



ECTA

Learning from incidents



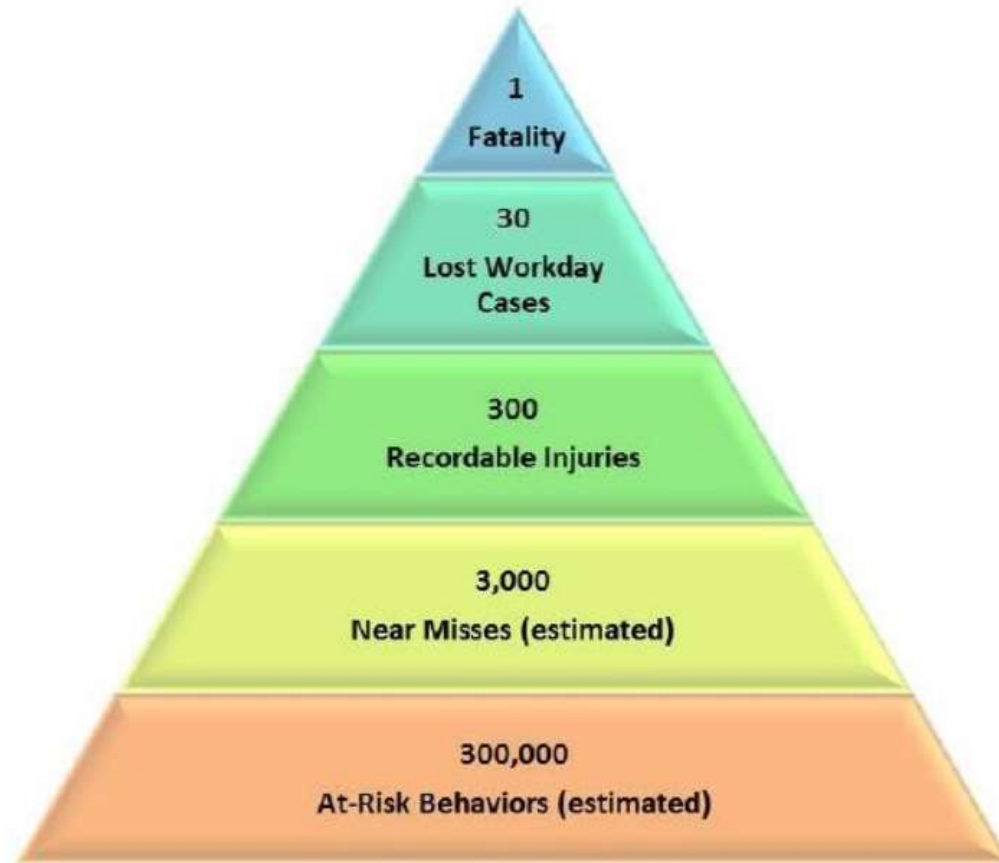
Incidents whilst in transit			
	Total 2012	Total 2013	Total 2014
Lost time-Injury	109	80	104
Loss of Product	152	74	47
Rollovers	50	50	33
Dammage	327	201	194
TOTAL	638	405	378
Incidents at loading points			
Lost time-Injury	65	62	71
Loss of Product	30	32	49
Dammage	39	65	48
TOTAL	134	159	168
Incidents at unloading points			
Lost time-Injury	164	94	93
Loss of Product	91	111	140
Dammage	88	92	86
TOTAL	343	297	319

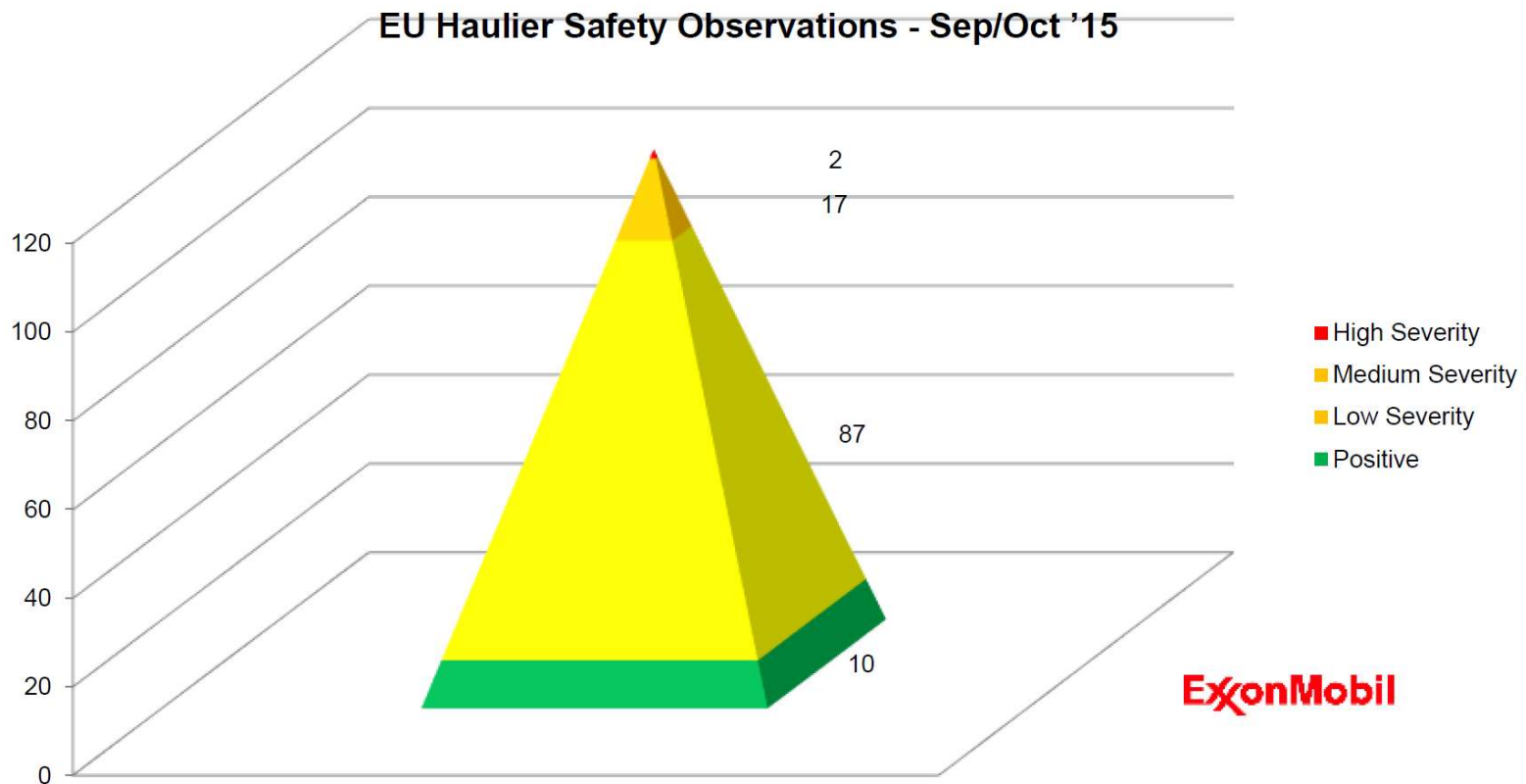


Incidents & accidents



- These are figures only from RC members (59 companies with about 4.000.000 moves/year)
- These are only accidents
- What about incidents ?
- How do we report them?
- What is done to prevent them?







LSP systems



- Are internal valuable
- Are often a burden to the driver
- Are often only a one to one communication tool between driver and QSHE-officer
- Could be useful towards the customer
- Should be used towards the (un)loading site

Safety review by delivery of product for Inovyn			
Customer			
Product			
Delivery place			
Reception & Documentation	Yes	NO	N/A
Was the procedure always clear (from the arrival at site until the end of discharge)?			
Were all documents and the unloading equipment checked before unloading?			
General SHE (Safety, health, Environment) rules and information displayed/communicated clearly at the entry?			
Are local staff present during the delivery?			
In case of a NO on the previous question have you got contact with the control room via radio?			
Delivery Area	Yes	NO	N/A
Is the unloading point easily accessible with your vehicle ?			
Is the lighting adequate ?			
Access to unloading point is it correct has the inclination and the right width?			
Is the delivery area fenced in during the delivery?			
Is there a risk that unauthorised people without safety equipment can get close to the delivery place?			



Customer systems



- Are internal and towards the customer valuable
- Are often a burden to the driver and the QSHE officer (different customers = different systems)
- Should be used towards the (un)loading site



ECTA tool



- Reporting near misses – incident investigation
 - Promote active near-miss reporting in first half of 2016
 - Reporting to customer AND ECTA
 - Reporting tool is made available for ALL ECTA members for FREE
 - Own reporting tools can be used
 - ECTA will consolidate if representative

ECTA Home Mijn dashboard Actueel Marc Twisk Nederlands ?

Preview : Near miss report

Fill in the form. Your changes are saved immediately. Go back to 'Dashboard' when the checklist is completed.

Select category ▼

General

Date	(Un)loading station	Consignee
2015 ▼ October ▼ 26 ▼	<input type="text"/>	<input type="text"/>
Name logistic service provider / carrier	City	Product
<input type="text"/>	<input type="text"/>	<input type="text"/>
Name driver	Country	Consignor
<input type="text"/>	<input type="text"/>	<input type="text"/>
Time of day	Transport order reference	email contact
<input type="text"/>	<input type="text"/>	<input type="text"/>

Activity



ECTA tool



- For the moment only two companies have made use of the free tool
- The first reports are coming in
- Much more information is needed

Product	Cause (ECTA code - basis)	Short description	Possible consequences
liquids	<i>other non secured unloading place</i>	Bursting disc broken Safety at unloading place - e.g. no emergency shower; site polluted	rejection at loading place / additional costs for extra drive + missed loading slot accident risk
liquids	<i>other non secured unloading place</i>	Manlid cover not correctly closed	product spillage
liquids	<i>other non secured unloading place</i>	Unsafe unloading place (narrow etc.)	accident risk
liquids	<i>taking samples by driver</i>	Sample taking from the top of the tank container	accident risk
liquids	<i>other non secured unloading place</i>	Nonconform customer equipment, causing product spillage	product spillage
liquids	<i>other non secured unloading place</i>	Unsafe situation at unloading place (e.g. ground contaminated)	accident risk
liquids	<i>other non secured unloading place</i>	Site staff did not wear any safety goggles	accident risk
liquids	<i>other non secured unloading place</i>	Unsafe situation at unloading place (lighting inadequate, safety equipment partly damaged)	accident risk
liquids	<i>other non secured unloading place</i>	Condition of provided equipment - catwalk damaged	accident risk
liquids	<i>other non secured unloading place</i>	Tank container not sealed	rejection of the material at unloading place
liquids	<i>other non secured unloading place</i>	Long waiting time on site	extra costs for long waiting time
liquids	<i>other non secured unloading place</i>	Consignee has only a 1 inch vapour return connection	risk for vacuum damage
dry-bulk	<i>other non secured unloading place</i>	Inlet damaged because of too strong loading spreader	risk for contamination
dry-bulk	<i>unsafe pavement</i>	Unloading place not ploughed (ca. 6cm snow)	accident risk

- Even better than reporting near misses is preventing them.
- Several tools are available such as
 - CEFIC-ECTA guidelines
 - SULID document

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- F8 Is vehicle reversing necessary?**
(excluding loading docks) No Yes, assisted by site operator Yes, unassisted
- F9 Driver Presence during (un)loading** YES, all the time Only for (dis)connecting NO
- F10 Operator Presence during (un)loading** YES, all the time Only for (dis)connecting NO
- F11 Is driver assistance required during (un)loading ?** YES Only for (dis)connecting Not at all
- F12 Location of truck keys during (un)loading** In truck With the operator Key box
 Other:
- F13 Is shelter provided when the driver is required to stay out of his truck during (un)loading?** Yes No
- F14 (Un)loading instructions available to the driver?** Yes No
- F15 Is the truck (un)loading on a public road?** Yes No
- F16 Is there traffic (trucks, FLT, pedestrians) close to the (un)loading area?** Yes No



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ED :

the chemical **E**xpert

Driver



Meet ED

ED offers

- ECTA membership
- Exceptional skills
- Education
- Ecological driving
- Excellent material

chemical expert driver

visit:
www.ECTA.com

you offer

The infographic features a central illustration of a man in a purple and yellow safety suit balancing a yellow hard hat on his head. The background is light blue with faint geometric shapes. A red speech bubble with a white arrow points from the 'chemical expert driver' text to the man's head. A white box with a red border contains the text 'you offer'.



ECTA



Investigation tree

Type of event	Immediate/direct cause	Basic/root causes	Corrective actions
3.1.5. Equipment failure	3.2.3. Equipment failure	3.3.1.1. II :Inadequate supervision III : Inadequate training	4.2.2. Management commitment
3.1.10. LOC	3.2.9. Incorrect (un)loading	3.3.1.2. I : incorrect risk analysis II :Inadequate procedure	4.2.5. Procedure
3.1.3. Human exposure	3.2.13. Incorrect placement	3.3.1.6. Incomplete MOC	4.2.4. Clarify responsibilities
	3.2.14. Lack coordination operator/driver	3.3.1.8. Inadequate equipment	4.2.3.4. Near miss reporting
	3.2.22. Human failure	3.3.1.9. Inadequate environment	4.2.3.5. Preventive maintenance
	3.2.24. Using defective equipment	3.3.1.10. Inadequate maintenance	4.2.6. Implement MOC
		3.3.2.2. Unintentional behaviour/poor judgement	4.2.19. Improve site design
			4.2.13. Provide training
			4.2.18. Initiate improvements with external sites
			4.3. Human behaviour