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# NEWSLETTER

## HIGHLIGHTS

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### SQAS Task Force

On December 17<sup>th</sup> Peter Devos and Evert de Jong participated in the SQAS Task Force meeting at the Cefic office in Brussels. Cefic presented their follow up of the action points from earlier meetings. Several of the action points are progressing as expected, and if there is more news this will be reported separately. Cefic also clarified the background of their decision to charge accredited assessors with a fee of € 150 per SQAS assessment starting after 31<sup>st</sup> March 2020. Cefic also informed us and the other associations (FECC and EFTCO) that they informed all accredited SQAS assessors accordingly mid-december 2019.



### Operation Clean Sweep

Plastics Europe is a leading pan-European association and represents plastics manufacturers active in the European plastics industry. Most of these manufacturers are customers of ECTA members and as such ECTA members are stakeholders of the plastics industry.

In 2019 at the regular Cefic/ECTA meetings several presentations by Plastics Europe provided details regarding the expected requirements for certification under the 'Operation Clean Sweep' program. It is ECTA's objective – with Cefic and other associations – to make sure that these requirements are included in the SQAS modules, to avoid that separate certification audits become necessary. Further developments in 2020 will be reported in the next issues of the ECTA Newsletter.

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## ECTA Responsible Care 2025



At the ECTA Annual Meeting we presented the upgraded Responsible Care program under the new title ECTA RC 2025. The program is built on the unchanged basis of the international Responsible Care principles, but in our program we have now included more specific key areas which are in line with the current challenges our industry has to meet.

An ECTA RC 2025 Charter Document was published in November 2019 as well and during the dinner at the end of our annual meeting we presented Mr. Bernhard Haidacher, director of LKW Walter, with the first new ECTA RC 2025 certificate after he had signed the revised Commitment Document on behalf of the company.

The new program officially kicked off on 1<sup>st</sup> January 2020. After that date all RC members of ECTA have been sent a mail with the RC 2025 Commitment form with the request to return the completed and signed form by e-mail to Evert de Jong.

In February 2020 we shall start issuing the new ECTA RC 2025 Certificates to the companies that have returned the commitment documents.

In the same message the revised ECTA RC KPI form was sent and all ECTA RC member were informed that they would need to return the completed KPI forms before 31<sup>st</sup> January 2020.

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## ECTA RC Workshop 2019 Presentations

A very successful ECTA Responsible Care Workshop was held in Brussels on 12 September 2019. For companies or people interested in the workshop's content we inform the readers of this newsletter that [all presentations are now available on ECTA's website.](#)

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## ECTA Responsible Care Workshop 2020: 15 October 2020 (Save the date!)

We are very happy to announce that this year's Responsible Care Workshop will be held on Thursday 15<sup>th</sup> October 2020, once more at Novotel Brussels Airport. We expect to offer you again a program full of interesting items, in our next newsletter will shall be able to provide more details on that. We shall certainly report on the progress made in the ECTA RC 2025 program and also recent developments in SQAS will be an item on the agenda.

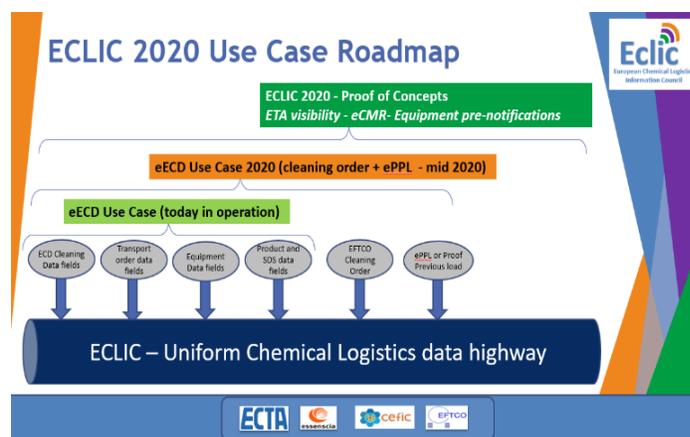
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## The digital eECD is being rolled out and ECLIC further prepares for eECD 2020

Driven by the obvious value of improved compliance, more transparency, less paper and higher efficiencies, the digital eECD company network have been further growing during Q4 and 12 extra companies have been subscribing for an eECD licence bringing the total to 37 companies by year end 2019. These 37 companies - the list of companies and locations can be find [here](#) - are preparing themselves to gradually issue digital EFTCO cleaning documents and are making the mental shift from paper to digital. During the second half of 2019, the first 1000 digital eECD's have been processed amongst more than 20 locations and over 200 active users and the plan is to continue on this path in 2020. In addition, some companies have started the integration of the digital eECD process within their systems making the step change for users smaller and preparing for further eECD process automation and scale up.

At the start of 2020, the ECLIC board approved the required financial funds to move forward with the eECD phase 2 (see picture) and to further develop the "eECD 2020 process". Within this enhanced eECD 2020 process, the aim is to exchange digitally a cleaning order instruction amongst Cleaners and Equipment Operators as well as to generate a digital proof previous load document or ePPL between the Equipment Operators and Loaders. These new eECD developments are planned to start in Q2 2020 with some first test results just before or after summer. Meanwhile, ECLIC is also preparing the path for future digital Use Cases as announced at the ECTA annual meeting last year. These future Use Cases will start as "Proof of Concepts" or feasibility pilots and the timing is based upon available funds and resources as we move forward.



For more information on eECD or future ECLIC Use Cases, please contact [peter.devos@ecta.com](mailto:peter.devos@ecta.com).

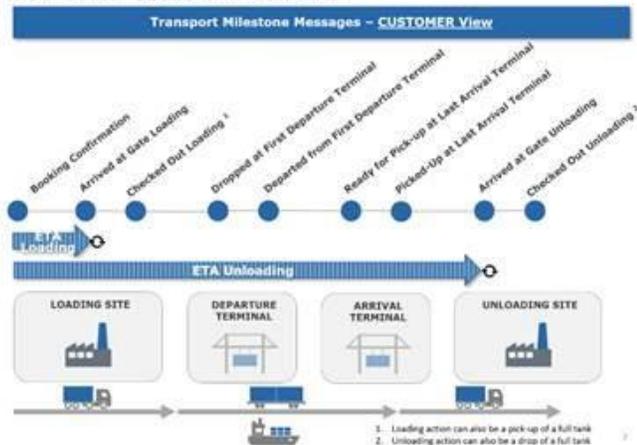
## ECTA Supply Chain Visibility Workgroup

The ECTA Supply Chain visibility workgroup aims to improve the transport visibility by defining a standard ETA transport date and message framework for transport milestones taking into account multi-actor transportation flows. An example of such end-to-end milestone transportation flow is visualized as per picture hereto added.

During November and December, the workgroup started to describe and map all the major milestone events for both the customer and logistics suppliers point of view. In addition, for each flow it has started to define the corresponding ETx messages e.g. Estimated Time of Arrival (ETA), Estimated Time of Pick-up (ETP) and Estimated Time of Closing (ETC) taking into account the different transport modes road, rail and ferry.

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### End-to-End Supply Chain Visibility



While today, certain shippers have started to ask their transport providers to share the GPS positioning data to estimate the final delivery date, ECTA recommends to exchange pre-defined, validated ETA information and transport milestone messages between all supply chain actors. In case of a multi-node door-to-door shipment, the sharing of continuous GPS positioning data leads to overcommunication because GPS signals are only support data to the final ETA date and by themselves lack necessary additional information of driver resting hours, depot stops, ad-hoc planning changes etc.

The next step is to further work out the ETA and milestone message notification rules while giving some example guidance for an interoperable underlying technology format. A first draft version of this framework should be ready in March so it can be further reviewed and validated in the broader stakeholder group during March-April. Objective remains to share a first version of the transport date and message definition framework with all ECTA members before end Q1 2020.

In case of questions about this Supply Chain visibility topic, feel free to contact [peter.devos@ecta.com](mailto:peter.devos@ecta.com).

## Driver availability & qualification

With the start of 2020, the Cefic-ECTA driver availability & qualification workgroup has continued the textual “write up” of a first version of the new best practice guideline. Apart from the research conclusions that truck driver shortage is a structural problem which the chemical industry will continue to face with in the next decade, the aim of the new best practice Cefic-ECTA guideline is to define some practical recommendations on how to improve the overall Chemical truck driver availability & qualification from both a shipper and transport perspective. To achieve that aim 4 recommendations are being defined being

1. The redesign of the logistics infrastructure at loading and unloading sites
2. Digitalization and planning
3. Truck driver communication and comfort
4. Chemical truck driver training, engagement and retention.

The final publication of the ECTA-Cefic driver availability & qualification guideline and findings, is expected to be released end Q1 2020. In addition, ECTA keeps close links with IRU to improve the working conditions, increase operational efficiency, and ultimately, contribute to making the driving profession more attractive. In case of question, feel free to contact [peter.devos@ecta.com](mailto:peter.devos@ecta.com)

## Safety Best Practice Takeaways

At the Ineos Haulier Safety day held in Nov 2019, an Ineos training movie has been shared about safety guidelines for unloading of polymers in bulk which can be viewed [HERE](#). In addition, LyondellBasell shared with us their movie about [Moisture formation in silo trucks](#) which is complementary to the ECTA-EFTCO-CEFIC Best Practice Guidelines for the Cleaning of dry bulk polymer transport tanks.

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## UPCOMING ECTA EVENTS



### ECTA RESPONSIBLE CARE WORKSHOP

15 October 2020 in Brussels

### ECTA ANNUAL MEETING

19 November 2020 in Düsseldorf

[Please read the article of HCB about our  
last ECTA Annual Meeting 2019](#)



*ECTA Board members & ECTA staff on 15<sup>th</sup> November 2019 in Düsseldorf*