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 CLERA, the European vehicle parts manufacturer’s association, to discuss the optimal contour markings for the a-symmetric backside of bulk trailers. A second meeting at Van den Bosch Transporters was organized by ECTA of the two associations and the suppliers of reflective materials, to review the very ‘hands-on’ manner some possible and accurate proposals for retrofitting reflective strips.

- 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 Petrochemical Conference in Antwerp the efforts done by its member’s companies on safety and quality in chemical transports.

- ECTA focused on this topic at the Round Table Dinner in June 2007 in Munich, where Michael Kubena 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.

- ECTA Working Group Human Resources: Since many years, ECTA has an active Working Group developing relations related to HR in transport under the chairmanship of Mr. Andreas Zink, from LKW Walter International. The survey on productivity improvement presented at the EPICA 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.

- On-going Working Groups and ECTA activities

- Driver’s shortage

- BBS Loading and Unloading Guidelines

- Equipment Guidelines

- ECTA Task Force on Tipping Equipment

- ECTA Task Force on Roller-Over Prevention

- Responsible Care Partnership with Cefic

- ECTA, the European Chemical Transport Association, was created in 1993 as the natural evolution from the Round-Tables “Road” and “Road” organised in the nineties by EPICA, the European PetroChemical Association. For the creation of ECTA as an international non profit association, EPICA 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 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 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)

- ECTA proposed to monitor and coordinate in the European transport sector the performance data on RC from its sector to be aggregated at European level.
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 structure of the standard codes. These 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. Ian De Rocks, 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. Hesk-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.

ECTA participates as observer in the meetings of the Committee of National Experts in Dangerous Goods of the EU D-G TRENN. At CEN, ECTA contributed to the meetings of the SECCO/02 project on security of container transports. As stakeholder, ECTA represented the sector of chemical transports also at the EU DG TRENN 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.

ECTA-Cefic-EFICO 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 undesirably limiting access to loading for clean tank trailers. Mrs. Rose-Marie Pype 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.

EFTA 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). UIIR 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 UIIR working group called DIOMES 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 TankCen and the chemical transport sector. Cefic presented its ICE scheme at the ECTA Annual Conference in Munich.