ECTA ANNUAL REPORT 2019-2020
RESPONSIBLE CARE REPORT 2019

The European Chemical Logistics Association

Contents

PREFACE TO THE ECTA ANNUAL REPORT 2019-2020

Dear Reader,

ECTA again this year has the pleasure to present its Annual Report, this time for the 2019/2020 period. Most of the readers of this report will recognize the special nature of the report this time. The part of this publication that relates to the year 2019 does not differ much from what you have read over the past years. Our organizational content is in the same format as you are used from us, as are the financial statements.

However, the changes we have all faced in our everyday life since February 2020 have impacted the Association, its members and all stakeholders considerably. The consequences of the Covid-19 Pandemic have greatly changed the daily working lives for most people in our industry. Management and office staff of our members have been working with lockdowns, restrictions of movement, personal protection in offices, working at home regimes, etcetera. Transport activities however so far continued without much interruption – which in fact meant that our members' drivers did continue to do their jobs 'as normal'. The fact that the world around these drivers had changed much (closed restaurants on the way, closed bathrooms at some loading and unloading sites, limited other hygienic facilities) made life at times even more difficult for drivers. They deserve our respect for the way they handled the pandemic circumstances, especially during the first weeks and months when everybody was trying to find their way to handle the situation.

In this ECTA annual report, we explain the progress made in 2020 as part of the ECTA responsible Care Program while looking back at the ECTA 2019 RC KPI's. Next, we zoom in on the work done by the ECTA digitalization workgroup where the importance of supply chain visibility and the opportunities with different electronic freight documents are being addressed. Subsequently, we zoom in on the new ECTA-Cefic best practice guideline on driver availability & qualification, published in 2020 and conclude this annual report with the update of the ECTA organization and ECTA members.

We very much appreciate the continued support from all our members and look forward to keeping our commitment to the goals of the European Chemical Transport Association.

Thank you all most sincerely,

Andreas Zink
ECTA President

Peter Devos
ECTA Managing Director

Evert de Jong
ECTA Responsible Care Director

ECTA MISSION STATEMENT

ECTA's mission is to improve the standards of efficiency, safety and security as well as the environmental and social impacts of transport logistics, tank cleaning and the warehousing of chemical goods in Europe.

To that effect:

- ECTA develops Best Practices in the transport logistics, tank cleaning and warehousing activities of chemical goods in Europe. This objective is reached by:
  - ➢ Joint studies in co-operation between its members, other associations having related interests, authorities and institutions within Europe at a regional, national, European or international level, and the chemical industry.
  - ➢ The ECTA Responsible Care Program for the European chemical land transport sector, tank cleaning and warehousing. ECTA was the first association to launch a European wide Responsible Care program in logistic and associated sectors fields, bringing the principles of Responsible Care applied by the Chemical Industry out of the factory gate into the European supply chain and logistics operations.
- ECTA provides the Chemical Transport Industry with an authoritative voice at European level. Within that scope
  - ➢ It ensures that the Industry's views are effectively communicated to key audiences, authorities and institutions within Europe at regional, national, international and European level.
  - ➢ ECTA co-operates and participates in the dialogue between logistics service providers, the Chemical Industry, the authorities and the institutions to pro-actively improve the health, safety, security and the environmental performance of chemical goods transport, tank cleaning and warehousing operations in Europe.
- ECTA exchanges information on its activities with its members and stakeholders in the chemical industry in an open and transparent manner. In that respect, ECTA supports digitalization and paperless working across all stakeholders to make the chemical logistics processes more compliant and more efficient.
- ECTA respects the EU competition rules in all its activities and promotes such respect for competition rules amongst its members.
- ECTA has, since becoming a stand-alone association, been embracing the strategy to:
  a) raise the profile of ECTA within the European Chemical logistics arena
  b) become a larger voice within the chemical transport logistics field.

Our full Mission Statement can be viewed on the ECTA website: www.ecta.com.

ECTA RESPONSIBLE CARE MISSION STATEMENT

ECTA's Responsible Care Program is a voluntary initiative adopted by major European Logistics Services companies through their ECTA RC memberships. The RC program is aimed at introducing and supporting sustainability measures leading to improvement in line with worldwide and European targets.

The ECTA RC Program is closely linked to the 17 Sustainable Development Goals as defined by the UN in 2015.

The Sustainable Development Goals (SDGs) aim to transform our world. They are a call to action to end poverty and inequality, protect the planet, and ensure that all people enjoy health, justice and prosperity. It is critical that no one is left behind. In 2015, all the countries in the United Nations adopted the 2030 Agenda for Sustainable Development. It sets out 17 Goals, which include 169 targets. These wide-ranging and ambitious Goals interconnect.

ECTA Responsible Care Program

Objectives and specificities

The ECTA RC Scheme is based on the RC ethics and fundamental features that are put forward under the guidance of the International Council of Chemical Associations (ICCA). The ECTA RC scheme has been established under the RC Agreement that ECTA signed with the European Chemical Council (Cefic). This contract represented a new approach, as for the first time Cefic allowed RC to be managed directly by a European Association in the whole European territory, instead of the traditional method that national chemical industry associations manage RC in their respective territory. ECTA members indeed operate cross-border transport services all over Europe and the ECTA RC Scheme integrates this specificity. Meanwhile it does not only address the transportation activities of ECTA members but can also be applied to cleaning and warehousing activities of the RC members. The launch of the ECTA RC Scheme can be downloaded from the public area of the ECTA website: www.ecta.com.

Between 2015 and 2020 the RC program has brought many of the components in line with the Sustainable Development Goals as originally defined by the United Nations in 2015.

ECTA Responsible Care 2025

The current Responsible Care Program celebrates its 10th anniversary in 2019. The ECTA Board of Directors support the ECTA Team's planning to take the program into the future under the title
ECTA Responsible Care 2025.
This move to embrace most of the current focal points in society coincides with the review that is planned by the European Chemical Association Cefic in 2019. ECTA will endeavor that the ECTA RC 2025 stays in line with Cefic's RC program. The main review of ECTA's RC documents is planned as follows:

➢ Phase 1: ECTA RC 2025 Charter; ECTA RC 2025 Commitment Document; ECTA RC 2025 Certificate (to be finished before the ECTA Annual Meeting 2019), to be followed by the implementation of these revised documents (before end 2020).

➢ Phase 2: New ECTA KPI Reporting Forms TS/TC/WH (to be finished before end 2021, coinciding with the revision of the ECTA / Cefic Logistic Emissions Calculations Guidelines)

ECTA Responsible Care 2025 Charter

The principles of Responsible Care as defined for global use by the Chemical Industry in general, and more specifically by Cefic for Europe as referred to in the Cefic-ECTA Responsible Care Agreement, form the basis of ECTA's Responsible Care Program. Since the implementation of Responsible Care by ECTA in 2009 the basic principles have not changed - but the focus of the world around us has. For that reason, ECTA's Board of Directors has decided that specific areas of attention in the program need to be redefined or to be made more specific. This amended program is called 'ECTA Responsible Care 2025'.

The key focus areas for expanded definition are:

➢ **The limitation of waste**. Because of its importance to the Chemical Logistics Industry the transport and handling of plastics has been named a focus area and 'Operation Clean Sweep' has been adopted as an implementation method of the relevant aspect for the ECTA Responsible Care 2025 program.

➢ **The limitation of emissions**. During the last 10 years important new technology has been presented, and the coming years this is expected to continue. ECTA will treat emission improvement initiatives of its members as a focus area and coordinate and support more specific targets. ECTA will promote efforts and result actively, sharing with other stakeholders.

➢ **The limitation of injury incidents**. During the first years of ECTA's Responsible Care Initiative we have seen less incidents occurring but recent years a continued decrease has not been realized. ECTA will strengthen links with our Responsible Care Members to obtain incident data in a timelier manner, thus creating better options for analysis and new improvement actions.

We, the European Chemical Logistics Association, invite our members and all other stakeholders to join us in our efforts to work towards improvements and ensure that the environmental, social and economic values of ECTA's Responsible Care 2025 program become the proof of the better choices made.

(*as presented during ECTA's Annual Meeting at Dusseldorf in November 2019*)

RC ORGANIZATION AT ECTA LEVEL

1.   The ECTA *Board of Directors* is the Responsible Care decision taking body within ECTA.

2.   An *ECTA Technical & Responsible Care Committee*, comprising of leading experts in health, safety, security and environment (HSSE) management from ECTA RC member companies was set up to provide input and advice to the ECTA Board on the more specific and technical HSSE issues of the ECTA RC scheme. The ECTA *Technical & Responsible Care* Committee met twice during 2019. In 2020 T&RC contacts have mainly been in the form of webinars – no physical meet is envisaged during the rest of 2020. The ECTA *Technical & Responsible Care* Committee is chaired by the ECTA Responsible Care Director.

3.   The ECTA Responsible Care process is based on two reports that all RC members are obliged to prepare and forward to the ECTA Responsible Care Coordinator:
- The Company's Annual RC Improvement Plan
- The Company's Annual KPI Report
The two documents must cover all activities that the individual members have included under ECTA's Responsible Care program.

The KPI Reports are consolidated by ECTA's Responsible Care Director and the results are published via the ECTA annual report and ECTA's website. Besides, results are shared and discussed at the ECTA RC workshop and ECTA Annual meeting.

ECTA RC PLAN 2020

Find below the ECTA 2020 focus areas as part of the ECTA Responsible Care Plan

• Actively promote SQAS 2019 as the best auditing methodology for chemical logistics, in cooperation with Cefic.	
• Actively support / participate in the revision of SQAS Modules to be in line with the requirements of Operation Clean Sweep (OCS)	
• Roll Out ECTA's Responsible Care 2025 program	
• Communicate News and Updates on Responsible Care items via the quarterly Newsletter	
• Organize ECTA's Annual Responsible Care Workshop	
• Revision of ECTA's Responsible Care KPI Reporting Forms to reflect ECTA RC 2025 finetuning requirements	

CONSOLIDATION OF 2019 KPI REPORTS OF ECTA RC MEMBERS

Summary Table 2019

Nr	Description	2019 Value
1.	Number of km (mln kms p.a.)	2859.08
1a.	Number of Moves	5212629
2.	Tons carried for the year	106725815
3.	Number of employees - incl subc- drivers	22638
4.	Mode of Transport used	
4a.	Road:	47.84%
4b.	Intermodal:	52.16%
5.	Number of Incidents- this year - in transit	571
6.	Number of Incidents- this year - at loading points	223
6a.	Number of Incidents- this year - at unloading points	488
7.	Split of trucks used for chemical transport	
7a.	EURO III or less	1.3%
7b.	EURO IV	1.92%
7c.	EURO V or higher	96.09%
7d.	Alternative Energy Engines (non-Diesel)	0.69%

A. Total Tonnages carried by ECTA RC Members.

The volume carried in 2019 was 106,725,815 tons, which was an increase of 3.7% compared to 2018 figures. Since the number of ECTA RC member companies sending in their 2019 RC KPI reports decreased by 7 to 53 in total, this overall increase in transported tonnage shows a substantially higher increase.

Tonnage carried by ECTA RC members (Mton)
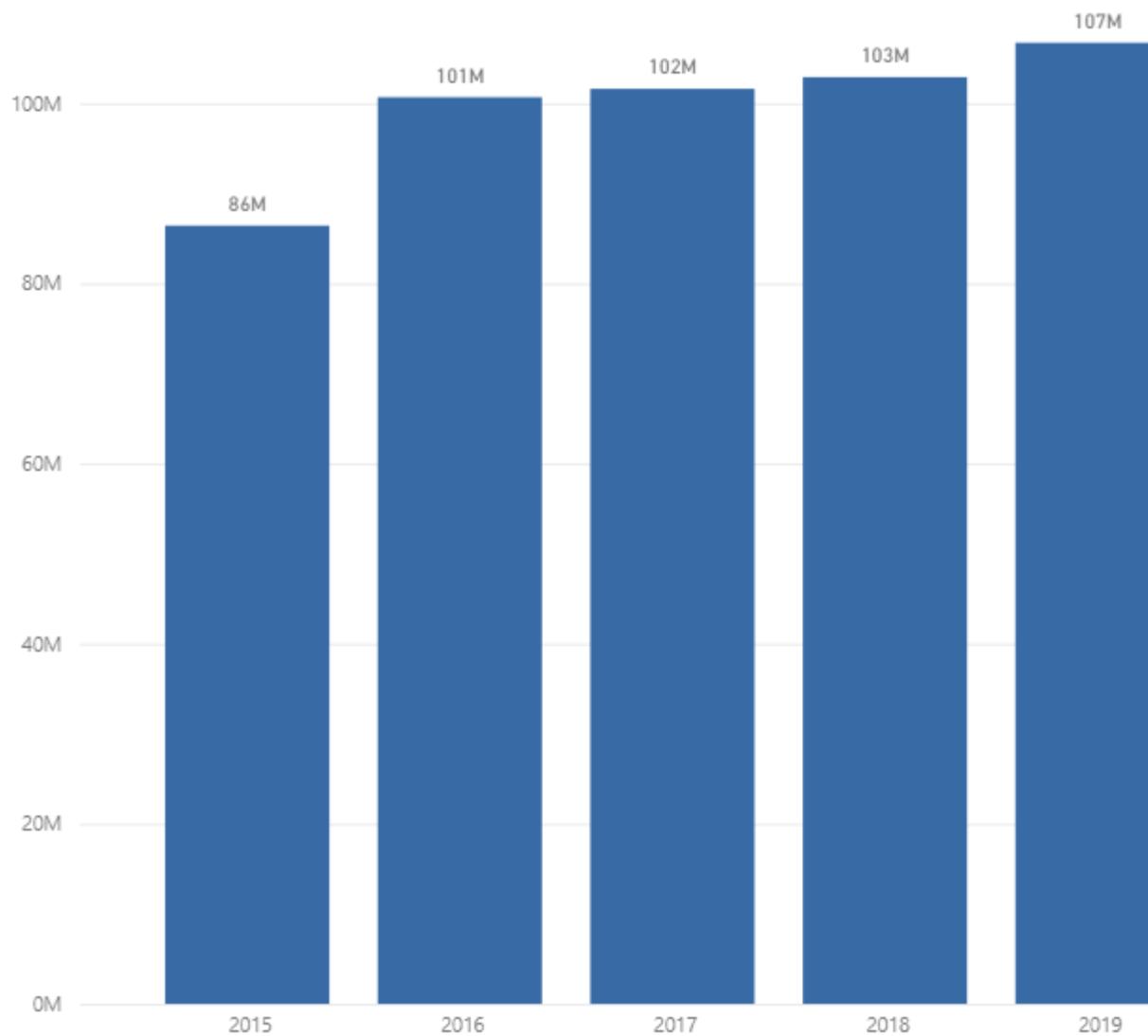
Description ● 2. Tons carried per year

B. ROAD & Intermodal percentages of Ton-KMs by ECTA's RC Members.

In Graph B the percentages of ton-kilometers are shown for the years 2018 and 2019. A significant development when comparing these years is that for the first time the intermodal percentage has passed the road percentage.


Graph B - Balance Road vs. Intermodal
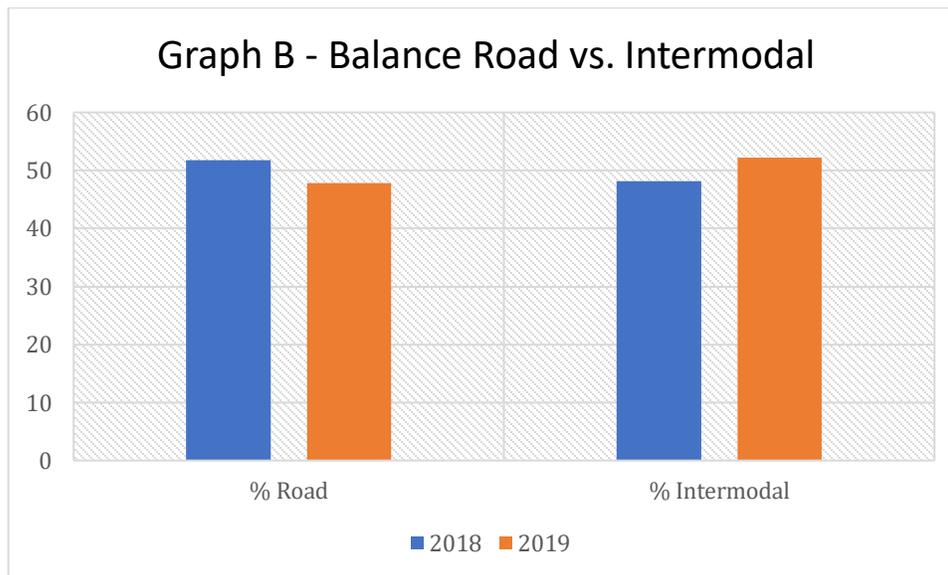
Graph B in percentages:

	% Road	% Intermodal
2018	51,8	48,2
2019	47,8	52,2

Note: In 2020 the KPI data of the 2019 reports were consolidated and worked out in a computer model for the first time. While analysing the 2019 data versus the previous years we detected an anomaly and further investigation proved that the calculation model used for 2018 and earlier years was flawed. Instead of adding the 2019 percentages in the 5-year-graph, we recalculated the 2018 figures with the correct calculation model. The results of this corrective action are shown above.

C. Incidents in Transit, at Loading and Unloading Points, as reported by ECTA's RC Members.
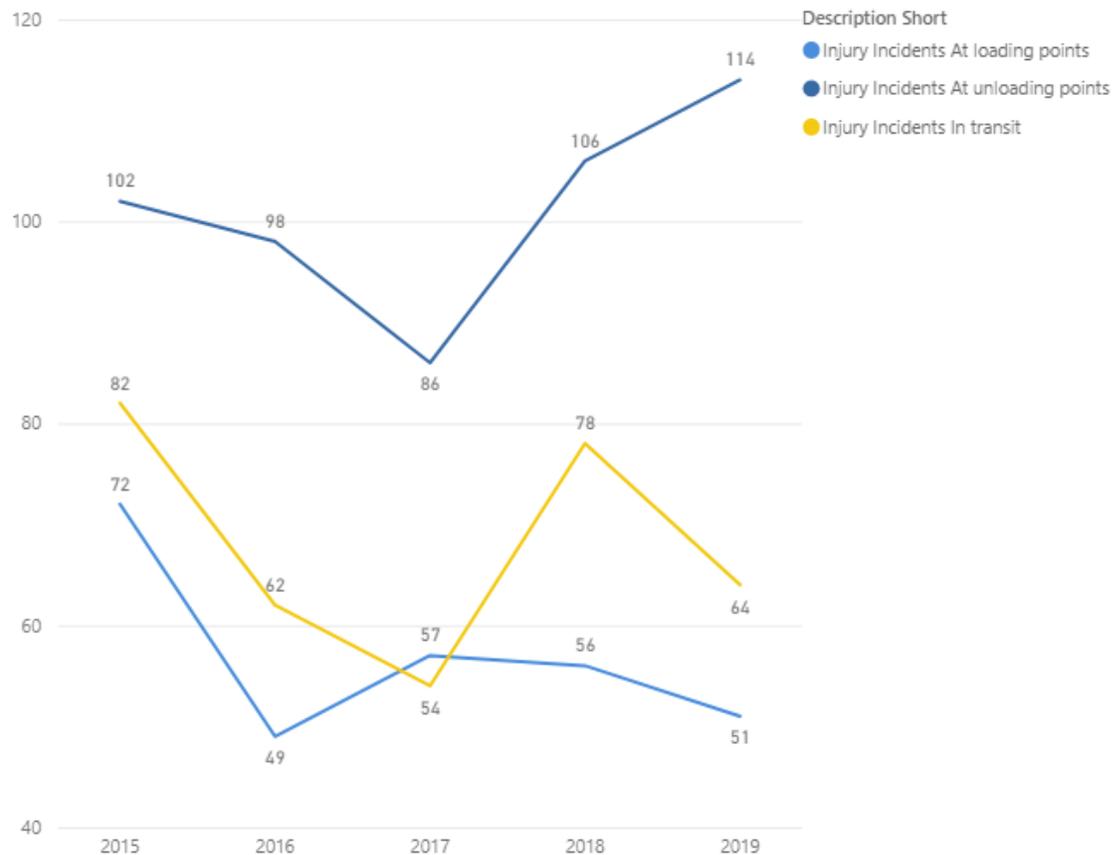
Number of incidents
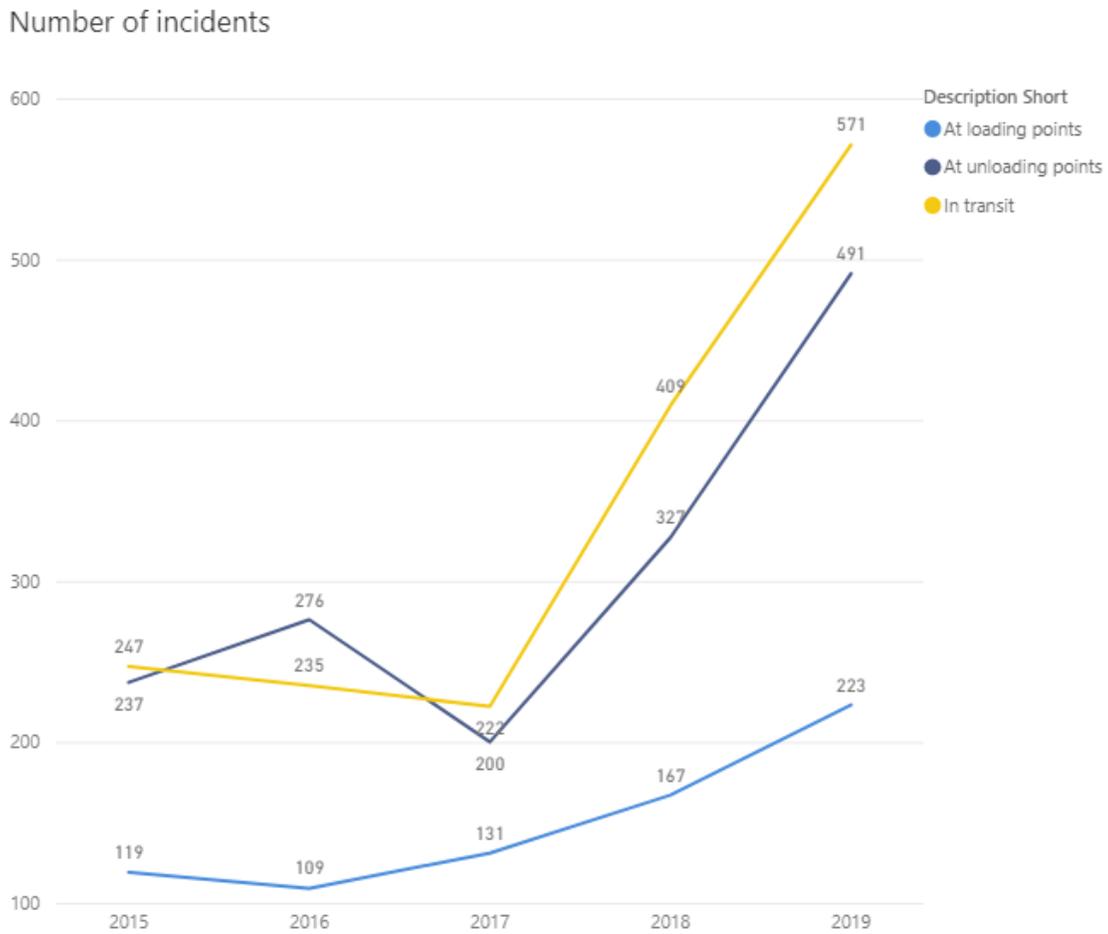
In 2019 the trend of increased numbers of reported incidents that could be seen in 2018 has continued. Part of the increase is caused by the increase in transported orders, kilometers and tonnage in 2019 compared to the previous year.

D. Injury/Lost Time Incidents as subsection to the previous graph (C).

Number of injuries

Compared to the incident totals in graph C it is surprising to see that the total of injury incidents at loading sites and while in transit have decreased considerably. Where the general incident totals show a sharp increase, the injury incident totals see a reverse trend. Not so for the injury incidents at unloading sites, which show a further increase. For this specific matter ECTA will start an enquiry under its RC members to see if any specific areas can be pinpointed for improvement initiatives. As an RC program requirement each RC member has a system in place to report injury incidents at unloading sites to their respective customers. ECTA will in no way take over that function, our inquiry is intended to highlight if specific working procedures or geographic influence can be established for follow up.

ECTA DIGITALIZATION STRATEGY

Since 2017, digitalization in chemical logistics is a separate pillar within the ECTA strategic objectives. While today, paper documents are still the norm to exchange information amongst logistics actors, in the coming 3 to 5 years digital documents will become the new normal driven by the customer´s need to further automate and simplify the internal transport and logistics processes or driven by new EU regulations. In addition, future logistic services in terms of safety, sustainability and efficiency are driven by the speed on how relevant and accurate data can be exchanged amongst all logistics actors to serve the final customer better. Creating end-to-end transport visibility and the digital eECD or electronic EFTCO cleaning document are two specific ECTA initiatives started last year and this year. For the next years to come , the need towards more standardization of data exchanges and data driven calculation of emissions will become high on the digital ECTA agenda. Unlocking the value of Transport & Logistics data while respecting data sovereignty, will remain a key priority to improve safety, transparency and sustainability within chemical logistics and will require more focused investments.

A. Improving Supply Chain Visibility is a key driver to create customer value

ECTA Workgroup on TRANSPORT visibility

Improving transport visibility along the chemical supply chain is a key priority and ECTA has a strong believe that digitization is a key enabler in the further optimization of the chemical supply chains from a safety, sustainability and efficiency point of view. End of March 2020, the ECTA Supply Chain Visibility workgroup released the ECTA best practice guideline called "Transport visibility within Bulk Chemicals". This new best practice guideline describes both the milestones at which an ETA update(s) will be shared and when a deviation leads to an ETA update message. Furthermore, the guideline describes common definitions and gives example messages for the communication between the logistics service provider and the intermodal transport partners. Especially in intermodal transport, multiple parties are involved in executing the transport, and thereby each party should be part of this "end to end' data chain to compute trustworthy ETA's.
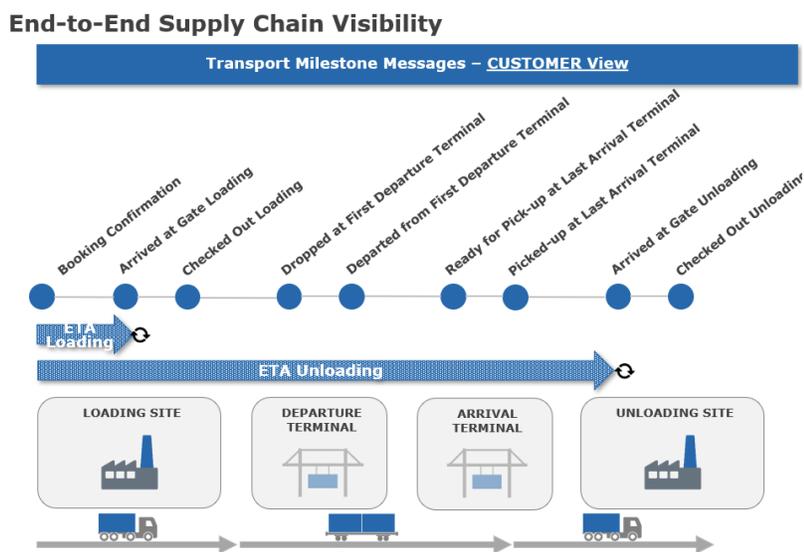
ECTA recommends all actors and including ETA platform providers to apply this new ECTA best practice guideline and we sincerely thank the ECTA workgroup who shared their insights and knowledge to further improve the visibility across the chemical logistics bulk chain.

A copy of the in March published ECTA best practice guideline "Transport visibility within Bulk Chemicals" can be found here.

B. ECTA Multimodal ETA measurement framework

Extended ECTA DIGITAL Workgroup CREATING AN ETA MULTIMODAL PERFORMANCE MEASUREMENT MESSAGE FRAMEWORK AMONGST LSP's

During Q2 2020, the ECTA digitalization workgroup has been geared up with extra ECTA transportation experts and agreed to tackle the next opportunity within chemical logistics and supply chain visibility. This new opportunity is related to the creation of a more uniform **ETA performance measurement message framework amongst service providers** and across the multiple modes of transport. The starting point is the supplier milestone flow diagram as described in the picture here below.
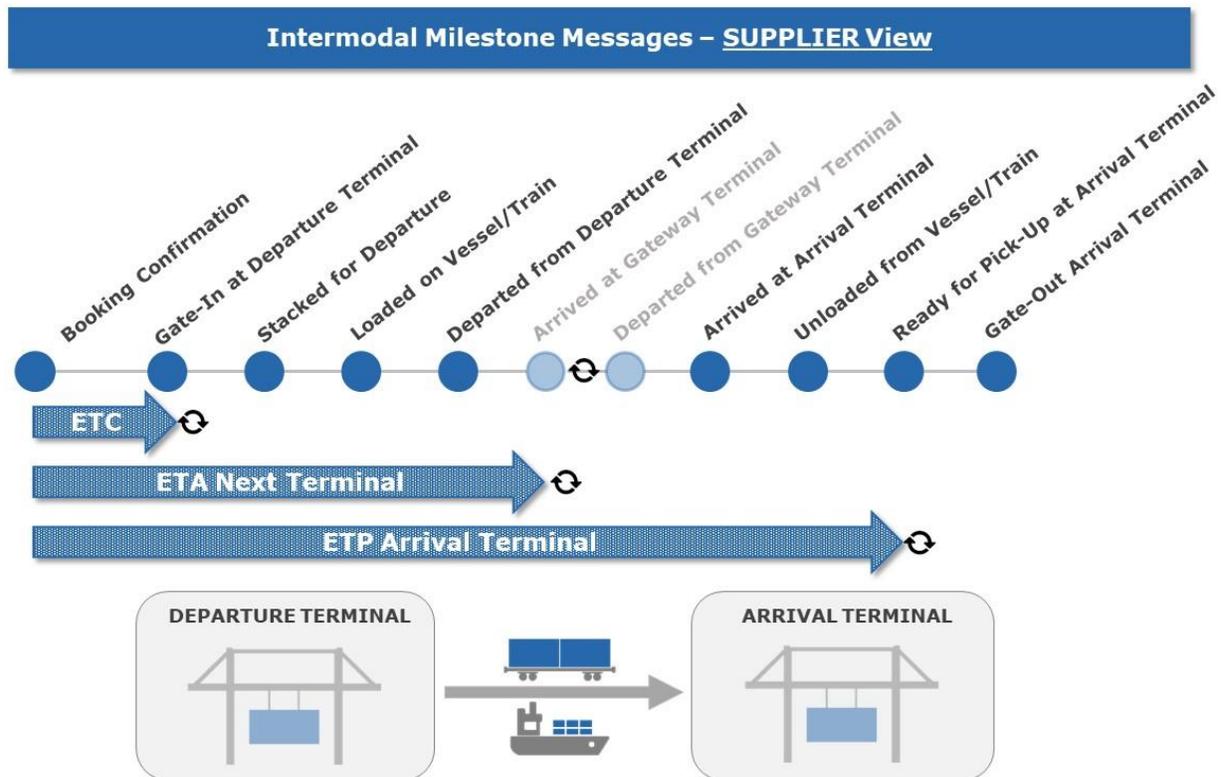
The aim is to monitor ETA's per milestone event across the transport chain and to define who is responsible to provide the ETA information. Because the current ETA data quality being exchanged amongst logistics service providers can be improved in terms of common language, responsibility, accuracy, completeness and timeliness, the objective of the workgroup is to describe what is expected as ETA data quality to feed a common ETA performance measurement message framework. An improved ETA data quality with common definitions per milestone event will increase the overall ETA efficiency and interoperability throughout the logistics transport chain and across the service providers. The target of the workgroup is to have the common ETA measurement framework communicated during Q1 2021.

The extended ECTA workgroup has the following composition:

- Sponsorship: J Aerts (Den Hartogh)

- Project Lead: **Michelle Slobbe (Den Hartogh) = subteam lead 2: electronic freight documents**

    – Thies Grange (Hoyer)   subteam 2: e-docs

    – Cedric Walti (Bertschi)   subteam 2 : e-docs

    – Peter Viebig (Talke)   subteam 2 : e-docs

    – Michel Capel (GCA)   subteam 2 : e-docs

    – Matthias Leibetseder (LKW Walter)   subteam 2: e-docs

    – Kris Messelier (Fockedey)   subteam 2 : e-docs

    – **Antoine Baron (Groupe Samat) = subteam lead 1: ETA KPI framework**

    – Sandra Peeters (Vervaeke)   subteam 1: ETA KPI framework

    – Jochen Fink (Rinnen)   subteam 1: ETA KPI framework

- ECTA support & coordination: Peter Devos (subteam 1 & 2)

C. Electronic transport or e-freight documents

During Q2 2020, the extended ECTA digitalization workgroup created a subteam to describe in a new ECTA guideline how carriers can prepare themselves for the transition from paper-based logistics processes to electronic based freight documents.

Digitalization in transport and logistics and especially the dematerializing logistics paper documents across the logistics chain creates new opportunities for business and has the potential to change the way cargo and traffic flows will be organized and managed in the future. Despite the value and benefits, the transition and adaption from paper to digital logistics documents is rather slow and complex because several internal and external challenges need to be addressed before digital documents can be accepted by all stakeholders and become the new normal.

More recently and given the chemical sector has typically higher level of standards in terms of safety, compliance and data reliability, there is an increasing need for paperless working amongst all actors and along the "end to end" chemical logistics chain. The general pressure to transition from paper to digital e-freight documents comes from the government (legislative pressure); the customer (efficiency, quality, compliance) and more recently also health (covid-19) and the need for contactless logistics.

This new ECTA guideline will share some practical learnings and implementation expertise and zoom in on two digital e-freight documents being the electronic CMR and electronic EFCTO cleaning document.

The target of the workgroup is to have this guideline finalized and communicated before the end of January 2021.

D. ECLIC continues with the roll out of the digital eECD, eECO and ePPL

ECLIC is a not-for-profit association founded in 2018 by ECTA, Cefic-essenscia and EFTCO to facilitate data exchanges through a federated data sharing platform while ensuring the logistics data can be shared in a neutral, trustful and controlled way across the different chemical, transport & logistics and cleaning companies. In 2020 and due to the Covid-19 risks, the digital eECD process received more attention from several European shippers as it creates the path for a new and contactless way of working at loading/unloading places.

In 2019, the digital eECD process got launched and the first 1000 fully digital eECD's were processed across the early adopter companies which was a remarkable milestone. During 2020, the electronic EFTCO cleaning document increased its usage rate to several thousands of eECD's and more than 45 eECD subscribed companies do form a digital eECD company network across Europe (see list of subscribed companies on www.eclic.eu). Besides, cleaning software vendors have started to offer the digital eECD solutions as part of their software solution offerings and the eECD application has been translated into the German language to further facilitate the roll out into the GE-BE-NL chemical clusters.

Furthermore, since Q4 2020, ECLIC have launched two new electronic data streams to allow the creation of an electronic Proof Previous Load document (or ePPL) and the creation of an EFTCO cleaning order (or eECO).

With the support of ECLIC, this existing "previous cargo" paper documents have been standardized in terms of data fields, layout and content and is now transformed into a real time "data exchangeable" ePPL digital process. Where in the past, each carrier used an own and sometimes manual written, previous cargo declaration document, the new ePPL process created one single process version allowing allowed smooth interoperability and reducing all complexities. The same applies to the former EFTCO cleaning order document that had already an EFTCO layout standard. The new eECO is now digitalized via the ECLIC collaboration platform and is available for use to facilitate a real time digital pre-announcement process at cleaning stations.

During 2020, and as per picture below, ECLIC has also announced its ECLIC 2025 Use Case roadmap and is preparing the path in 2021 to further build the digital engagement with new Use Cases together with all stakeholders involved. While this ECLIC 2025 roadmap looks simple and straightforward, the challenge to transition from paper driven to more automated, e-freight document & customer driven processes, remains a difficult journey with believers and disbelievers. Part of the challenge is to ensure the intrinsic value of logistics data is equally shared across the ecosystem of shippers, LSP's and customers while ensuring that digital platforms do not start monetizing and orchestrating the chemical

logistics supply and demand chains by collecting and mining transactional data which they do not own. ECLIC underpins the statement that "data is the new gold and logistics raw material". Therefore, the cornerstone of the ECLIC roadmap is to build a collaborative ecosystem towards more "Controlled and Souvereign" data sharing practices across all chemical industry actors and taking into account the European authority requirements and regulations.
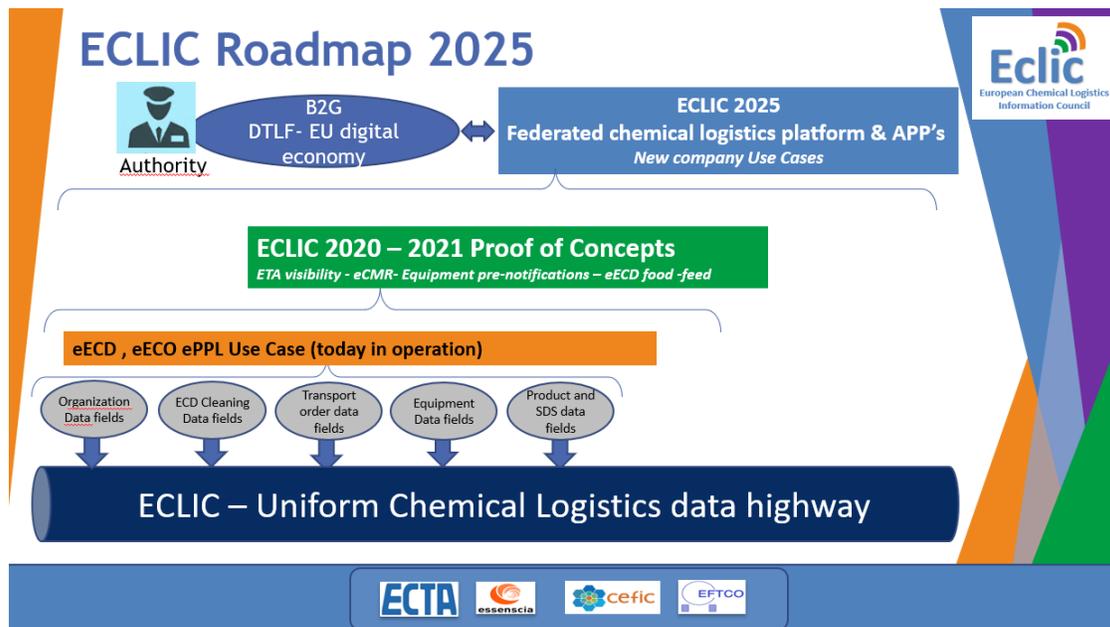
ADDRESSING THE PROBLEM OF DRIVER SHORTAGE

New Cefic-ECTA best practice guideline on DRIVER AVAILABILITY and QUALIFICATION with recommendations on how to tackle driver shortage across chemical logistics

Because safe, sustainable and efficient transport is the backbone and lifeblood within the chemical industry to serve our customers and to secure the overall agility and industry competitiveness, it was decided in 2018 to charter a new team to formally investigate the recurring problem of driver shortage while creating a better up-to-date understanding of the underlying reasons. The Cefic-ECTA issue team with representatives of the chemical industry and the transport companies did investigate for 2 years the lack of availability of qualified drivers within the Chemical industry and did come up with some practical recommendations how to mitigate this driver shortage problem in the next decade.

With this new guideline called **"Recommendations to tackle the impact of the driver shortage in the European chemical transport"**, Cefic and ECTA want to support their members to secure and increase efficiency in chemical road transport by improving the productivity of chemical drivers on the one hand and by improving the attractiveness for the truck driver profession in the chemical sector on the other hand. The chemical sector has the ambition to achieve this goal while fulfilling the highest safety, mobility and sustainability requirements from customers and from society.

Zooming deeper into the content of the guideline, the first conclusion of the workgroup is that, due to the structural and recurring nature of the driver shortage, it is important that the chemical industry adapts and rethinks how it will organise road & intermodal transport in the coming decade. The chemical industry will have to adjust to the reality that the availability of drivers will always remain limited. This implies that collective actions will be needed by industry, logistic service providers and authorities to secure a safe, reliable, efficient and sustainable road system. Additionally, transport automation and

digitalisation will change the job content of a driver, requiring a change plan to ensure the right driver qualification.

In addition and as a second key conclusion, it is clear that we cannot accept losing more qualified drivers due to job dissatisfaction or bad working conditions. The chemical industry, together with the road sector needs to have a strong focus on truck driver health & comfort, adapted training & qualification, two-way communication, remuneration in line with market conditions, efficiency and safety of the truck drivers in order to retain truck drivers and keep them engaged within the chemical industry. The recent Covid-19 crisis in 2020 has shown how important it is for society to secure the flow of chemicals across Europe.

A copy of the new Cefic-ECTA guideline called **"Recommendations to tackle the impact of the driver shortage in the European chemical transport"** can be found here.

ECTA FINANCIAL

Geert Van Goolen
Public Auditor
Kerkstraat 152
1851 Grimbergen (Humbeek)

IBBta*, 1.396

THE EUROPEAN CHEMICAL TRANSPORT
ASSOCIATION (ECTA)

REVIEW REPORT ON THE FINANCIAL STATEMENTS
OF THE
INTERNATIONAL ASSOCIATION
THE EUROPEAN CHEMICAL TRANSPORT ASSOCIATION
FOR THE YEAR 01/01/2019–31/12/2019

We have reviewed the accompanying balance sheet of ECTA at December 31, 2019 and the income statements, for the period 01/01/2019-31/12/2019 with a balance sheet total of 264.313,41 € and a profit for the year of 29.201,94 €.

These financial statements are the responsibility of the management of the international association. Our responsibility is to issue a report on these financial statements based on our review.

We conducted our review in accordance with the International Standard on Review Engagements 2400. This Standard requires that we plan and perform the review to obtain moderate assurance as to whether the financial statements are free of material misstatement. A review is limited primarily to inquiries of company personnel and analytical procedures applied to financial data and thus provides less assurance than an audit. We have not performed an audit and, accordingly, we do not express an audit opinion.

Based on our review, nothing has come to our attention that causes us to believe that the accompanying financial statements, with a balance sheet total of 264.313,41 € and a profit for the year of 29.201,94 € do not give a true and fair view in accordance with Belgian Accounting Standards.

Grimbergen 3/09/2020

Van Goolen Geert
Public auditor

EXECUTIVE COMMITTEE on 31st December 2019

President
Andreas Zink
LKW WALTER
Austria

Executive Board Member
Kees de Rijke
DE RIJKE GROUP
The Netherlands

Treasurer
Alfred Talke
ALFRED TALKE
Germany

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Turkey

Joep Aerts
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HOYER
Netherlands

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Peter Devos
Managing Director

Evert de Jong
Responsible Care Director

Dolorès Guion
Deputy Managing Director

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ALFRED TALKE

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ANNEBERG TRANSPORT

AUTOCHIM

BALTRANSA

BAY LOGISTIK

BERTSCHI

BLOMQUIST TRANSPORT

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COMPAÑÍA IBÉRICA DE TRANSPORTES ESPECIALES

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CONSAR

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ETC HOLLAND

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FITOTRANS

FORWARDIS

GCA LOGISTIQUE

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GOBO TRANSPORT & LOGISTICS

GÖKBIL TRANSPORT STORAGE LOGISTICS

GREIWING LOGISTICS FOR YOU

GROUPE SAMAT

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- H. FREUND
- H. J. van BENTUM B.V. INT. TRANSPORT
- HAESAERTS INTERMODAL
- HERMANN BUSSMANN
- HOYER
- HUPAC INTERMODAL
- IAT A/S
- IMPERIAL Chemical Transport
- INTERMODALTRASPORTI
- INTRA
- J.W. LIMPENS & ZN.
- JCL LOGISTICS BENELUX
- KARL SCHMIDT SPEDITION
- KIITOSIMEON OY
- KUBE & KUBENZ
- LANFER LOGISTIK TRANSPORTMANAGEMENT
- LIDERCISTER - Transportes de Pulverulentos
- LINEAS DEUTSCHLAND
- LKW WALTER
- LOG4CHEM
- M.D. SRL – NAPLES
- MAGYAR
- MARENZANA
- MOVE INTERMODAL
- NIJHOF-WASSINK
- PAÑALON
- PLF-R/CITIS
- QBEX LOGISTICS
- R.M.I. CHEMICAL LOGISTICS
- RB INTERMODAL
- RHENUS CHEMICAL LOGISTICS
- RINNEN BELGIE BVBA
- SCHENK PAPENDRECHT
- SCHILDECKER TRANSPORT
- STAR CHEMICAL LOGISTIC
- SUTTONS TANKERS LIMITED
- TANK MANAGEMENT
- TECNIRUTA
- TGL TET GLOBAL LOJ. NAK. SAN. VE TIC.

TRANSPORT GHEYS
TRANSPORT MERVIELDE
TRANSPORTES A. MARTIN
TRANSPORTES BELDA
TRANSPORTS FOCKEDEY
TRANSPORTS VERVAEKE
VAN DEN BOSCH TRANSPORTEN
VAN MOER CLEANING & REPAIR
VAN OPDORP TRANSPORTGROEP
VERBRUGGE INTERNATIONAL WEGTRANSPORTEN
VOS BULK LOGISTICS
VTG TANKTAINER
XPO VRAC FRANCE

ECTA ASSOCIATED MEMBERS on 31st December 2019

ADVANCED POLYMER COATINGS
ASTRADA EUROPE B.V.
GARDNER DENVER BELGIUM NV
KÄSSBOHRER FAHRZEUGWERK GMBH
NTC TANKCONTAINER SERVICES
ODYSSEY LOGISTICS EUROPE BVBA
PELICAN WORLDWIDE BV
TRANSICS INTERNATIONAL BVBA
TY-GARD EUROPE LIMITED
SHANGHAI MILKYWAY CHEMICAL LOGISTICS Co, Ltd.
INTERMODAL TELEMATIC BV

RESPONSIBLE CARE MEMBER COMPANIES
on 31st December 2019

ALFRED TALKE
ALISAN INTERNATIONAL TRANSPORT AND TRADE
AUTOCHIM
BALTRANSA
BAY LOGISTIK
BERTSCHI
BRUHN SPEDITION
BULKHAUL
CHEMICAL EXPRESS
COMPAÑÍA IBÉRICA DE TRANSPORTES ESPECIALES
CON.A.P.
CONSAR
CONTANK
CURT RICHTER

- DB CARGO BTT
- DE RIJKE GROUP
- DEN HARTOGH LIQUID LOGISTICS
- FERRARI ALDO TRASPORTI
- FINSTERWALDER TRANSPORT & LOGISTIK
- FITOTRANS
- GCA LOGISTIQUE
- GE SIMONS INTERNATIONAAL TRANSPORT
- GÖKBIL TRANSPORT STORAGE LOGISTICS
- GROUPE SAMAT
- GRUBER
- H. FREUND
- H. J. van BENTUM INT. TRANSPORT
- HAESAERTS INTERMODAL
- HERMANN BUSSMANN

ECTA RESPONSIBLE CARE MEMBER COMPANIES
on 31st December 2019

- HOYER
- IMPERIAL CHEMICAL TRANSPORT
- INTRA
- J.W. LIMPENS & ZN.
- JCL LOGISTICS BENELUX B.V.
- KARL SCHMIDT SPEDITION
- KUBE & KUBENZ
- LANFER LOGISTIK TRANSPORTMANAGEMENT
- LKW WALTER
- M.D. SRL - NAPLES
- MARENZANA
- MOVE INTERMODAL
- NIJHOF-WASSINK
- PAÑALON
- QBEX Logistics

R.M.I. CHEMICAL LOGISTICS

RB INTERMODAL

RINNEN BELGIE

SCHENK PAPENDRECHT

SCHILDECKER TRANSPORT

STAR CHEMICAL LOGISTIC

SUTTONS TANKERS LIMITED

TANK MANAGEMENT

TGL TET GLOBAL LOJ. NAK. SAN. VE TIC.

TRANSPORTES A. MARTIN S

TRANSPORTS VERVAEKE

VAN DEN BOSCH TRANSPORTEN

VOS BULK LOGISTICS

VTG TANKTAINER

XPO VRAC FRANCE