

Other ECTA Activities:

>> ECTA and EUROTRA organized an Interactive Forum on Training of Driver Trainers. The brochure resulting of this interactive forum has been widely used to promote BBS and to inform policy makers on the continuous training scheme as described within the BBS Guideline. The introduction of the new Directive of training of professional drivers is currently requiring national implementation and legislative initiatives and information from ECTA on BBS is appreciated by policy makers.



>> Conspicuity of silo and bulk trailers ECTA and DTSA (Dutch Tank and Silo Association) organized a meeting with CLEPA, the European vehicle parts manufacturer's association, to discuss the optimal contour markings for the a-symmetric backsides of bulk trailers. A second meeting at Van den Bosch Transporten was organized by ECTA of

>> EU DG Tren organized hearings on Bottleneck in Logistics and ECTA was invited. ECTA presented the topics received from its member companies and was attributed the elaboration of several of the bottlenecks related to the chemical transport. ECTA voiced its strong support towards the initiatives on increasing the infrastructures for safe parking announced

the two associations and the suppliers of reflective materials, to review in very 'hands-on' manner some possible and accurate proposals for retrofitting reflective strips.

by the Commission.

>> ECTA is an active partner in the EU project called BestLog. The main goal is to make an inventory of training and educational programmes in logistics and to gain insights into best practices in logistics so that these can be shared widely. (www.bestlog.org)

>> EU DG Tren commissioned study on HCDG transports (if the measures of ADR Chapter 1.10 are implemented) is also closely monitored by ECTA. The questionnaire to the study has been sent out to all official representatives of ECTA member companies. ECTA was represented in the face to face meetings organized by the study consortium by Mr. Andrew Baird of Suttons Group.

>> ECTA promoted at the March 2007 Petrochem Conference in Antwerp the efforts done by its member's companies on safety and quality in chemical transports.

Roll-Over Prevention

IVECO organized for ECTA member companies an exceptional two days visit of their factory, R&D and training grounds in a joint effort towards analyzing the stability of trailers on the road and the role of new technologies such as ESP systems and R&D concepts. The roll-over prevention by combination of the technology and the training of drivers at the adapted training site was very impressive. This took place in the context of Road Safety Charter commitments of ECTA.



Responsible Care Partnership with Cefic

ECTA, the European Chemical Transport Association, was created in 1999 as the natural evolution from the Round-

Tables "Rail" and "Road" organised in the nineties by EPCA, the European PetroChemical Association. For the creation of ECTA as an international non profit association, EPCA delivered financial and managerial support. There was a need for a structured lobby group for the European chemical land transport sector which ECTA was destined to fill. Its main contribution is the elaboration, promotion and implementation of Best Practices in safety and efficiency for the chemical supply chain. Already close to fifteen guidelines on several topics have been elaborated together with Cefic in joint and balanced working groups or were produced based on ECTA initiatives.

SQAS, the Safety Quality Assessment Scheme set up by Cefic, organises the external assessment and verification of the HSEQ management in logistic service providers' sites. The ECTA member companies submit themselves every three year to these voluntary external SQAS verifications of their safety and quality management processes, pay the

independent assessors for their reports and make these available on the Cefic database to the Cefic Users Group. The possibility to avoid multiple assessments by the chemical industry through sharing the SQAS reports have made ECTA member companies strong supporters of the SQAS system and this resulted in driving up the number of assessed sites of transport operators considerably over the last five years. Through its members, their subcontractors and affiliated companies, ECTA is the representative body of the chemical transport activity in Europe and its member companies have delegated representation rights on their behalf to ECTA in their desire to be recognized for their efforts towards a safe and sustainable supply chain by becoming the partner for chemical transports in the Responsible Care (RC) scheme.

ECTA proposes to monitor and coordinate in the European transport sector the performance data on RC from its sector to be aggregated at European level.

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ECTA ACTIVITIES



On-going Working Groups and ECTA activities

>> Driver's shortage

ECTA focused on this topic at the Round Table Dinner in June 2007 in Munich, where Michael Kubenz provided the members with a good overview of the issues to come in the sector. ECTA and Cefic issued in September 2007 a PowerPoint presentation on the topic of Driver's shortage. This presentation has been disseminated in the chemical industry and was also sent out to all official representatives in the ECTA member companies. Some important recommendations are linked to the improvement of the image of the driver's role, the need for "human" treatment of drivers and the attention to the efficient deployment of the available drivers by reducing the waiting time in loading and unloading sites. This has prompted the creation of a Cefic Issue Team on "Driver's reception and reduction of waiting times", who will build further on the ECTA Working Group Human Resources documents, the collected data of the industry and other sources related to drivers. ECTA representatives are invited to deliver further input on this topic. Due to the importance of the type of product transported and many different local cultures in this matter, participants for ECTA are addressing these topics from the angle of packed, liquid, dry bulk, dangerous/non dangerous and terminal activities with a good geographic coverage.



>> Equipment Guidelines

The ECTA-Cefic guideline on packed goods vehicles was finalized in the working group on packed goods.

ECTA Task Force on Tipping Equipment

Under the impulse of the A. Talke Group, the ECTA Board took the decision to start a ECTA Task Force on safe usage and maintenance of dry bulk tipping equipment. In this ECTA Task Force the joint equipment expertise of twelve ECTA member companies and six suppliers of equipment under leadership of Frans Schuitemaker, Nijhof-Wassink, resulted in a "Recommendation on Tipping Equipment".

>> BBS Loading and Unloading Guidelines

This very important Guideline was re-issued by Cefic-ECTA in 2007, updated with instructions on load securing. In the Guideline the tasks and role descriptions between drivers and operators are being defined for the safe loading and unloading of road freight vehicles and many best practice recommendations are now rolled out across Europe by the major shippers. ECTA is very supportive of these efforts and organized a Leader's in Chemical Transport Round Table

ECTA Working Group Human Resources: Since many years, ECTA has an active Working Group deploying activities related to HR in transport under the chairmanship of Mr. Andreas Zink, from LKW Walter International. The survey on productivity improvement presented at the EPCA meeting of 2004, the ECTA Drivers' Workshop on the conditions of work of drivers and the ECTA brochure "A Driver's Day" have already contributed largely to create awareness on the importance of the role of the drivers.

Dinner on 26 November 2007 with BBS Loading/unloading as discussion topic. Mr. Jos Verlinden, Director Logistics of Cefic; Mr. Richard Mooring, Shell and Mr. Jacco Van Holten, Den Hartogh Group were presenting to the participants their experiences on BBS Loading and Unloading and this was followed by very interesting table discussions by the many participants. The further implementation of this guideline will of course be a major focus in future activities for ECTA.

>> ECTA-Cefic Packed goods / Load securing

Revision of standard EN12195-1 working group: in 2007 ECTA joined forces with Cefic and contributed financially to the elaboration by external specialist of a text proposal on load securing. An important contributor to this effort was the ECTA member company Ewals Cargo Care who took the initiative to become mirror company to the Dutch standardization institute and represented the Netherlands in the revision working group by their manager Mr. Bart Van Rens. Representation of ECTA at the revision meetings was taken on by Mr. Andreas Zink, LKW Walter Int. and by Mrs. Rose-Marie Pype, ECTA Logistics Manager. The proposal by

Cefic-ECTA is now part of the revised text which is sent to all EU member countries' standardization institutes for voting. It is extremely important to support the efforts done by the ECTA-Cefic working group by contacting local standardization institutes and informing them of the importance for the sector to vote in favor of this revised text. All official members of the ECTA member companies received a request from ECTA to support the modifications towards their national standards body. ECTA has also contacted EuroTra (training institutes for drivers) who agreed to forward the request for support to their member training institutes.

>> ECTA-Cefic Working group "Logistic Performance Reporting"

The ECTA codes published in 2002 have now been adapted to co-modality and the evolutions of IT technologies of the last years while respecting the very practical structure of the standard codes. These codes reflect in a unified way the first cause of any "event" occurring during transport that needs to be reported to the shipper by the transport planner or the account manager at the transport company. The revised guidelines are based on a B-2-B

e-connectivity for the transmission of the information. This means that the ECTA codes are incorporated in the automated reporting lines exchanged by the transport companies with the chemical companies. The working group was chaired by Mr. Jaap-Jan De Bockx, Shell. Mr. Wessel Swart of Sabic, a Working Group member, acted as sponsor to prepare a demonstration excel file by allocating to this project one internship for students. Mr. Henk-Jan Stolte, made an excel file for demonstration and training with examples of a code entry in a database structure, allowing to produce graphs in a pivot table, as his final work for his Master studies.

>> Security/Track and trace of dangerous goods/ Intelligent Transport Systems

In February 2007 ECTA invited the DG Tren responsible managers on security in order to inform these policy makers of the EU Commission of the many initiatives taken by the chemical transport sector towards safe and secure chemical transport. ECTA also invited Mr. Paul Wauters, joint ECTA-IRU company member, and members of the Cefic Logistics department. The objective was to explain the SQAS scheme and the security aspects of the questionnaires.

ECTA participates as observer in the meetings of the Committee of National Experts in Dangerous Goods of the EU D-G TREN. At CEN, ECTA contributed to the meetings of the SECCONDD project on security of container transports. As stakeholder, ECTA represented the sector of chemical transports also at the EU DG TREN meeting on cross border enforcement of road traffic offenses.

Close contact with the EU Commission is continued on security of supply chain. EU DG Tren Committee of Dangerous Goods commissioned in 2007 a feasibility study for tracking and tracing dangerous goods. Conclusions show there is no business case to be made for sole purpose of emergency response only to enforce track and tracing in the sector. The study consortium records that track and trace measures for security and safety are to be incorporated in introduction of other logistic IT applications.

>> SQAS

Several ECTA Board Members and managers of ECTA companies participated to the SQAS information day organized by Cefic in November 2007 as speakers and are members in the Technical and

Accreditation Committee of SQAS. ECTA also participates through its President, Mr. Antonio Montero, in the Executive Committee meeting of SQAS.

The ECTA-Cefic-EFTCO working group discussed recommendations on declarations of the previous load to tank cleaning stations. These recommendations were posted on the website of ECTA. Cefic simultaneously committed to review the current practices of incompatibility of some previous loads, some of which seem to be unduly limiting access to loading for clean tank trailers. Mrs. Rose-Marie Pypen of ECTA presented the ECTA-Cefic recommendations on previous load declaration at the ACT-International Conference on Tank Cleaning in Hamburg on 23 March 2007.

>> Intermodal land terminal safety management and Emergency Response Management

As industry organization representing a specific important flow at inland terminals (who are sometimes very congested), ECTA raised the topic of Intermodal land terminal safety management at its conference in 2007. Currently, ECTA further promotes the importance of harmonized safety management in the inland terminals.

ECTA coordinates with relevant groupings and associations towards benchmarking and/or certification/audit scheme of terminals. Exploratory meetings with other associations have started. Meeting took place with EFIP (inland ports association). UIRR is also active on this topic and has an existing framework for dissemination of information on inland terminals, albeit only combined transport, which could provide the proper canvas to be extended to the transparency and benchmarking requested by ECTA member companies. A global certification of sea terminals quality scheme by Germanischer Lloyd also has started, most likely this will result in similar efforts for in-land terminals. A UIR working group called DIOMIS has formulated already best practice guidelines for inland terminal safety as well and also CDI (Chemical Distribution Institute) is working on guidelines for terminals. ECTA and the University of Antwerp investigated the attitudes and organisation of emergency response at TankCeu and the chemical transport sector. Cefic presented its ICE scheme at the ECTA Annual Conference in Munich. ■

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