

This year the European Chemical Transport Association (ECTA) exists for 20 years. ECTA was formed in 1997 out of the European Petrochemical Association (EPCA) to specifically improve the standards of efficiency, safety and quality as well as the environmental and social impacts of transport and logistics of chemical goods in Europe. About a decade ago, ECTA teamed up with the European Chemical Industry Council (CEFIC) and formalized its Responsible Care (RC) framework across the chemical supply chain.

While the organization's mission and objectives have stayed the same, its activities are more important than ever in the supply chain. Increasing global trade volumes, higher operational safety and sustainability requirements, more demanding customers, lower margins and more complex regulations mean that transport and logistics companies need now even more guidance and advice which ECTA can provide. Cooperation and digital collaboration across the different stakeholders in the logistics chain is becoming the norm – and ECTA cooperates and participates in the open dialogue between Logistics Service Providers (LSPs), chemical industry and the institutions to proactively improve the transport and handling of chemical goods.

Logistic Challenges of tomorrow

INDUSTRY – The European Chemical Transport Association (ECTA) speaks for the logistics industry and is continuously looking for solutions and Best Practices, together with all the stakeholders across the chemical supply chain.



The new ECTA team

To complete its future mission, the ECTA board with president Andreas Zink, director of LKW Walter, decided in 2016, to further strengthen the ECTA management team by discontinuing the combined management function and created a separate Managing Director and Responsible Care Coordinator role:

◆ Peter Devos got appointed as ECTA's Managing Director after an extensive career in chemical production and supply chain management at Monsanto.

◆ Evert de Jong was appointed as ECTA's Responsible Care coordinator. De Jong was already involved in the development of the RC-program and in Cefic's Safety and Quality Assessment Systems (SQAS) for many years while in his former job at the De Rijke Group.

◆ Dolores Guion, ECTA Deputy Managing Director, remained the first line of contact for all ECTA members and other stakeholders from both inside and outside the association.

This lean and effective team is working very closely together to coordinate the logistics challenges with a direct link to the ECTA board.

ECTA's prime objective is Responsible Care by aiming for "Zero Accidents" along the chemical supply chain and it does that by setting up specific Issue Teams or Working Groups with Logistics & Transport experts from member companies and other industry associations such as CEFIC, the European Association of Chemical Distributors (FECC) and the European Federation of Tank Cleaning Organizations (EFTCO), which have related interests. Where appropriate, the participation is extended with other institutions or subject matter experts in order to jointly develop and promote standards and Best Practice Guidelines. Besides, amongst its Responsible Care members, ECTA is publishing in its annual report a set of Key Performance Indicators (KPI) to track the safety and sustainability performance within the chemical logistics community. All Best Practice Guidelines are openly shared via the ECTA website.

Best Practice Guidelines 2017

Earlier this year, ECTA updated the Best Practice Guideline of "ECTA Codes" (officially known as the ECTA-CEFIC Guidelines for Standardized Coding of Transport Events, Issue 3) to allow a more standardized lo-



Peter Devos,
Managing Director



Evert de Jong,
RC-coordinator



Dolores Guion, Deputy
Managing Director



Photo: Brenntag



Photo: S. Klein

The next big issue for ECTA is the digitization of the European Cleaning Document.

gistics performance reporting. The original ECTA codes were last updated in 2007 when they were adapted towards co-modality. This third edition, developed at the request of a number of LSPs and chemical shippers, adds extra codes for date and time allowing to also code "early deliveries" in the logistics performance reporting while some minor textual corrections were made improving the ECTA codes document accuracy. The 2017 revised Guidelines aim to further improve the precision of chemical transport reporting towards the customers and this across the logistics chain, ECTA says.

One objective of the third revision was to respect the very practical structure of the standard codes because these ECTA codes are now being rolled out to other world areas as a global Best Practice. Besides, the ECTA codes are more and more used as standard by different providers of Information and Communication Technologies (ICT) who incorporated the ECTA codification in the automated reporting lines exchanged between the transport companies and shippers. In a next phase and moving towards a more real time and more transparent shipping process, parts of the ECTA codes are being re-used to trigger *Event Management* where delays are reported immediately, providing customer service to react proactively.

Back in February 2017, the new CEFIC/EFTCO/ECTA **Best Practice Guidelines for the Cleaning of dry bulk polymer transport tanks** was published. This document contains specific cleaning recommendations from the polymers producing members of CEFIC. An important aspect addressed in the guideline is the specific request of customers regarding the level of cleanliness required for silo tanks to be used for the carriage of products for pharma or *Indirect Food Contact* applications.

Furthermore, the Best Practice Guideline for **Managing Change in the Chemical Supply Chain** got released in March 2017 after a review within an ECTA Responsible Care Workshop. The Issue Team of this guideline produced a rather high-level document which aims to provide very broad information of all aspects of *Management of Change*. And though not many logistics companies will feel fully familiar with the document, it can be excellently used to test validity and completeness of existing procedures.

Change requirements in the areas of management, personnel, hardware, procedures, training are all addressed extensively. A new choice made for this guideline is an Excel tool which is added to the document for free use. By short selections through the tool, only the applicable questions are left to be completed and

managed. As such it does not only provide a tool to work with before and during the change, but it can also be saved as future evidence for further learning and improvement. With this last beneficial aspect, the Responsible Care "PDCA loop" (Plan-Do-Check-Act) is there for ECTA members to use.

Currently, an Issue Team is working towards a final Best Practice Guideline on **Migrants Access to Silo Tanks during Transport**. The work of this Issue Team started during the 4th quarter of 2016 when many incidents occurred mostly between the European continent and the United Kingdom. The suffocation risk of persons in closed silo tanks is unacceptable for ECTA members and their customer base and in a joint effort with chemical producers and equipment manufacturers a final draft of the guideline is expected to be completed before end of 2017.

Another Issue Team was kicked off in first half of 2017 to focus on **Driver Availability & Competency in Europe**. Most West-European countries are for some years coping with a decreasing number of inflow of qualified drivers. On the other hand, we have seen an increase in the number of East European drivers in West European countries. Besides, new and more stringent transport regulations and standards introduced over the last years and months at both national and EU level, have made life in logistics & transport operations more unpredictable. The new Issue Team with expert members from CEFIC and ECTA joins forces to create a level playing field guideline while adhering to the changed legislative requirements.

And finally, another CEFIC-ECTA Issue Team was kicked off this year to address the **Safe Storage and Handling of Dangerous Goods Containers at Intermodal Terminals**, with the aim to produce a Best Practice Guideline including safety, security and environmental aspects.

Issue Teams in 2018

For the coming 6-18 months and together with CEFIC and other stakeholders, ECTA is also embarking on some new or renewed Issue Teams as well as logistics challenges.

In 2018 a revision of the **Guidelines on Subcontracting of Chemical Road Transport** is expected. This document was first published in 2005 and has never been amended. During the past years various stakeholders (amongst them mostly ECTA members) expressed their wish to have an extensive revision of these guidelines to bring them in line with the current logistics practices and customer requirements. ECTA also finds it important to support the creation of revised guidelines to be used as a continued base for the SQAS-questionnaires, module Transport Service (TS).

Moving towards its sustainability priorities, ECTA extended its participation to the GLEC-framework (Global Logistics Emission Council) addressing the **Harmonization of Carbon Footprint calculations**. Towards 2018, ECTA will support the chemical industry's objective to come to new CO₂ calculation methodologies that can be applied to a wide variety of chemical logistics operations and alternatives as we see it in Europe.

The members of ECTA are today faced with a broad range of transport & logistics activities: ranging from packaged goods to silo and liquids tanks, from truck owners to trailers or container operators without own trucks and drivers, from members concentrating on road transport only, other mainly on rail transport, and others again may include ferry operators. Since CO₂-reporting is an important aspect in ECTA's annual Responsible Care reports, the basis of this reporting must reflect latest Carbon Footprint standards & techniques including a detailed understanding of the different emission calculation factors. ECTA will follow these developments closely

Note of ECTA's President Andreas Zink

Within the ECTA board, we continuously look forward to anticipate new chemical transport challenges. However, 2017 we will have an important moment of reflection to look backwards and celebrate ECTA's 20 years anniversary during next Annual Meeting in November. While the actual transport of goods is our prime focus to the haulage business, transport has over the years become part of a broader logistics service offering and logistics network. Therefore, ECTA plans to recognize this change and will introduce its new tagline "The Chemical Logistics Association" under the new ECTA logo reflecting the importance to speak for all chemical logistics stakeholders while mak-

ing clear, ECTA does keep all radars open to what is happening across the Chemical logistics chain.

In coming years, ECTA will have to reflect on new ways to introduce new digital technologies emerging from the logistics 4.0 revolution within the ECTA Best Practice Guidelines. We will need to learn how to work together as a chemical logistics community dealing simultaneously with multiple modes of transport while facing the development of an everchanging EU regulatory framework. The next 20 years are likely to see even more revolutionary changes in the transport



Andreas Zink

and logistics industry, certainly revolving around electronic and autonomous vehicles, logistics robots and in ways we cannot yet envision. Those involved in Chemical Logistics can be comforted by the idea that

ECTA will be there to share its expertise to make the movement and handling of chemical goods more efficient, more safe and more environmental, social and customer friendly.

The next ECTA Annual Meeting will be held on 23rd of November in Dusseldorf. Information & registration:

www.ecta.com/event-2408645

to stay in line with the chemical industry's requirements and to serve its members' interests.

Digitization of cleaning documents

While Responsible Care and sustainability are two fundamental pillars in ECTA's mission, it is obvious that going forward digitization will also have a fundamental impact on the way ECTA members will work and interact together with different stakeholders and customers along the chemical supply chain. Bearing that in mind, ECTA together with Cefic and EFTCO embarked in 2017 on a new joint project to digitalize the European Cleaning Document (ECD). Thanks to the latest logistics 4.0 ICT-methods, the chemical shippers, tank storage operators, transport and tank cleaning companies aim to exchange seamlessly ECD data, resulting in a paperless ECD process while increasing the information quality, transparency, real time visibility and compliance along this new digitalized cleaning process.

The e-ECD project is split in two phases: The first phase aims at demonstrating the digital e-ECD solution within a smaller process scope and limited geo-

graphical scope. This pilot phase will start end of 2017 and will last for about six months. The second phase, rolling out the e-ECD solution towards all European stakeholders, is scheduled after a positive evaluation of the pilot-project and foreseen for the second quarter of 2018.

While the ICT requirements and architectural design details of the project have been worked out during the first half of 2017, the next important project milestone is to obtain financial funding through the different associations involved. So far, each association received great support from its members and all have been very cooperative to resolve any typical project roadblocks such digitization project brings. That commitment in itself encourages the e-ECD project team to move forward and to demonstrate the new digital capabilities of this chemical logistics collaboration project.

The e-ECD demo-pilot project is another great example where ECTA fulfills a leading coordination role within the chemical logistics community and it will continue to inform all stakeholders and members about the project progress. ■