



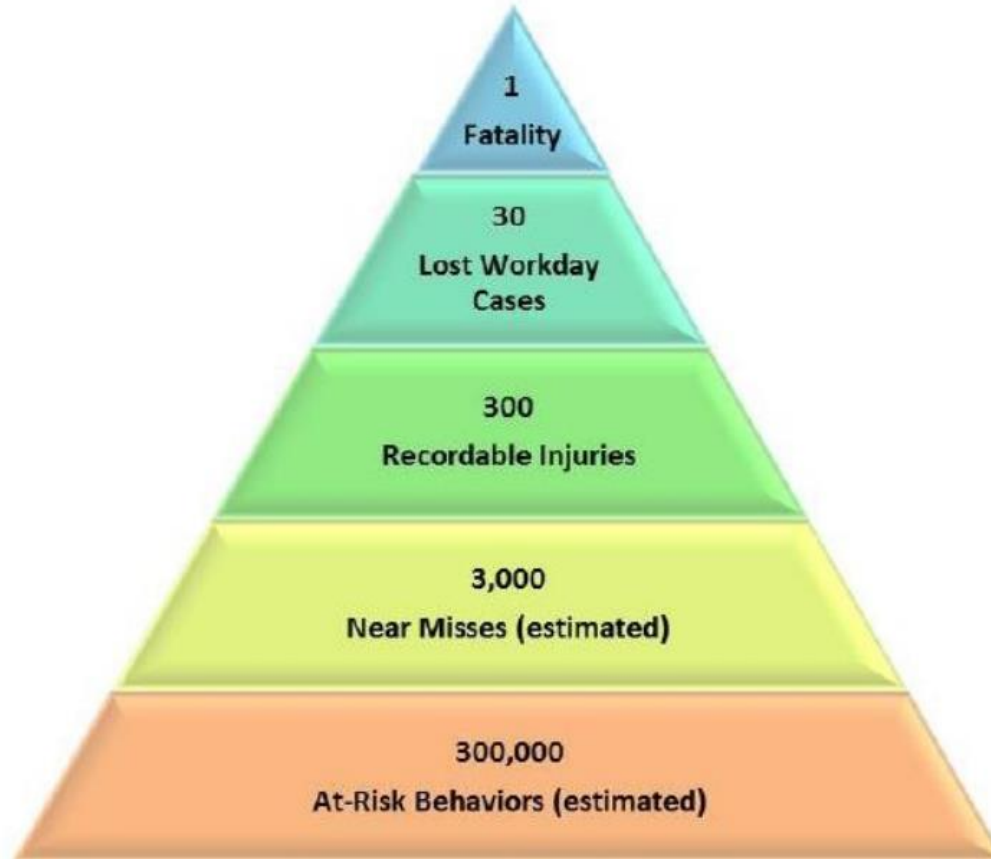
ECTA

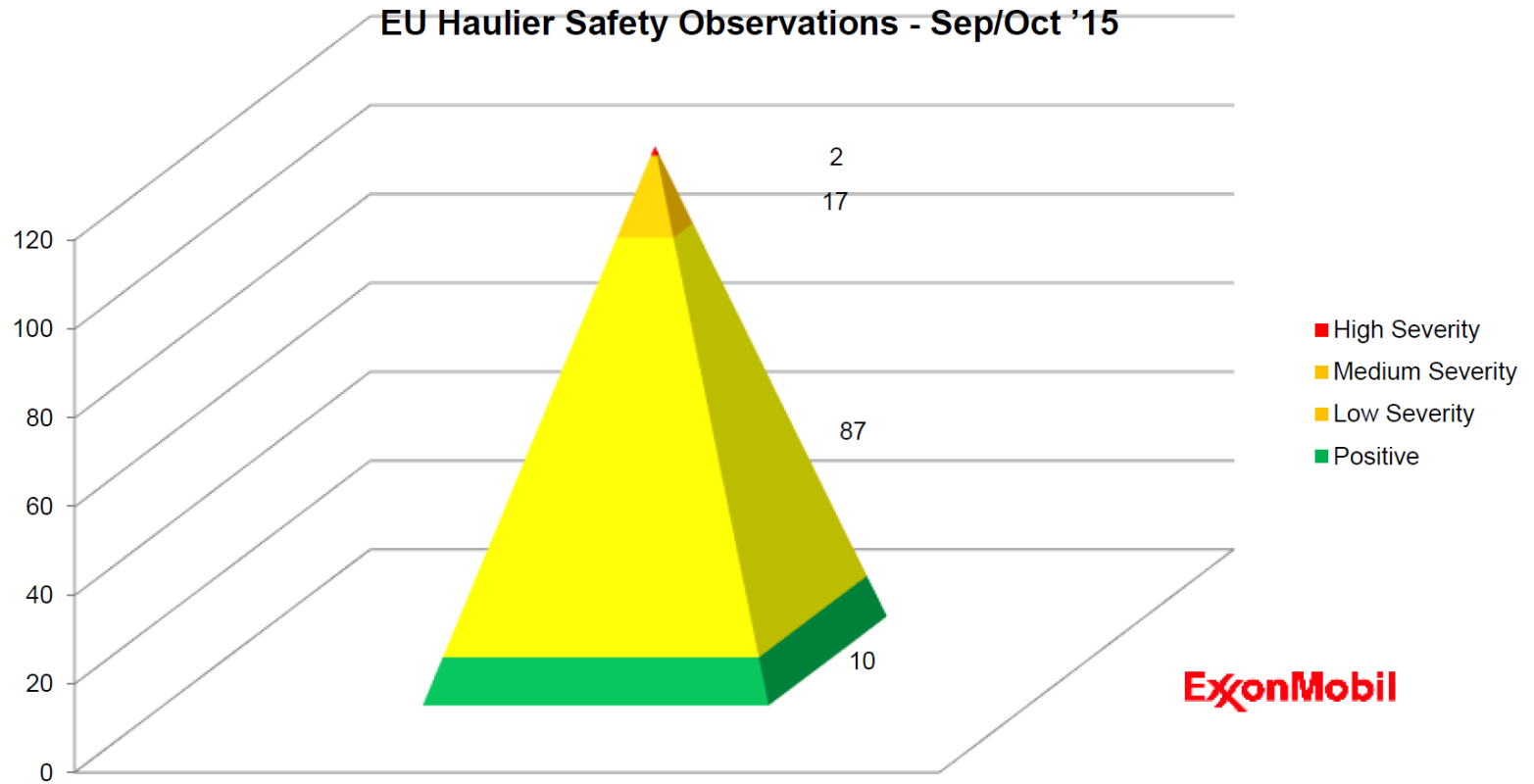
Learning from incidents



| Incidents whilst in transit | | | |
|-------------------------------|------------|------------|------------|
| | Total 2012 | Total 2013 | Total 2014 |
| Lost time-Injury | 109 | 80 | 104 |
| Loss of Product | 152 | 74 | 47 |
| Rollovers | 50 | 50 | 33 |
| Dammage | 327 | 201 | 194 |
| TOTAL | 638 | 405 | 378 |
| | | | |
| Incidents at loading points | | | |
| Lost time-Injury | 65 | 62 | 71 |
| Loss of Product | 30 | 32 | 49 |
| Dammage | 39 | 65 | 48 |
| TOTAL | 134 | 159 | 168 |
| | | | |
| Incidents at unloading points | | | |
| Lost time-Injury | 164 | 94 | 93 |
| Loss of Product | 91 | 111 | 140 |
| Dammage | 88 | 92 | 86 |
| TOTAL | 343 | 297 | 319 |

- These are figures only from RC members (59 companies with about 4.000.000 moves/year)
- These are only accidents
- What about incidents ?
- How do we report them?
- What is done to prevent them?





- Are internal valuable
- Are often a burden to the driver
- Are often only a one to one communication tool between driver and QSHE-officer
- Could be useful towards the customer
- Should be used towards the (un)loading site

inovyn

Safety review by delivery of product for Inovyn

| | | | |
|--|------------|-----------|------------|
| Customer | | | |
| Product | | | |
| Delivery place | | | |
| Reception & Documentation | Yes | NO | N/A |
| Was the procedure always clear (from the arrival at site until the end of discharge)? | | | |
| Were all documents and the unloading equipment checked before unloading? | | | |
| General SHE (Safety, health, Environment) rules and information displayed/communicated clearly at the entry? | | | |
| Are local staff present during the delivery? | | | |
| In case of a NO on the previous question have you got contact with the control room via radio? | | | |
| Delivery Area | Yes | NO | N/A |
| Is the unloading point easily accessible with your vehicle ? | | | |
| Is the lighting adequate ? | | | |
| Access to unloading point is it correct has the inclination and the right width? | | | |
| Is the delivery area fenced in during the delivery? | | | |
| Is there a risk that unauthorised people without safety equipment can get close to the delivery place? | | | |

- Are internal and towards the customer valuable
- Are often a burden to the driver and the QSHE officer (different customers = different systems)
- Should be used towards the (un)loading site

- Reporting near misses – incident investigation
 - Promote active near-miss reporting in first half of 2016
 - Reporting to customer AND ECTA
 - Reporting tool is made available for ALL ECTA members for FREE
 - Own reporting tools can be used
 - ECTA will consolidate if representative

Preview : Near miss report



Fill in the form. Your changes are saved immediately. Go back to 'Dashboard' when the checklist is completed.

Select category ▾

General

Date

2015 ▾ October ▾ 26 ▾

(Un)loading station

Consignee

Name logistic service provider / carrier

City

Product

Name driver

Country

Consignor

Time of day

Transport order reference

email contact

Activity



ECTA tool



- For the moment only two companies have made use of the free tool
- The first reports are coming in
- Much more information is needed

| Product | Cause (ECTA code - basis) | Short description | Possible consequences |
|----------|--|--|---|
| liquids | <i>other non secured unloading place</i> | Bursting disc broken | rejection at loading place / additional costs for extra drive + missed loading slot |
| liquids | <i>place</i> | Safety at unloading place - e.g. no emergency shower; site polluted | accident risk |
| liquids | <i>other non secured unloading place</i> | Manlid cover not correctly closed | product spillage |
| liquids | <i>place</i> | Unsafe unloading place (narrow etc.) | accident risk |
| liquids | <i>taking samples by driver</i> | Sample taking from the top of the tank container | accident risk |
| liquids | <i>other non secured unloading place</i> | Nonconform customer equipment, causing product spillage | product spillage |
| liquids | <i>place</i> | Unsafe situation at unloading place (e.g. ground contaminated) | accident risk |
| liquids | <i>other non secured unloading place</i> | Site staff did not wear any safety goggles | accident risk |
| liquids | <i>place</i> | Unsafe situation at unloading place (lighting inadequate, safety equipment partly damaged) | accident risk |
| liquids | <i>other</i> | Condition of provided equipment - catwalk damaged | accident risk |
| liquids | <i>other</i> | Tank container not sealed | rejection of the material at unloading place |
| liquids | <i>other</i> | Long waiting time on site | extra costs for long waiting time |
| liquids | <i>other</i> | Consignee has only a 1 inch vapour return connection | risk for vacuum damage |
| dry-bulk | <i>other</i> | Inlet damaged because of too strong loading spreader | risk for contamination |
| dry-bulk | <i>unsafe pavement</i> | Unloading place not ploughed (ca. 6cm snow) | accident risk |

- Even better than reporting near misses is preventing them.
- Several tools are available such as
 - CEFIC-ECTA guidelines
 - SULID document

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- F8** **Is vehicle reversing necessary?**
(excluding loading docks) No Yes, assisted by site operator Yes, unassisted
- F9** **Driver Presence during (un)loading** YES, all the time Only for (dis)connecting NO
- F10** **Operator Presence during (un)loading** YES, all the time Only for (dis)connecting NO
- F11** **Is driver assistance required during (un)loading ?** YES Only for (dis)connecting Not at all
- F12** **Location of truck keys during (un)loading** In truck With the operator Key box
 Other:
- F13** **Is shelter provided when the driver is required to stay out of his truck during (un)loading?** Yes No
- F14** **(Un)loading instructions available to the driver?** Yes No
- F15** **Is the truck (un)loading on a public road?** Yes No
- F16** **Is there traffic (trucks, FLT, pedestrians) close to the (un)loading area?** Yes No




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- Education
- Ecological driving
- Excellent material

chemical expert driver

visit:
www.ECTA.com

you offer

The graphic features a central illustration of a man in a purple and red uniform with yellow stripes, wearing safety glasses and holding a yellow hard hat. The background is light blue with faint molecular structures. A red speech bubble with a white arrow points from the man to the text 'chemical expert driver'. A white box at the top contains the title 'Meet ED'. A list of five items is on the left, each with a circular icon. A white box at the bottom right contains the text 'you offer'. A circular callout on the right contains the website 'www.ECTA.com' and a social media icon.

