

March 2018

NEWSLETTER

HIGHLIGHTS

As of 2018, the ECTA team decided to start with an edition of a quarterly newsletter to keep its ECTA members informed about the progress made towards accomplishing its mission towards a more efficient, safe, secure and sustainable Chemical Logistics Supply Chain.

In this EDITION:

1. Update on SQAS 2018 revision
2. Update on the best practice guidelines of DG container storage at terminals
3. Update on the Cefic, ECTA, EFTCO cleaning guidelines
4. Update on the digital EFTCO Cleaning Document or eECD project.
5. Update from the CEFIC - ECTA Driver Availability & Skills team

UPDATE ON SQAS 2018 REVISION

During the first months of 2018 an initial start was made to come to revised drafts of the main SQAS documents. The modules SQAS Core, SQAS Transport Service, SQAS Cleaning Stations and SQAS Warehousing (both questionnaires and guidelines) form the main part of this revision planning.

The initiative of the revision is led by Cefic in close cooperation with ECTA and through Victor Trapani, who is managing and coordinating the efforts. Main team involved in the program is Cefic's SQAS Technical & Accreditation (T&A) Committee, in which ECTA is represented by Bernhard Haidacher of LKW-Walter, Michael Koch of Bertschi, Erwin Spaanderman of Panalon, Robert Brownbridge of Den Hartogh and Evert de Jong of ECTA.

Most discussions are held via webinars organized by Cefic, and the main work should be finished before the start of the 2018 summer holiday season.



In the next newsletters we shall regularly provide updates on this subject to our members.

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UPDATE ON THE BEST PRACTICE GUIDELINES FOR THE CLEANING DRY BULK POLYMER TRANSPORT TANKS

Recently the Issue Team for this Best Practice Guideline has concluded its work on the first revision issue. Since its publication in February 2017 several months were spent on implementing and gaining experience in working with the detailed operational jobs in this type of cleaning. Further attention was given to these aspects in relation to the envisaged carriage of products for food, feed and food contact purposes.

After some lengthy discussions between Issue Team members, the Guideline itself was also a subject of discussion during ECTA's Responsible Care workshop in September 2017. For this workshop ECTA had invited EFTCO to share their point of view and the experience of their members. The presentation was followed by a lively discussion in which several ECTA members participated. The outcome of this discussion was brought back by Peter Devos and Evert de Jong to the Issue Team and as such contributed to the final document in a very positive way.

The new Guideline has been published on the ECTA website in March 2018:

<https://www.ecta.com/Best-Practices-Guidelines>



UPDATE ON THE CEFIC/ECTA GUIDELINES FOR THE SAFE STORAGE AND HANDLING OF CONTAINERS CARRYING DANGEROUS GOODS AND HAZARDOUS SUBSTANCES

In 2017, the work on this guideline was started under the chairmanship of Leo Rupert from Shell. Initially the Issue Team consisted of 15 members, which made it easier to create several sub-teams to split up the workload. The idea to write this guideline came from the realization that for the storage and handling of packaged dangerous goods in warehouses quite extensive guidelines were already available, while for handling and (temporary) storage of full tank and box containers with dangerous goods, such a guideline was missing. Subjects such as Operations, Equipment, B.B.S., Emergency Response and many more were addressed; this time from the point of view of inland container terminals – especially also small and medium-sized ones. The document provides some very helpful tools for companies that have this type of activity, but also for ECTA members that are the users of such terminals. One specific tool that I want to mention is the Risk Assessment Form attached to the document as an Appendix. The complete document is being written with a 'continuous improvement' philosophy and hopefully will provide many leads to its future readers to create even better safety and environmental controls for the described activities.

The document is approaching its final draft in March 2018 and will then be put through the appropriate ECTA and Cefic channels for approval. The publication of this guideline is expected to be mid-2018. ECTA is represented in this Issue Team by Emilia Poljakov from Talke, Jan-Hendrik Leopold from RMI, Luc Haesaerts from Haesaerts Intermodal, Philipp Lubczyk from Bertschi, and Evert de Jong from ECTA. Our thanks go to the representatives of the ECTA members who were willing to invest time and share knowledge.

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THE DIGITAL EFTCO CLEANING DOCUMENT – UPDATE ON THE eECD PROJECT

As of 2016, digitalization became a focus area within ECTA and digitalization will continue to form a cornerstone in the future chemical logistics supply chain. While many write books on digital technologies, ECTA took a very pragmatic and action oriented approach to digitalization and did join forces with EFTCO and essenscia-Cefic to start a digital pilot project where the current ECD paper document is being converted to an electronic cleaning document or eECD . This electronic eECD will allow to work paperless across all the stakeholders involved in the ‘end to end’ cleaning process and will be very complimentary to an eCMR. At the start of this year the funds have been secured to build the eECD pilot project and very action oriented steps are taken in 2018 to bring the concept of a paperless eECD to life by testing it out across a group of Chemical Logistics Pilot companies. You can find more details about the eECD project by reading the first ECTA project communication letter already posted on the ECTA website: <https://www.ecta.com/news/5966812>. More project letters will follow.

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UPDATE FROM THE CEFIC – ECTA DRIVER AVAILABILITY & SKILLS TEAM



Early 2017, an Cefic-ECTA Issue team have been kicked off to address the lack of availability of qualified drivers within the Chemical industry. This Cefic-ECTA team is led by Joost Van Neerven (Dow), is supported by Peng Paternostre (Cefic) has Industry representation from Evonik, Yara, Ineos, Covestro, Solvay, ExxonMobil, Borealis, ISOPA, Federchimica, UIC... and the ECTA team is represented by Bernhard Haidacher (LKW Walter) ; Michael Koch (Bertschi) , Hans den Hartogh (Den Hartogh) , Martin Hallam (XPOLogistics) Benny Voortman (Vos Logistics) Michael Schaaf (Bay Logistik) and Peter Devos (ECTA). The team started with an internal survey and analysis of the factors of the shortage and came to the conclusion that the truck driver shortage problem in 2017 is more from a structural nature compared to 10 years ago and is not driven by an economic upturn only.

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Meanwhile, the team is looking for practical ideas and solutions how the chemical industry can prepare itself to ameliorate the driver shortage problem. In that respect a subteam is looking at the EC “mobility package” regulatory framework and wants to make sure that new regulations, as proposed by the EC, do not aggravate the truck driver shortage. In addition, they consider a driver fund at EU level. A second team is defining a solution framework around Chemical Site qualifications and aims to address truck driver waiting times caused by different Gate IN/OUT procedures, timeslots... and looks for new ways of loading that reduce truck driver waiting time. A third subteam is focused on the required driver qualifications and how to ensure young drivers remain attracted to drive for the chemical industry by creating a career path towards a chemical expert driver. These solutions frameworks are under development by this ECTA-Cefic team and a publication is planned around mid-2018.

For further questions you can contact
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UPCOMING ECTA EVENTS

RESPONSIBLE CARE WORKSHOP

4 October 2018 in Brussels

<https://www.ecta.com/event-2802694>

Please submit your burning Responsible Care topics to Evert de Jong in preparation of the final agenda.

ECTA ANNUAL MEETING

29 November 2018 in Düsseldorf

<https://www.ecta.com/event-2802705>

ANY OTHER QUESTION? PLEASE CONTACT US

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THE ECTA TEAM



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