FINE ART TRANSPORTER MUST NEVER BE SURPRISED"

So says Dr. Bo Wingren, museum man and curator. He has tremendous experience both of exhibition work and public art in Sweden and also France.

With big exhibitions, the organizer must ensure that they satisfy the requirements of each lender in regard to professional handling, climate, security, alarm systems and transportation. According to Bo Wingren, a transporter must be attentive to such requirements, and be very familiar with the procedures applying in each individual case.

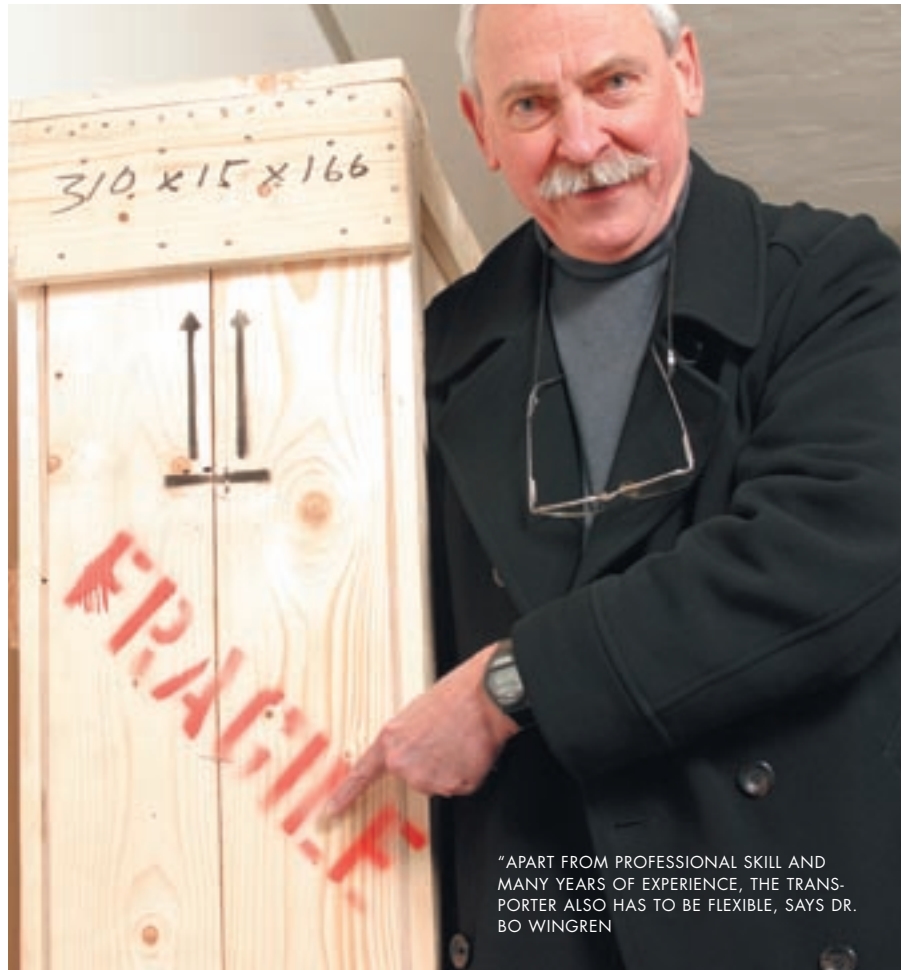
This is what defines the transporter's professional quality. No element in the process must come as a surprise.

"Apart from professional skill and many years of experience, the transporter also has to be flexible, and able to work with others involved in the same province. Some museums insist on using their favourite transporter, with whom the chief transporter has to collaborate."

REQUIREMENTS HAVE SHARPENED

International standards for handling fine art works have been tightened over the past 20-30 years, above all in the USA and Northern Europe, according to Bo Wingren. Today's conservators have thorough training in the care, maintenance and handling of artworks of various media. Not all museums have access to their own conservators, but have to turn to larger institutions or independent experts.

It is the responsibility of the borrowing museum management and exhibition supervisor to ensure that a conservator is involved in planning of an exhibition, and is then present for packing up, unpacking and monitoring of conditions etc. This work need to be carefully planned so that Lenders couriers – who will be travelling in – and Borrowers conservators can all work together in situ.



"APART FROM PROFESSIONAL SKILL AND MANY YEARS OF EXPERIENCE, THE TRANSPORTER ALSO HAS TO BE FLEXIBLE, SAYS DR. BO WINGREN

PICASSO IN SWEDEN

Bo Wingren started freelancing as an exhibition curator a few years ago, when he retired from his job as office manager at the Stockholm Arts Council.

In Spring 2003, the exhibition "Picasso in public spaces" was inaugurated at Kristinehamn Art Museum. The exhibition was planned to draw attention to one of Picasso's very largest public sculptures.

"It's not a large museum, but very nice and energetic, with lots of ambition. To manage a big international exhibition of this calibre required professional outside help." Bo Wingren was asked to supervise the exhibition.

Two or three years of preparations are needed for a huge project worth millions like this. It's a question of locating inter-

esting artworks, starting negotiations in good time with lenders, making a realistic budget, arranging insurance matters, planning transportation and exhibition arrangements.

Together with the museum management, Bo planned the exhibition and went through the technical and financial requirements for the project. This was a major undertaking for Kristinehamn Art Museum: stringent security requirements, climate control, high costs for transportation, couriers, insurance etc.

"We had experts from the Swedish National Museum looking at security, we consulted conservators on handling and climate, and experts on exhibition equipment, and so on. We were loaning items of great value from museums and private collectors all over Europe."

IMPROVING SAFETY ON EUROPE'S ROADS

To maximise safety, both for valuable artworks being transported and for drivers, leading ICEFAT members are investing in a number of new safety features in lorries.

Although art transport is not a common target for robbery on European roads, the problem does exist. The risk of attack on lorry drivers, targeting their personal accessories, has increased.

Therefore both transport companies and lorry manufacturers are investing in improving personal protection and in ensuring that police increase their vigilance around service stations and rest areas. The German police, for instance, have increased their monitoring levels over the past years, which has led to considerably fewer robberies and attacks there.

ICEFAT members MTAB have installed break-in alarms, attack alarms, gas alarms and portable personal alarms, as well as GPS monitoring, in all their vehicles. The MTAB control centre has full sight of where its vehicles are. This has meant significant increases in safety both for drivers and cargos. The attack alarm is connected directly to alarm centres via



the international security firm Securitas.

Lorry manufacturer Scania has developed an internet based Fleet Management Portal. Functions it offers include tracking, zone alarms, message functions, positioning and vehicle data. The driver has access to data during the journey – offering positioning, alarm, personal attack alarm, route planning, journey time, message functions and integrated GSM telephone with handsfree.

SAFE TRANSPORT

GPS positioning and GSM communications mean that a transport company or an alarm centre can follow its vehicles to within a few metres across Europe, and the possibility exists of extending this across the whole world. Vehicles can be followed using a digital map, and, for instance, the switching on and off of alarms can be controlled remotely.

The transport company faxes or e-mails information on current transports, for instance from Berlin to Madrid. The driver

loads the cargo and rings the alarm centre to test the attack alarm. Then the alarm centre is requested to connect the break-in alarm. If all goes well during the journey, the transport arrives in Madrid, where the driver again contacts the alarm centre to request disconnection of the break-in alarm. Before the operator disconnects the alarm, the position is checked in case of discrepancies – in other words, to ensure that the driver is not under duress, away from the terminal area.

SUGGESTIONS FOR SAFER TRANSPORTS IN EUROPE

- Arrange secure, manned and/or fenced-in parking and rest areas.
- Design and approve standardised gas alarm for lorries.
- Develop secure lock systems for doors.
- Draw up harmonised rules and regulations within EU.
- Develop position determining system with alarm facilities and alarm centres.



GAS ALARMS, BREAK-IN ALARMS, ATTACK ALARMS AND ENHANCED GPS MONITORING VIA INTERNET IMPROVE SAFETY FOR DRIVER AND CARGO.



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