

# RC UPDATE & SQAS PROGRAM 2019

**Prepared by:**

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# ECTA



# Responsible Care Update



- Statistics 2017 KPI Reporting
- CO<sub>2</sub> Reporting in the ECTA RC Transport KPI Form
- KPI Reporting Discipline → 2018/2019
- ECTA Newsletter
- ECTA's Responsible Care Workshop 2018

# Consolidation of 2017 KPI reports of ECTA RC members

Number of km operated per year for chemical goods transportation in Europe (mln kms p.a.)	2,539	↑
Number of Moves (Orders) per year	4,054,775	↑
Tons carried for the year	101,612,661	↑
Number of employees - Incl. Subcontractors - Drivers	27,832	↑
Mode of transport used:	Road 67% Intermodal 33%	No Change
Number of incidents with motor vehicles for this year - whilst in transit	222	↑
Number of incidents at loading points for this year	131	↑
Number of incidents at unloading points for this year	200	↓
Split of trucks used for chemical transport:	EURO III or less 7% EURO IV 8% EURO V or higher 85%	↓ ↓ ↑

# CO<sub>2</sub> Reporting in the ECTA RC Transport KPI Form

- Meetings Cefic/ECTA on this subject May/June 2018  
1st decisions:
  - Revision of current guideline to start in 2018
  - No GHG KPI's in new SQAS PAD
  - ***Stop consolidation GHG KPI in annual ECTA RC Report***
  - ***GHG KPI in the KPI form becomes optional for RC members***
- Issue integrated in Cefic's meeting (20 Sep 18) of Sustainable Transport Network of Experts (EDJ/PDV Invitees)

EdJ expects:

The current (2011) guideline data will remain unchanged for some time!

# KPI Reporting Discipline → 2018/2019



- Ever since the introduction of the RC annual KPI reports, some members have struggled to send in the reports in time! **Every Year!**
- 2016: last KPI reports were received in Oct 2017  
2017: last KPI reports were received in Oct 2018
- This is seriously delaying the ECTA Annual Report.  
ECTA Team / ECTA Board decision:
  - The reporting period will be more strictly applied
  - Non-Reporting will lead to discontinuation of ECTA's RC Membership

*NB: CO2 figures becoming optional in the report should have a positive effect on the reporting discipline as well*

# ECTA Newsletter



- Objective 4 issues per year (by e-mail)  
2018: Mar/Jun/Oct
- Balance between News Items and Progress Reports:
  - SQAS 2019
  - CO2 Reporting
  - e-ECD
  - Driver Availability project
  - Announcing new guidelines
  - Announcing upcoming activities
  - Other general ECTA or RC related information

Let us know if you want to receive the newsletter!

# ECTA RC workshop

- Novotel Brussels, October 4th, 2018  
50+ registered participants
- Main agenda items:
  - CO2 Calculation Methods
  - SQAS 2019
  - Digitalization of Training
  - Self Loading and Unloading
  - Stability of Road Tanks
  - Road Accident Prevention
- A lot of input for the 2019 program



- Overall: The Changes
- Specific: Subcontracting Control in SQAS TS 2019
- Specific: GHG Emission Control in SQAS TS 2019
- Specific: Plastic Granulates
- The P.A.D. + the Report Summary
- ECTA's Position Paper related to SQAS 2019: STEPS

# SQAS 2019: the changes



Starting points: 3 years input + Dec 2017 Strategy meet.

- Some high-scoring Questions deleted
- Textual revisions make clearer questions & guidelines
- Chapters CORE repositioned
- Subcontracting, GHG Emissions, Plastic Waste (separate)
- The Pre-Assessment Document (P.A.D.)
- The Attestation / Summary Report

- Taken out of the Core Questionnaire and put in the specific questionnaires
- WH/TC: Few changes
- TS: More questions on subcontracting
- Effect of the P.A.D. Weighing tool in the summary

**Objection overruled**

Worldwide more attention for Global Warming, further translated into SQAS 2019

- Existing questions/guidelines finetuned (e.g. In BBS section)
- New questions/guidelines in Core/TS/WH/CS/ESAD
- Questions on equipment specifications link up to Fuel Reduction (lighter equipment, more aerodynamic design, low-resistance tires, etc.

NB: ECTA members will have most systems already in place, finetuning required.

Worldwide more attention for plastic waste problems, translated into SQAS 2019

- Existing questions/guidelines amended by specifically including references to Plastics Europe and zero pellet loss.
- New questions/guidelines in Core/TS/WH/CS/ESAD

NB: ECTA members will have most systems already in place, finetuning required.

### The P.A.D.

- To be completed on line by the assessed company – no more excel file.
- TS: Table 0.3.9 to include numbers of subcontractors and tonnages carried
- The Attestation was taken out
- Behind the Summary Report is an additional Summary which re-calculates the overall score based on a weighing factor for subcontracting

**Objection overruled**

**Objection overruled**

## 0.3.9

## Type of transport companies and tonnage transported

Type of transport (*)		Number of subcontracted companies	Tonnage of chemicals transported (in tonnes per year)	% of chemicals transported <i>(to be calculated by the software)</i>
Own transport				xx %
FIS (Fully Integrated Subcontractors)				xx %
NON FIS	SQAS assessed			xx %
	non SQAS assessed			xx %
SPOT	SQAS assessed			xx %
	non SQAS assessed			xx %
<b>TOTAL</b>				100%

(\*) **Note:** In multimodal transportation, the type of transport will be defined by the longest leg

### STEPS

- Document with full ECTA approval at the time
- Extreme displeasure in the SQAS team of Cefic with ECTA's choice to publish openly to all its contacts. Most issues were verbally recognized and agreed to some extent.
- Request from Cefic to share complaints data. ECTA agreed to initiate a wider enquiry amongst ECTA members. The results are now being consolidated. Non-Disclosure agreement to be signed prior to sharing data, ECTA will not provide member names.
- The SQAS Executive Committee meeting (23-10) also expressed its displeasure: they had expected to be the only addressees. During the meeting ECTA was given the time to present its point of view. W. Garcia of Cefic stated that he expected Cefic and ECTA to work together to develop guidelines on how the SQAS system would preferably be used.
- 3 working days before this meeting, the ECTA Team and Board received the written reaction of the SQAS Executive Committee. It is an item for discussion on the ECTA Board meeting's agenda tomorrow.



# ECTA supports SQAS



ECTA continues to wholeheartedly support SQAS as the best available assessment tool for chemical logistics,

however.....

We have still some remaining working points to align between the chemical industry and ECTA