



The logistics industry

– A partner in

Responsible Care

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AIMS AND OBJECTIVES

- ECTA develops Best Practices in the transport logistics, tank cleaning and warehousing activities of chemical goods in Europe.
- ECTA was the first association to launch a European wide Responsible Care program in the logistics and associated sectors.
- ECTA exchanges information on its activities with its members and stakeholders in the chemical industry in an open and transparent manner.

WORKING GROUPS

Working Group activities increased during 2013 into 2014, resulting in a number of best practice guidelines being developed and issued:

- Un/Loading and BBS
- BBS Safe driving of road vehicles
- Silo Tank tipping
- Rotary Valve use/cleaning
- Working at Height

FUTURE TRANSPORT AND RESPONSIBLE CARE SCENARIO WITHIN EUROPE:

- Increased legislation
- New reporting requirements EN 16258
- French decree on recording of emissions
- Potential for further increased Carbon taxes
- Transport Industry feels under extreme pressure due to:
 - Political and Society pressure
 - Pressure due to lack of investment in InterModality infrastructure
 - Lack of joined up thinking on InterModal movements
 - Re-Monopolisation of Rail Infrastructure
 - Perception by the general public as being: polluters of the atmosphere

Responsible Care

Joining ECTA Responsible Care means implement RC principles into company strategy, management systems and daily operations. Chemicals Transport Companies joining the ECTA RC program are required to commit to:

- Continuously improve the HSSE-Q and CSR performance
- Ensure that proper care is taken to protect the safety and health of all people involved
- Minimize the environmental impact
- Use resources and fuel efficiently and minimize waste
- Collect data and report openly on their performance, achievements and shortcomings
- Listen, engage and work with people to understand and address their concerns and expectations

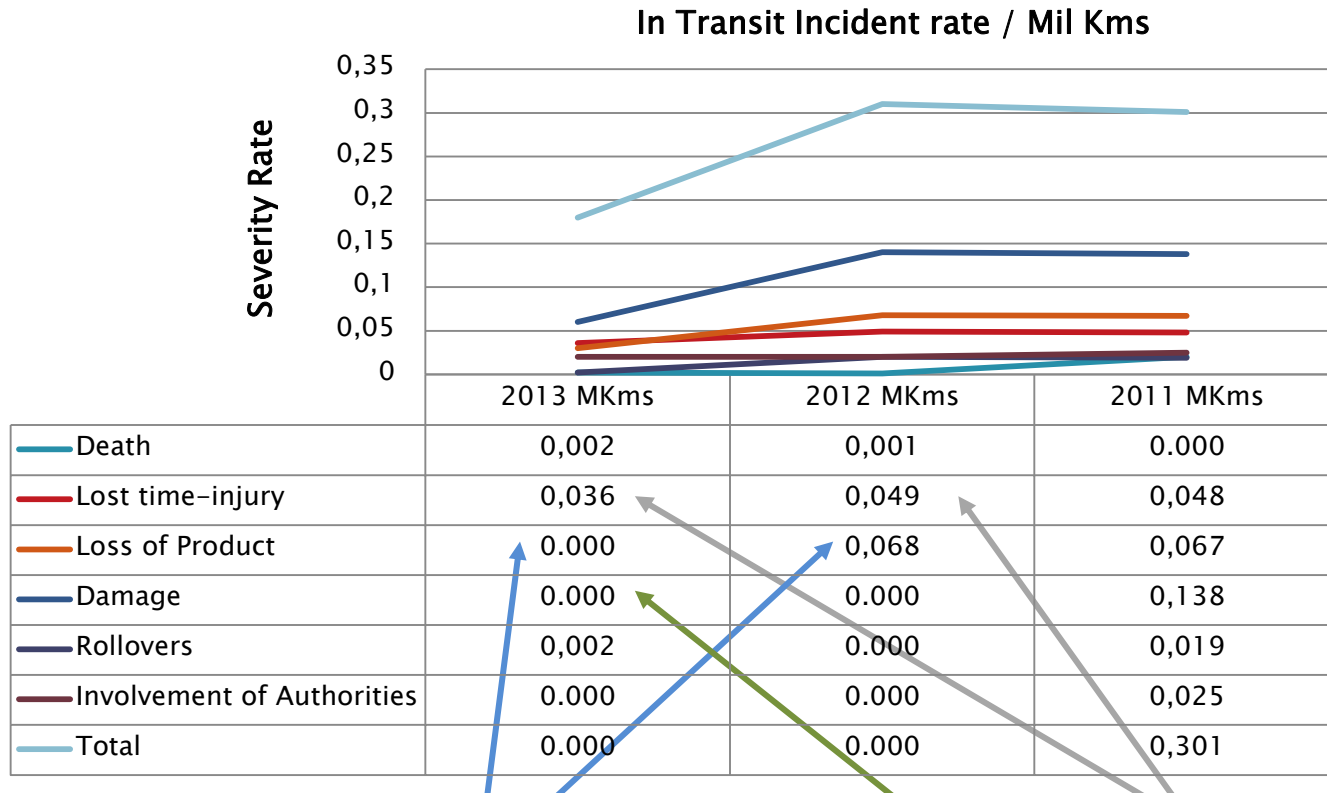
KPI Performance Measurement

ECTA have over the past 3 years developed a set of KPIs that measure > 29 KPIs related to not only CO2, but also HSSE-Q and now CSR.

Main KPIs recorded by ECTA with sub sets

Number of km operated per year
Number of Moves (Orders)
Tonnes carried
Number of employees
Training days per driver
Training days per office
Driver absence in days
Number of incidents in transit
Number of incidents at loading points
Number of incidents at unloading points
Split of trucks (category of engines used)

KPI – Report on In Transit Incident Rate



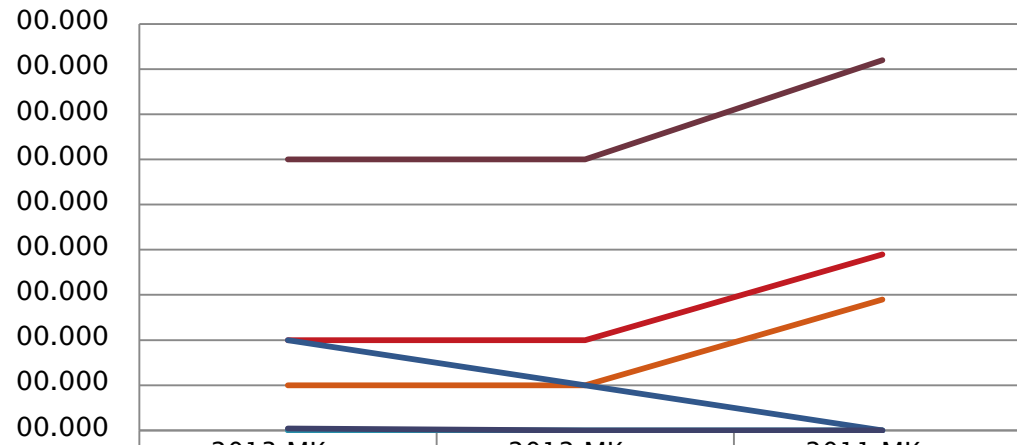
Loss of Product

Damage is related to accidents as defined in the implementation guidelines, but the trend is down

Lost Time Injury

KPI – Report on Loading Point Incident Rate

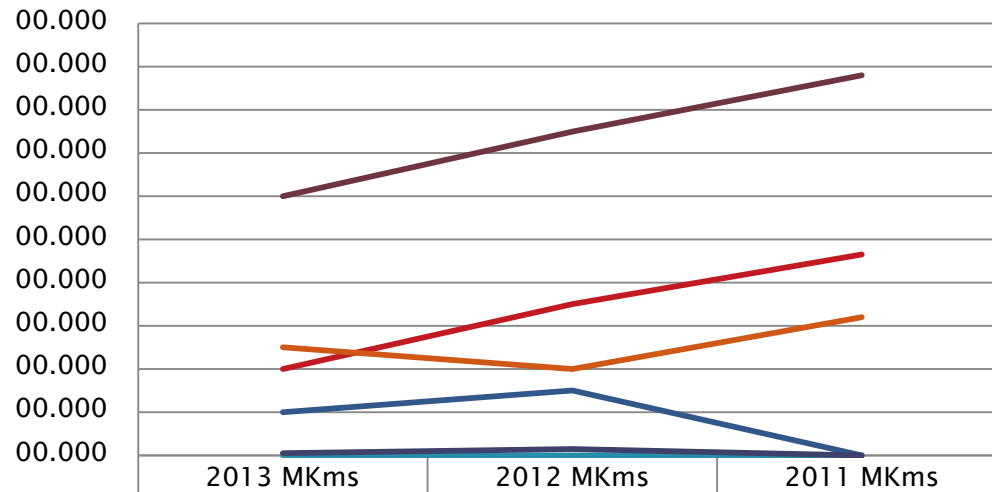
Loading Point Incident Rate 2013



	2013 MKms	2012 MKms	2011 MKms
— Death	00.000	0.000	0.000
— Lost time-injury	00.000	0.000	0,039
— Loss of Product	00.000	0.000	0,029
— Damage	00.000	0.000	0.000
— Involvement of Authorities	0,0004	0.000	0.000
— Total	00.000	0.000	0.000

KPI – Report on Unloading Point Incident Rate

Unloading Point Incident Rate 2013



	2013 MKms	2012 MKms	2011 MKms
— Death	00.000	0.000	0.000
— Lost time-injury	00.000	0.000	0,093
— Loss of Product	00.000	0.000	0,064
— Damage	00.000	0.000	0.000
— Involvement of Authorities	00.000	0.000	0.000
— Total	00.000	0.000	0.000

KPI RESULTS OF ECTA RC MEMBERS IN 2012 – 2013 – Highlighted Black shows improving trends

1. Number of km operated per year for chemical goods transportation in Europe (mln kms p.a.)	2,164 Billion	2,212 Billion
1a. Number of Moves (Orders) per year	3,641,794	3,459 661
1. Tonnes carried for the year	82,808,223	81,795,063
1. Number of employees – Incl. Subcontractors – Drivers	21004	17431
3a. Number of employees – Others	7576	6590
3b. Training days per driver per year	2.95	2.9
3c. Training days per office staff per year	2.69	2.38
3d. Driver absence in days per annum	3.0	5.9
1. Mode of transport used:		
Road:	71.5%	69%
Intermodal:	28.5%	31%
Total	100%	100%
1. Number of incidents with motor vehicles for this year – whilst in transit	388	705
6. Number of incidents at loading points for this year	147	134
6a. Number of incidents at unloading points for this year	266	352
7. Split of trucks used for chemical transport:		
EURO I	0.5%	0.5%
EURO II	2.3%	1.3%
EURO III	14.2%	12.2%
EURO IV	9.06%	18.0%
EURO V	58.7%	54%
EEV	11.9%	11.7%
EURO VI	3.34%	2.3%
Total	100%	100%
10. Total Tonnes CO2	2,084,904	1,859,717

Responsible Care Improvement Plan

Responsible Care members are required to highlight in their improvement plans, actions that will be taken along with customers to arrest these trends.

Number of incidents with motor vehicles for this year - whilst in transit			
	Own Fleet	Sub-Contractor	Total 2013
Death	4	2	6
Lost time-injury	56	24	80
Loss of Product	23	51	74
Damage	68	69	137
Rollovers	16	34	50
Involvement of Authorities	21	20	41
Total	188	200	388

Number of incidents for this year at loading points			
	Own Fleet	Sub-Contractor	Total 2013
Death	0	0	0
Lost time-injury	44	18	62
Loss of Product	14	18	32
Damage	24	28	52
Involvement of Authorities	0	1	1
Total	82	65	147

Number of incidents for this year at unloading points			
	Own Fleet	Sub-Contractor	Total 2013
Death	0	0	0
Lost time-injury	81	13	94
Loss of Product	52	59	111
Damage	33	25	58
Involvement of Authorities	3	0	3
Total	169	97	266

HIGH PRIORITY
MEDIUM PRIORITY

POSITIVE ACTIONS TO OFFSET THE FUTURE SCENARIO

ECTA actively to pursue:

- Increased membership of all sectors to gain consensus across Europe.
- Promoted the wider acceptance of Responsible Care as a “Tool for overall KPI improvement and Carbon Footprint monitoring”.
- Modal shift in conjunction with the Chemical industry.
- Improve dialogue with the chemical industry
- Completion and introduction of the CO2 reporting Matrix for reporting against EN 16258.
- Use of the new SQAS 2015 to measure RC compliance – 58 questions targeting RC.
- Introduction of Corporate Social Responsibility (CSR) into SQAS revisions.

CONCLUSION

significant improvements are seen in:

- CO2 reduction
- Accident/Incident reduction
- Improvement in fleet profile Euro 5 – 6
- Improvement in R C improvement plan as required under the ECTA s R C programme
- Positive actions from R C members in meeting the ECTA requirements
- A complete understanding as to what RC is and what is required