

# ICEFAT NEWS

NEWSLETTER FROM ICEFAT NO 1 – 2006 HIGHEST STANDARDS IN FINE ART SHIPPING

## NO ESCORT TO AEROPLANES

When a museum or gallery asks for airport supervision, they usually expect their chosen agents to be able to escort their cases to the aeroplane door. The reality is that this kind of service has become increasingly difficult and in some cases impossible to arrange.

Security procedures have been increasing in leaps and bounds since 1988, when a Pan Am flight was targeted by terrorists and exploded in mid-air above Lockerbie in Scotland. The source of the explosion was discovered to be a suitcase in the cargo hold, which had managed to slip through the security net. Ever since then cargo has been subjected to careful scrutiny.

### DIFFERENT PROCEDURES

The difficulty when arranging witness loads for valuable and fragile artworks is not only that each airline seems to have completely different procedures, but that those procedures can also vary from airport to airport, even when dealing with large airlines with an international presence.

Some key factors in whether agents are granted airside access are:

- Local regulations. In the UK, agents are not allowed to accompany a case all the way onto an aircraft unless they have an airside pass. In order to obtain an airside pass, an agent must be security vetted and have been authorised to carry a pass. There is no official limit to the number of passes which a company may apply for, but in practice airside passes are rationed.
- The size of the airport. Larger airports are more likely to consider themselves as being at risk and are therefore more



## MESSAGE FROM THE CHAIR

Dear Friends and Colleagues, I am pleased to report that this year's convention in Singapore was another "overwhelming" success. Thanks to all sub committee members who worked so diligently during the year. And "thank you" to our hosts Dick Chia and Ida Ng (Helu-trans) for all their efforts in arranging an excellent program, one which I am sure will not soon be forgotten.

The format of the conference marked a departure from previous years as the sub committees all worked hard to develop and achieve a firm procedural footing for ICEFAT to move forward on. This allowed the Steering Committee the opportunity to invite a guest speaker from China. Professor Victoria Lu, Artistic Director of Bund 18 Creative Center in Shanghai and a Professor at several institutions, gave us a first hand look at the vibrant and bountiful contemporary art community in China.



CONT. P2

CONT. P2

French masters...

cautious about granting airside access. Smaller airports have the luxury of knowing the few freight agents who visit them by sight, while the largest airports have hundreds of agents working on site every day. Even with an airside pass, airside access is not guaranteed at all airports.

- The location of the airline's warehouses. Some airlines allow agents and



couriers to witness the palletisation of cases; but only by prior arrangement and only if their warehouse is located within the airport. Agents in the UK have been refused access to airline warehouses purely because the warehouse was located outside of the airport perimeter.

- The types of aircraft in an airline's fleet. If your cases have been booked onto a flight which happens to be a freighter aircraft, couriers may not be allowed to accompany them and airside access is more likely to be denied.
- The airline's normal loading procedures. Some airlines have automated warehouses for the loading of cargo and to them even a simple witness

load is a nuisance. On many occasions agents have had to pay for an entire pallet just for the privilege of witnessing the loading of one case. Another problem with using airlines who usually use automated warehouses is that they will not allow anyone into the warehouse itself. The best that an agent can hope for is to be allowed to watch their shipment being loaded on CCTV in a separate room, which really does not compensate for the lack of airside access.

As the world changes so does the ability of your art logistics agent to obtain airline warehouse and tarmac access.

By Val Cox, Martinspeed, UK and Tim Lock, Gander & White, UK

From the chairman...

In addition, Ms. Lu offered some excellent insights into the challenges working within this emerging market from both a transportation and Museumological standpoint. The Steering Committee thanks Ms. Lu for her presentation and looks forward to expanding this part of the program during next year's convention in Istanbul.

As happens every year, ICEFAT welcomed many new member companies to our annual conference, extending coverage in existing markets and expanding our member base in new geographical locations. In this and upcoming issues you will be able to find out more information about these fine companies.

I would be remiss if I did not once again thank Ms. Marianne Honders, our tireless Secretary General, for her outstanding efforts, not only during the convention but throughout the year. She truly is the glue that binds our organization together.

In closing, I would like to send friends, colleagues, clients and associates, the best wishes for the coming year. May our "collective consciousness" be focussed on bringing Peace to all, throughout the world.

Mark Starling,  
ICEFAT Chair

## FACTS ABOUT BUDDHAS FROM THAILAND

Buddha images\* are forbidden to be taken out of the Kingdom of Thailand without a license. Newly cast complete Buddha Images can be exported for worship, cultural exchange or educational purposes with Licenses issued by the Fine Arts Department. Not more than five pieces per person shall be allowed.

Reproductions of antiquities can also be exported with licenses. Please allow four working days for license issuing process. Here are the procedures to obtain a license for export of antiquities or Buddha images.

Bring the following documents:

- the application form
  - two copies of front view photograph of the object(s)
  - a photocopy of the applicant's passport
- You can apply for a license at any of the following Places:
- Office of Archaeology and National Museums, Bangkok
  - Chiang Mai National Museum, Chiang Mai
  - Songkhla National Museum, Songkhla
  - Thalang National Museum, Phuket



(\*Bodhisattva images of related fragments a part of ancient Monuments and Prehistoric objects)

Information from S. TEERAWIT  
Director Trans-Link Global Relocation  
Specialist

# ICEFAT CONVENTION IN SINGAPORE

One of the benefits of being an ICEFAT member is attending our annual Convention held in countries around the world. This perk enables our employees, engaged in international shipping of art and exhibitions, to learn first hand the cultural nuances and business norms of their partner companies.



The 29th ICEFAT convention was hosted in late September by Helutrans, in Singapore. Any impressions that Singapore remained a quaint colonial outpost were to be quickly dispelled. Singapore is a vibrant modern city, with a diverse, sophisticated, and most importantly, a courteous populace. It is also an economic powerhouse. Its Ports are packed with container ships,

it's people hardworking and productive. Businesses large and small were in evidence everywhere, as were the excellent food venues.

There seemed to be no such thing as a bad meal in Singapore. The city streets are lined with overarching trees that effectively screen out the surrounding high rise architecture of office buildings and apartments.

The beautifully maintained landscaping gives the impression of driving through continuous parkland.

Among the highlights of the convention was an evening reception, hosted by Dick Chia and Ida Ng of Helutrans, at the Singapore Art Museum, a beautifully designed contemporary structure. Excursions took ICEFAT delegates to the stunning Orchid Gardens, Indian and Chinese temples and finally, to the historic Raffles Hotel. ICEFAT also had prestigious visitors. International Art Services, of Australia, generously sponsored the participation of a contingent of Australian Registrars to our convention. This enabled the Registrars to meet our delegates and to see first hand the importance of ICEFAT in the art and exhibition shipping business.

## ART ECONOMICS

ICEFAT also welcomed Professor Victoria Lu, the Artistic Director of "Bund 18 Creative Center", Shanghai China. Ms. Lu gave an informative lecture on art economics in the new China. She showed examples of the diverse art being created by a new wave of Chinese artists and discussed their impact on the international art sales market. She also said that many new museums were under construction or planning in China.

ICEFAT members may find additional information concerning the Singapore convention in Marianne's report, which is included in the Members area of the ICEFAT website.

We are looking forward to our next convention in Istanbul, Turkey.

*Bryan Cooke*

## HELPFUL EXPERIENCE

It was a great privilege to be invited to meet with many professional shipping agents from around the world at the ICEFAT Conference in Singapore. I found it very valuable to meet face to face with the representatives of companies my Gallery had used in the past but never had the prior opportunity to meet. It was great to be reassured that my concerns as a Registrar in shipping works were also very much the concerns of the Agents. The ability to discuss a wide range of issues

from tarmac access to new packaging materials was also very beneficial and informative. It was fantastic to see first hand the relationships and cooperation that exists between the agents. It was a very helpful and worthwhile experience to be able to participate in the ICEFAT activities and I sincerely hope this opportunity is afforded to other non-members in the future.

*Jan Robison*



JAN ROBISON, REGISTRAR, ART GALLERY OF SOUTH AUSTRALIA, ADELAIDE, AND JAY MILLER, ASSISTANT COLLECTIONS MANAGER, IAN POTTER MUSEUM OF ART, MELBOURNE.

# ALL FREIGHTERS ARE NOT THE SAME

There is often the need to use freighter airline services to carry oversize crates but beware – not all freighters are the same!

A freighter is not just a freighter. There are a variety of aircraft used as freighters and they are all different.

Currently there are two main types of freighter aircraft being used by commercial airlines – the 747 Freighter and the MD11 Freighter and the introduction of the Airbus A-380 may add a third aircraft to the list. The capacity of the two aircraft currently in service is dramatically different.

The 747 Freighter and the 747 Combi has an upper deck door opening of 120 inches / 304 cm and lower deck of 64 inches / 163 cm.

The MD-11 has an upper deck door opening of only 96 inches/244 CMS. That is 24 inches / 60 cm lower than the 747 and does not allow access for many

larger crates.

The 747s have been the main freighter aircraft for most commercial airlines for many years. Unfortunately the 747 does not always compare favourably with the MD-11 when considering fuel efficiency and load capacity. With the increase in world fuel prices many airlines are down-sizing to MD-11's.

## COURIERS

On a related note, Couriers may not be able to travel on MD-11 aircraft due to space restrictions – so the change from 747

Freighters to MD-11 freighters will impact on the ability to have Couriers travel on the same flight as your precious cargo.

Your agent may book your shipments well in advance but it is important to check a couple of weeks before the flight to make sure there is no aircraft change. They will double check again closer to the flight date to ensure that the aircraft is able to handle your cargo. Late changes can be costly and embarrassing – but they are out of your agent's control !

*Mike Andrel @ Barthco.*



## COMBI-FACTS

The 747-COMBI is capable of providing both passenger and freighter services. It is fitted with passenger seats but has a large side-cargo door behind the left wing plus equipment that can remove passenger seats and install cargo tracks – so the airline has the option of carrying containerized cargo on the main deck behind the passenger section. A locked partition separates the passenger compartment from the cargo area.

## NEW MEMBERS

### USA

Stebich Ridder International, Inc (SRI) was co-founded by Oliver Stebich and Katrin Ridder 4 years ago, with the mission of providing museum-quality, global fine art services-transportation, international storage, crating and exhibition services for museums, galleries, auction houses and private collectors.



SRI's transportation department offers a full

range of local and national services for projects ranging from a single piece to complex museum exhibitions. SRI has climate controlled air-ride trucks operated by professional art handlers. SRI also offers custom designed crates and their storage facility offers secure and confidential short-and long-term storage.

### Chile

DECAPACK was founded in 1942 by Mr. Carlos Stein in Santiago Chile. Mr. Mario Stein is the current President of Decapack, which has 122 employees, 10 trucks and 5890 m2 of warehousing. Their crating shop is 150 m2 and with 9 employees. Decapack's primary business is ocean freight forwarding. Their total

2004 revenues exceeded 136 Million USD. Decapack's General Operations Manager is Jorge Villalobos. The Manager of the Fine Art Department is Alicia Mayer who has 2 assistants. Decapack has 52 employees involved in warehousing, trucking and packing activities. Many of these are long term employees who are experienced fine art handlers and who receive special training. Decapack's clients include the National Museum of Fine Arts, Foundation Bank of Boston, Malborough Gallery, Embassies of France, Spain and England, etc.



## CONTACT INFORMATION

You can contact the organization or steering committee  
P.O Box 94, 2120AB Bennebroek, the Netherlands  
Telephone: +31 23 584 9639. Fax: +31 23 584 1236  
E-mail: General Information: icefat@igr.nl

## ICEFAT NEWS

Production: IFK Media AB, info@ifkmedia.se