



European Chemical Transport Association



Activity Report 2010



July 2011



ECTA ACTIVITIES 2010

2010 was a year of organizational changes with ECTA and EPCA going separate ways. Today ECTA is very pleased to announce that the changes mentioned are having the desired results.

The new structure has now created greater focus for the members by way of internal as well as external contact. This is not to say all is now complete, there is still an evolving situation with members contact and greater transparency and regular meetings will be held across Europe in the time ahead.

TRADING CONDITIONS 2010 INTO 2011

2009, into 2010 was a continuing difficult year from the carryover from the world economic downturn of 2008 and the European land transports, as well as associated sectors for chemical goods were severely hit.

This has resulted in a serious situation with drivers that will impact on the industry in the near, medium and longer term. It is estimated the amount of drivers who have left the industry over the past 18 months and who will not return to be in excess of 200k across Europe. These have either retired or looked for work outside of the (chemical) transport industry due to the unsociable hours and conditions.

The above coupled with the below scenario was discussed at the ECTA Conference in Ieper in November 2010 and presented by a number of key speakers.



FUTURE TRANSPORT SCENARIO WITHIN EUROPE

- Increased legislation
- Increased Carbon taxes
- Increasing Driver shortages as stated above – 200k across Europe
- Transport Industry feels under extreme pressure due to:
 - Political pressure
 - Legislative pressure
 - Being the face of the Chemical industry on the road
 - Perception of the Industry by the general public : polluters of the atmosphere
- Small Margins
- The above should be read in conjunction with a recovering market that requires more equipment and drivers.

It must be mentioned that thanks to the positive and continuing resilience of the transport sector, which has brought members through the worst recession for some considerable time, 2010 has shown to be a recovering year for the large majority of ECTA members.

This impact of the economic downturn for such a long period has not detracted from the continuing efforts of ECTA to promote all aspects of ECTA activities as well as the Responsible Care scheme.

POSITIVE ACTIONS DURING 2011 TO OFFSET THE FUTURE SCENARIO

ECTA to actively pursue:

- increased membership to have consensus across Europe
- Promote the wider acceptance of Responsible Care as a “Tool for overall improvement and Carbon Footprint monitoring
- Apply the “new” SQAS Assessment pack that will be launched April, and now includes +50 questions targeting Responsible Care.
This is the measurement that ECTA will use
 - (a) to approve members and
 - (b) to measure members improvement plans and actions
- Promote the various Best Practice initiatives that are in place
- BBS as an overall tool for improvement e.g. drivers, equipment, fuel, damage, etc.
- Modal shift in conjunction with the Chemical industry
- Better use of available technology for equipment usage monitoring

Only by being proactive in the above actions can the impending legislative and tax increases be mitigated.



RESPONSIBLE CARE

2010 KPI returns from RC (Responsible Care) members have been more meaningful than those received for 2009, a number of reasons for this:

- 2010 was the first full year with an agreed reporting format
- Agreed KPI Co2 emission factors are now known for each mode
- Members are more comfortable with reporting

Further amendments to the RC Implementation guidelines and KPI form took place following discussions held between the RC committee members, once again to make them more user friendly and meaningful on the reporting of the KEY KPI's.

The results are encouraging when viewing the KPI returns, the KPI's are then measured against the individual companies' RC improvement plans to monitor where additional focus is maybe required. The KPI's when finalized are shared with Internal and External stakeholders by way of the ECTA website and an RC report.

In order to fulfill its tasks under the ECTA-Cefic RC Agreement, ECTA during the course of 2010 was granted direct access to 155 of the SQAS reports of ECTA RC member companies that are held in the Cefic SQAS database. ECTA is able to check very actively the HSE profiles of its RC members in the context of its RC governance mission. The database management system for RC has also been upgraded during 2010.

Membership at December 2010 stood at 85 members with 35 signed up for the RC Scheme. As stated the major drive in 2011 is to increase both areas of ECTA membership so as to be more representative of the transport sector with Europe.

ECTA members at present carry +/- 70% of the chemicals across Europe; this figure with the economic recovery will increase.

RC ACHIEVEMENTS 2010

- Increased membership – spreading the word
- 9 Guiding Principles set into RC requirements
- Revised RC guidelines and KPI reporting form
- Input into Sustainability and Logistics working groups
 - Emission factors now agreed for all modes
 - Carbon Footprints now readily understood
- Input into Un/Loading working group & Risk Management
- Input to new SQAS 2010 – to be launched April 1st 2011
- KPI forms received detailing RC commitment and CO2 figures
- Now able to report to internal/external stakeholders

INDUSTRY ADVISORY COUNCIL (IAC)

The RC platform was a forum set up to promote RC between Industry and ECTA. Over time with ECTA becoming a standalone organization it was indeed felt a better course of action would be to set up an Industry Advisory Council made up of KEY industry players and ECTA Executive Board members.

From the meetings held it is seen that more strategic areas of cooperation are discussed and agreed actions moved forward.

Also the evolution of the ECTA RC Scheme is discussed during the meetings of the IAC along with the Carbon footprint Key Performances Indicators (KPI) to make sure that a governance plan based on objective measurements is seen for 2010 and expectations for 2011.

ECTA EXTERNAL ACTIVITIES

ECTA remains an official partner to the Healthy Workplaces campaign on Risk Assessment organized by the European Agency for Safety and Health at Work (OSHA).

Communication

ECTA Conference was held in Ieper, Belgium on 25th November 2010. It is pleasing to report that the conference was well attended; ECTA organized 5 presenters to talk about Greener Logistics and the expectations of external stakeholders.

Amongst the themes presented were the implementation of taxes in the coming years aimed at reducing the Carbon Footprint of the transport industry within Europe, the ways and means of measuring the Carbon Footprint of the various modes, and equipment technology and the measuring and monitoring of vehicle movements.

Presentations are downloadable from the members' area of the ECTA website: www.ecta.be.

ECTA Website

ECTA is continuously working on the website in order to adequately integrate therein the ECTA activities.



WORKING GROUPS

Working Group activities have remained high profile during 2010. Despite the economic situation that we have faced, the commitment to Responsible Care, Safety and other associated areas of QHSSE remain.

Weights & Dimensions

This working group is dictated by the movement within the EU to a large extent, close attention is maintained on any movement or proposals that emanate from the EU. ECTA view this particular area as KEY to efficiency gains and reduction of Carbon Footprints along with Modal change.

Sustainability in Logistics

The working group is aimed primarily at defining Carbon Footprints for the various sectors, this being closely allied to the ECTA Responsible Care scheme. At year ending a definitive measuring tool has been developed to assist all to measure CO2 and Carbon Footprints. Report downloadable from www.ecta.be.

Cargo Securing

By looking at the whole aspect of packed loads being safe whilst in transit, it appears as if a CEN Standard could be in place in 3-4 years.

SULID : Site (Un)loading Information Document : Un/Loading (Risk Management) for Bulk, Liquid and Packed goods

This working group has developed a 3-section document identifying all aspects associated with both Loading and Delivery sites. This information being passed onto the LSP for informing ALL in the supply chain (especially drivers) on the risks associated with the individual sites.

The campaign aims at reducing work-related accidents and illness, by promoting risk assessment as the first step to a sustainable prevention culture.

NEW WORKING GROUP:

Maritime Tipping of Containers carrying Bulk

It was decided, based on the severity of risks with this type of transit and tip, to develop a best practice guideline, similar to previously published best practice guidelines. It is anticipated to have this complete by end of the 3rd qtr 2011 when it will be formally approved and placed on the ECTA website.

SQAS Transport Service and other assessment packs

ECTA members have been active in the rewriting of the SQAS Assessment pack for Transport, Warehousing and Tank cleaning, which will be launched April 2011.

Working at Height

This is a perennial issue with the Transport industry; ECTA has decided to be proactive in this area and set up a working group made up of LSP's, producers and other groups who may be affected by the directive.

ECTA RC COMPANIES 2010 (35 MEMBERS)

A.L. Langen B.V.
Alfred Talke GmbH & Co. KG - Logistic Services
Baltran SA
Bay Logistik GmbH & Co. KG
Bertschi AG
Bruhn Spedition GmbH
Bulkhaul LTD.
Consar
Contank SA
DB Schenker BTT GmbH
De Rijke Group
Den Hartogh Liquid Logistics B.V.
GCA Trans
Gé Simons Internationaal Transport B.V.
Groupe Samat SA
Gruber GmbH & Co. KG
Haanpaa Group
Haesaerts Intermodal N.V.
Hoyer GmbH International Fachspedition
Interbulk Group PLC.
Karl Schmidt Spedition GmbH & Co KG
Kube & Kubenz
Lanfer Logistik GmbH
LKW Walter Internationaal AG
Marenzana SpA
Nijhof-Wassink B.V.
Norbert Dentressangle SAS
Pañalon SA
RMI Chemical Logistics B.V.
Seaway S.A.
Star Chemical Logistic SpA
Suttons Group
Vos Bulk Logistics OSS B.V.
VOTG Tanktainer GmbH
Wauters Tanktransport N.V.

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