

ECTA

EUROPEAN CHEMICAL
TRANSPORT ASSOCIATION



RC RESULTS 2016/2017, CHALLENGES 2018

Dusseldorf, 23 November 2017

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ECTA's practical commitment to RC

Cefic's
SQAS T&A

Cefic / ECTA IT
CO2 calc.?

Cefic INDA

IT E-ECD

IT Driver
Availability

IT Polymer
Tank Cleaning

Cefic's forum
RC/CSR/
Sustainability

IT DG
Terminals

Cefic's SQAS
Exec.Comm.

RC Annual
Plans

GPCA

TRANSEC

GLEC

RC Workshop

KPI Reporting

IT Refugees



On going issue teams

ECTA KPI Consolidation

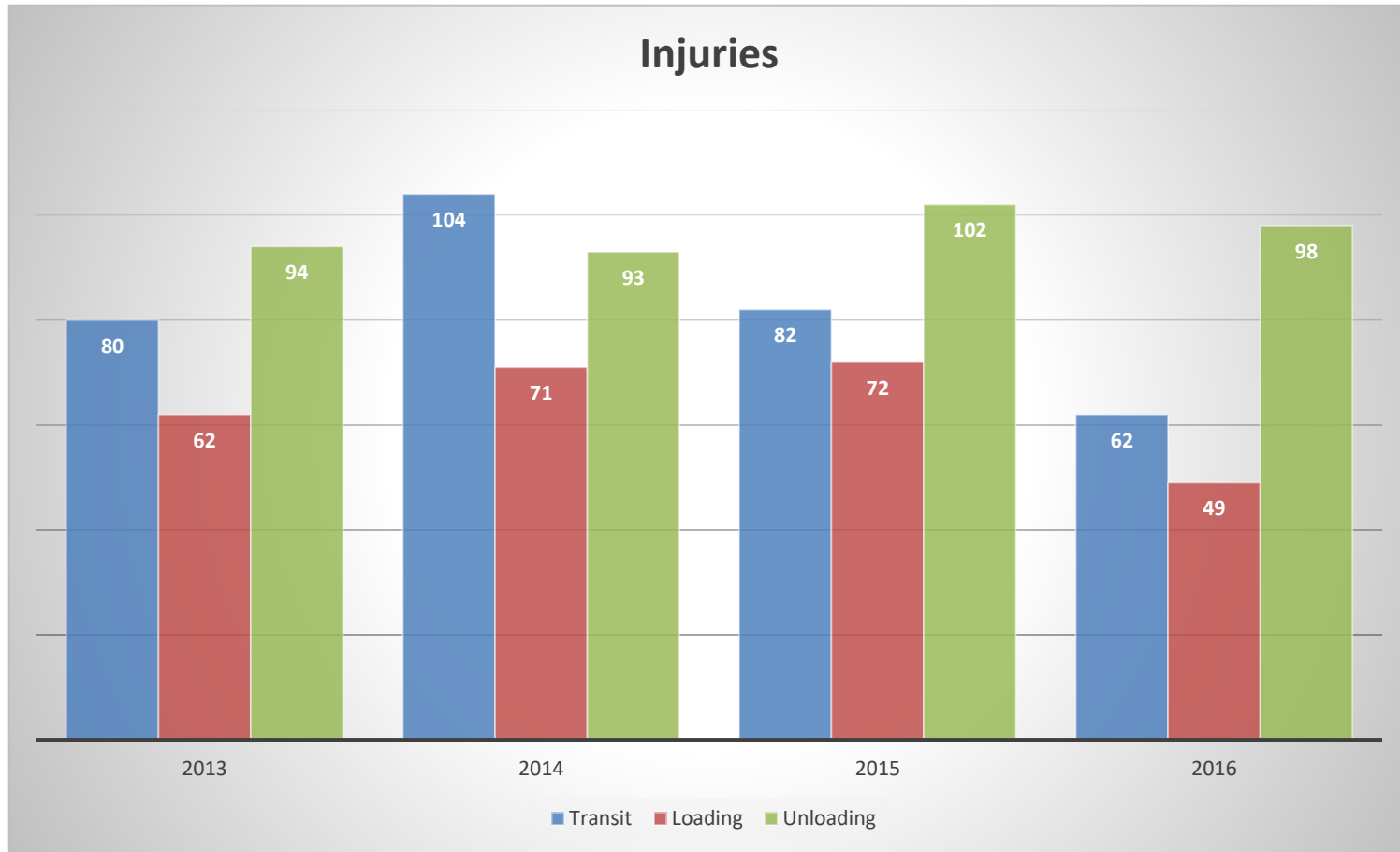
Key areas for in depth improvement:

- Lost time injuries
- CO2 Calculation Methodology

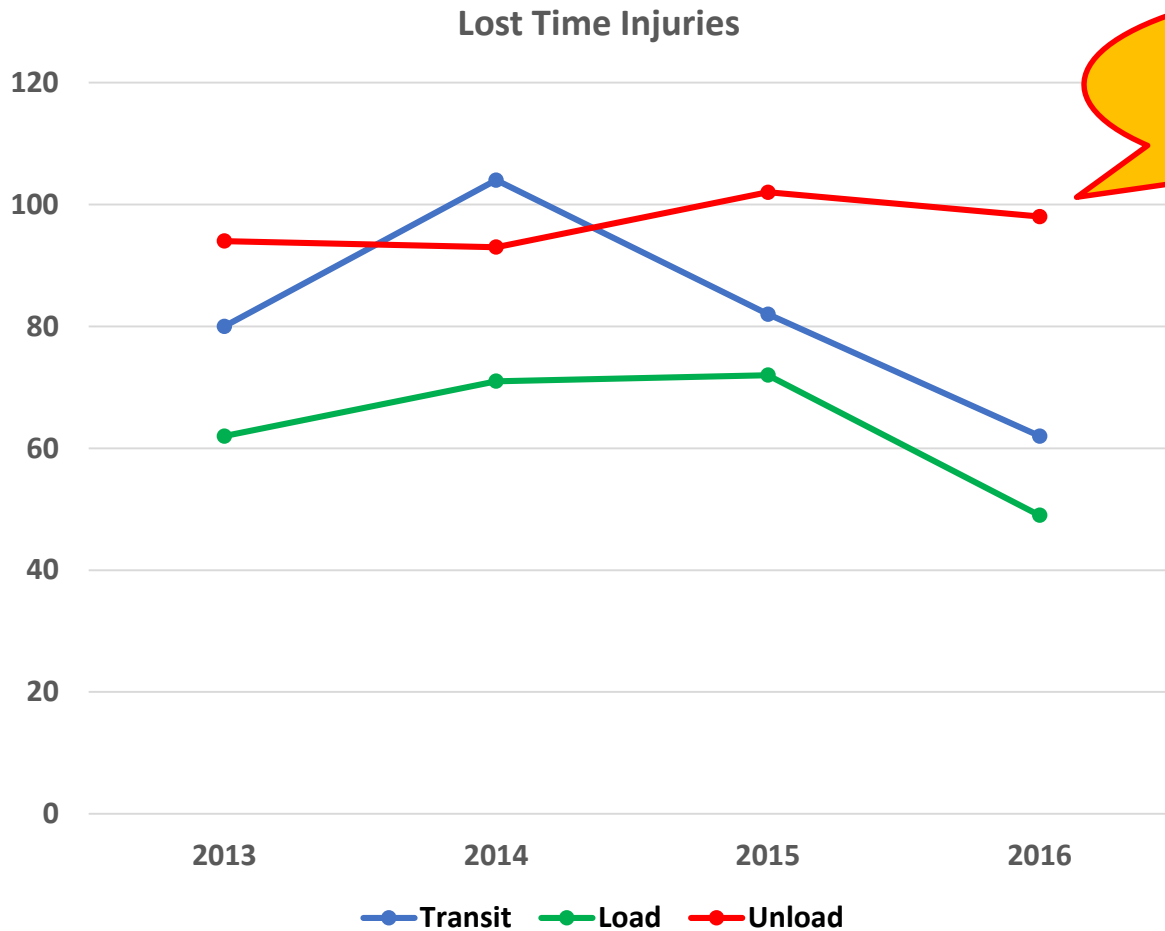
Responsible Care Key Issues

➤ Lost time injuries

Lost Time Injuries 2013 - 2016



Lost Time Injuries 2013 - 2016



4 years :
No Improvements
at unloading sites

Lost Time Injuries: Sept 2017 comments*



- In 2017 we had 2 reported cases of ECTA members stopping delivery because the unloading site management **wasn't willing to act** upon many reports about unsafe conditions.
- Current statistics from an ECTA member showed that for its specific business the risk of a driver getting injured was **5 times higher at unloading sites** than during loading or whilst in transit.

Lost Time Injuries: The Challenge

What:

- Create safer working conditions at (some) unloading sites!

How:

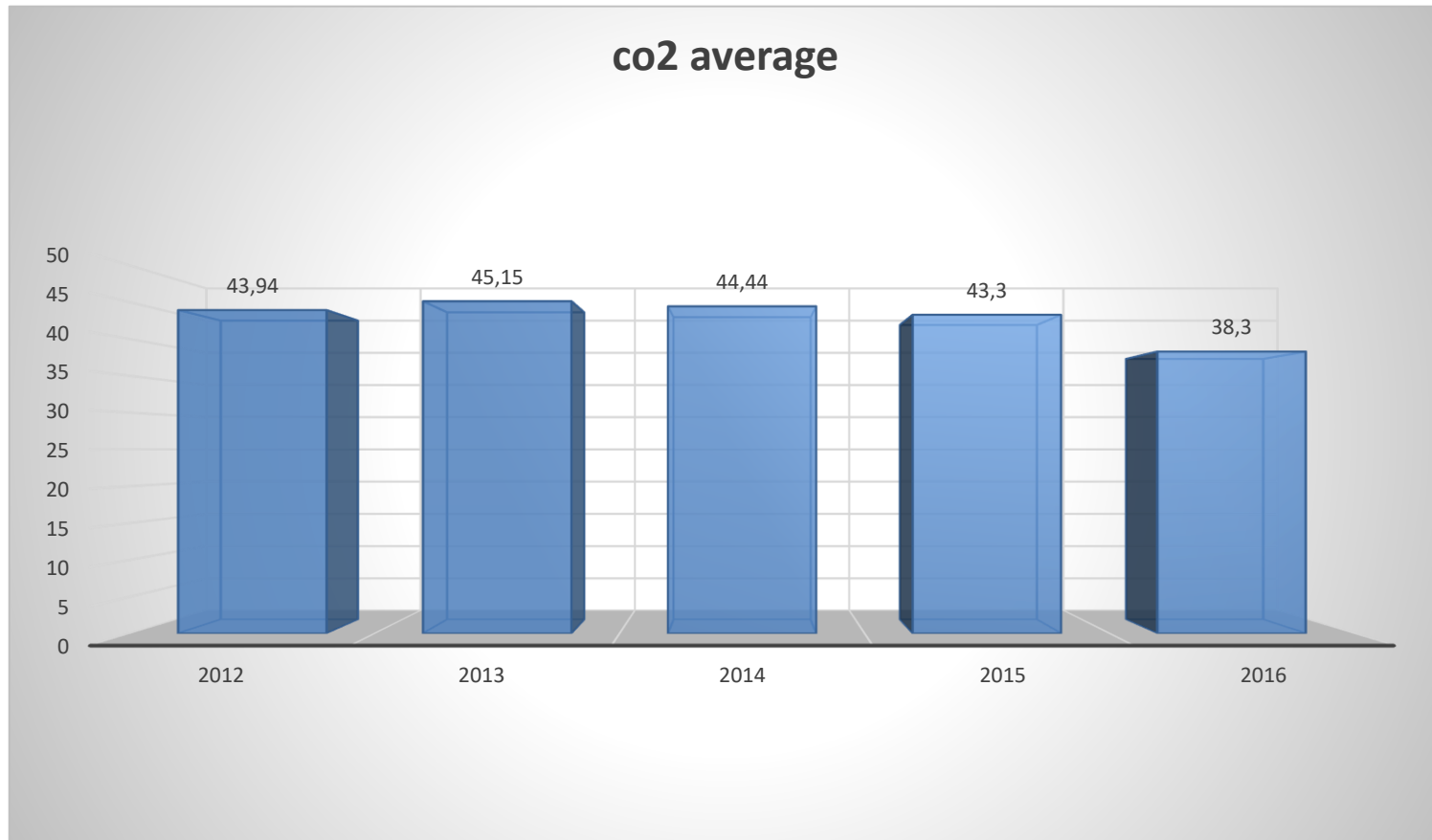
- ECTA wants to collect more pertinent details from across its membership data.
- Link the data to the respective legislation that is disregarded.
- A more focused approach towards unloading sites, with facts & figures, and not allow for 'non-commitment'. Obviously we shall communicate with our customers.

Responsible Care Key Issues



➤ CO2 Calculation Methodology

CO2 Averages 2012 - 2016



CO2 Calculations: 2017 comments*

Remarks:

- Some McKinnon calculation factors (2011 Guidelines) need review vs. new trucks emission data.
- The Global Logistics Emissions Council (GLEC) and equivalent work needs to be considered.
- An inventory of current calculation practices by ECTA members need to be considered.
- ECTA choices must be relayed to our customer base to ensure that we are ‘talking the same language’.

* Reference to Cefic’s 16 May Transport Carbon Footprint Review Meeting

* Reference to ECTA’s 14 Sept. RC Workshop

CO2 Calculations: Targets and Steps



- ECTA has become a member of GLEC after consultation with Cefic.
- In 2018 an inventory will be made of current practices and methods amongst ECTA members.
- Based on the above information, an improved Carbon Footprint KPI reporting method will be created.
- Preferably, e-systems will be applied.
- As usual, the newly created tools will be made available to ECTA's members that have joined the ECTA RC initiative.

Responsible Care

