



ECTA ANNUAL REPORT 2021 RESPONSIBLE CARE REPORT 2020

The European Chemical Logistics Association

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PREFACE TO THE ECTA ANNUAL REPORT 2021

Dear Reader,

ECTA again this year has the pleasure to present its Annual Report, this time for the 2021 period. Although the contents of our report are not significantly different from previous years, we have written this document bearing in mind that for most of 2020 and all of 2021 all European countries have faced the various restrictions imposed by national and/or international authorities to cope with the Covid-19 Pandemic. As for all ECTA members and chemical logistics stakeholders, the Covid restrictions had a major and continued impact on the way of operating and organizing meetings in 2021. The organizational content of our report is in the same layout as you are used from us, as are the ECTA financial statements.

The ECTA Team faced these restrictions as well and almost no physical meetings took place in our ECTA Brussels office. Combined with a staff change within the ECTA team, the ECTA Board of Directors decided to discontinue the fixed rented office space in Brussels per 1st of December 2021 and keeping only flexible office space on the same postal address.

In this ECTA annual report, we explain the progress made in 2021 as part of the ECTA Responsible Care Program while looking back at the ECTA 2020 RC KPI's. Next, we zoom in on the work done by the ECTA digitalization workgroup where common industry data definitions are created in the field of supply chain visibility, e-freight documents, transport order and equipment data exchanges by publishing several new ECTA best practice guidelines. The digital logistics world has changed significantly and exchanging more standardized data is considered as very important enabler to increase the overall efficiency, safety and sustainability and to improve the interoperability between all chemical logistics actors. Chemical logistics becomes more interconnected and data driven, highlighting the need for more interoperable and trustful digital collaborations. In that respect, the annual report also gives an update on the ECLIC community initiative where the use of common data standards and respect for data ownership are considered together. ECLIC together with ECTA continue to strive for an open, standardized and trustful sharing of data flows amongst all ECTA members and stakeholders. We conclude this annual report with the update of the ECTA organization and ECTA members.

We very much appreciate the continued support from all our members and look forward to keeping our commitment to the goals of the European Chemical Transport Association.

Thank you all most sincerely,

Andreas Zink
ECTA President

Peter Devos
ECTA Managing Director

Evert de Jong
ECTA Responsible Care Director

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ECTA MISSION STATEMENT

ECTA's mission is to improve the standards of efficiency, safety and security as well as the environmental and social impacts of transport logistics, tank cleaning and the warehousing of chemical goods in Europe.

To that effect:

- ECTA develops Best Practices in the transport logistics, tank cleaning and warehousing activities of chemical goods in Europe. This objective is reached by:
 - Joint studies in co-operation between its members, other associations having related interests, authorities and institutions within Europe at a regional, national, European or international level, and the chemical industry.
 - The ECTA Responsible Care Program for the European chemical land transport sector, tank cleaning and warehousing. ECTA was the first association to launch a European wide Responsible Care program in logistic and associated sectors fields, bringing the principles of Responsible Care applied by the Chemical Industry out of the factory gate into the European supply chain and logistics operations.
 - Supporting digital initiatives and working groups that aim for more interoperability and trustful data exchanges within an industry 4.0 world that becomes more interconnected and data driven
- ECTA provides the Chemical Transport Industry with an authoritative voice at European level. Within that scope
 - It ensures that the Industry's views are effectively communicated to key audiences, authorities and institutions within Europe at regional, national, international and European level.
 - ECTA co-operates and participates in the dialogue between logistics service providers, the Chemical Industry, the authorities and the institutions to pro-actively improve the health, safety, security and the environmental performance of chemical goods transport, tank cleaning and warehousing operations in Europe.
- ECTA exchanges information on its activities with its members and stakeholders in the chemical industry in an open and transparent manner. In that respect, ECTA supports digitalization and paperless working across all stakeholders to make the chemical logistics processes more compliant and more efficient.
- ECTA respects the EU competition rules in all its activities and promotes such respect for competition rules amongst its members.
- ECTA has, since becoming a stand-alone association, been embracing the strategy to:

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- a) raise the profile of ECTA within the European Chemical logistics arena
- b) become a larger voice within the chemical transport logistics field.

Our full Mission Statement can be viewed on the ECTA website: www.ecta.com.

ECTA RESPONSIBLE CARE MISSION STATEMENT

ECTA's Responsible Care Program is a voluntary initiative adopted by major European Logistics Services companies through their ECTA RC memberships. The RC program is aimed at introducing and supporting sustainability measures leading to improvement in line with worldwide and European targets.



The ECTA RC Program is closely linked to the 17 Sustainable Development Goals as defined by the UN in 2015.

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The Sustainable Development Goals (SDGs) aim to transform our world. They are a call to action to end poverty and inequality, protect the planet, and ensure that all people enjoy health, justice and prosperity. It is critical that no one is left behind. In 2015, all the countries in the United Nations adopted the 2030 Agenda for Sustainable Development. It sets out 17 Goals, which include 169 targets. These wide-ranging and ambitious Goals interconnect.



Responsible Care®
OUR COMMITMENT TO SUSTAINABILITY

ECTA Responsible Care Program

Objectives and specificities

The ECTA RC Scheme is based on the RC ethics and fundamental features that are put forward under the guidance of the International Council of Chemical Associations (ICCA). The ECTA RC scheme has been established under the RC Agreement that ECTA signed with the European Chemical Council (Cefic). This contract represented a new approach, as for the first time Cefic allowed RC to be managed directly by a European Association in the whole European territory, instead of the traditional method that national chemical industry associations manage RC in their respective territory. ECTA members indeed operate cross-border transport services all over Europe and the ECTA RC Scheme integrates this specificity. Meanwhile it does not only address the transportation activities of ECTA members but can also be applied to cleaning and warehousing activities of the RC members. The launch of the ECTA RC Scheme can be downloaded from the public area of the ECTA website: www.ecta.com.

Between 2015 and 2020 the RC program has brought many of the components in line with the Sustainable Development Goals as originally defined by the United Nations in 2015.

ECTA Responsible Care 2025

The current Responsible Care Program celebrated its 10th anniversary in 2019. The ECTA Board of Directors then supported the ECTA Team's planning to take the program into the future under the title

ECTA Responsible Care 2025.

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This move to embrace most of the current focal points in society coincided with the review that was planned by the European Chemical Association Cefic in 2019. ECTA will endeavor that the ECTA RC 2025 stays in line with Cefic's RC program.

The main review of ECTA's RC documents was carried out in 2021 as follows:

- New ECTA KPI Reporting Forms TS/TC/WH and incorporating the changes in SQAS regarding Emissions and Operations Clean Sweep aspects
- New Annual Responsible Care certificates, to be issued per 1st of March 2022 for those ECTA RC members that have sent in timely their Annual RC KPI Reports for the year 2021. This new approach will reflect which RC members met the basic reporting requirements and will be made visible as such on ECTA's website.



ECTA Responsible Care 2025 Charter

The principles of Responsible Care as defined for global use by the Chemical Industry in general, and more specifically by Cefic for Europe as referred to in the Cefic-ECTA Responsible Care Agreement, form the basis of ECTA's Responsible Care Program. Since the implementation of Responsible Care by ECTA in 2009 the basic principles have not changed - but the focus of the world around us has. For that reason, ECTA's Board of Directors has decided that specific areas of attention in the program need to be redefined or to be made more specific. This amended program is called 'ECTA Responsible Care 2025'.

The key focus areas for expanded definition are:

- **The limitation of waste.** Because of its importance to the Chemical Logistics Industry the transport and handling of plastics has been named a focus area and 'Operation Clean Sweep' has been adopted as an implementation method of the relevant aspect for the ECTA Responsible Care 2025 program.

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- **The limitation of emissions.** During the last 10 years important new technology has been presented, and the coming years this is expected to continue. ECTA will treat emission improvement initiatives of its members as a focus area and coordinate and support more specific targets. ECTA will promote efforts and result actively, sharing with other stakeholders.
- **The limitation of injury incidents.** During the first years of ECTA's Responsible Care Initiative we have seen less incidents occurring but recent years a continued decrease has not been realized. ECTA will strengthen links with our Responsible Care Members to obtain incident data in a timelier manner, thus creating better options for analysis and new improvement actions.
- **Preparation towards digital - zero paper.** In the next decade the RC journey to switch from logistics paper flows to digital data driven message flows will need to be further prepared as an enabler to further improve safety & sustainability.

We, the European Chemical Logistics Association, invite our members and all other stakeholders to join us in our efforts to work towards improvements and ensure that the environmental, social and economic values of ECTA's Responsible Care 2025 program become the proof of the better choices made.

(as presented during ECTA's Annual Meeting at Dusseldorf in November 2019)

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RC ORGANIZATION AT ECTA LEVEL

1. The ECTA *Board of Directors* is the Responsible Care decision taking body within ECTA.
2. An *ECTA Technical & Responsible Care Committee*, comprising of leading experts in health, safety, security and environment (HSSE) management from ECTA RC member companies was set up to provide input and advice to the ECTA Board on the more specific and technical HSSE issues of the ECTA RC scheme. The ECTA *Technical & Responsible Care Committee* did not meet physically in 2020. In 2021 the committee met once, coinciding with the hybrid RC Workshop held in Brussels in October 2021. The ECTA *Technical & Responsible Care Committee* is chaired by the ECTA Responsible Care Director.
3. The ECTA Responsible Care process is based on two reports that all RC members are obliged to prepare and forward to the ECTA Responsible Care Coordinator:
 - The Company's Annual RC Improvement Plan
 - The Company's Annual KPI ReportThe two documents must cover all activities that the individual members have included under ECTA's Responsible Care program.

The KPI Reports are consolidated by ECTA's Responsible Care Director and the results are published via the ECTA annual report and ECTA's website. Besides, results are shared and discussed at the ECTA RC workshop and ECTA Annual meeting.

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ECTA RC PLAN 2021-2022

Find below the ECTA 2022 focus areas as part of the ECTA Responsible Care Plan

<ul style="list-style-type: none">Actively promote SQAS 2022 as the best auditing methodology for chemical logistics, in cooperation with Cefic.	
<ul style="list-style-type: none">Actively support / participate in the efforts to get SQAS accepted as an equivalent external audit system in line with the requirements of Operation Clean Sweep (OCS)Create, update and promote the ECTA Logistic Emissions Knowledge Platform	 
<ul style="list-style-type: none">Communicate News and Updates on Responsible Care items via the quarterly Newsletter	
<ul style="list-style-type: none">Organize ECTA's Annual Responsible Care Workshop	
<ul style="list-style-type: none">Revision of ECTA's Responsible Care KPI Reporting Forms to reflect ECTA RC 2025 finetuning requirements	

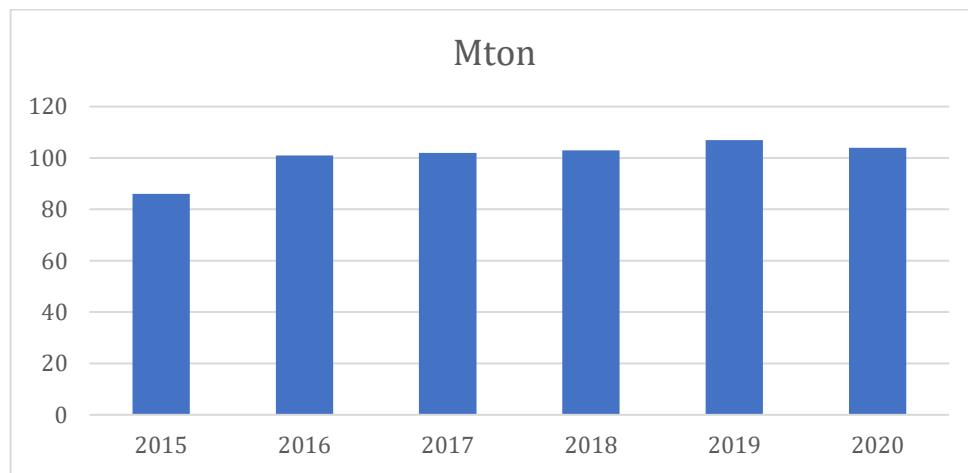
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CONSOLIDATION OF 2020 KPI REPORTS OF ECTA RC MEMBERS

Summary Table 2020

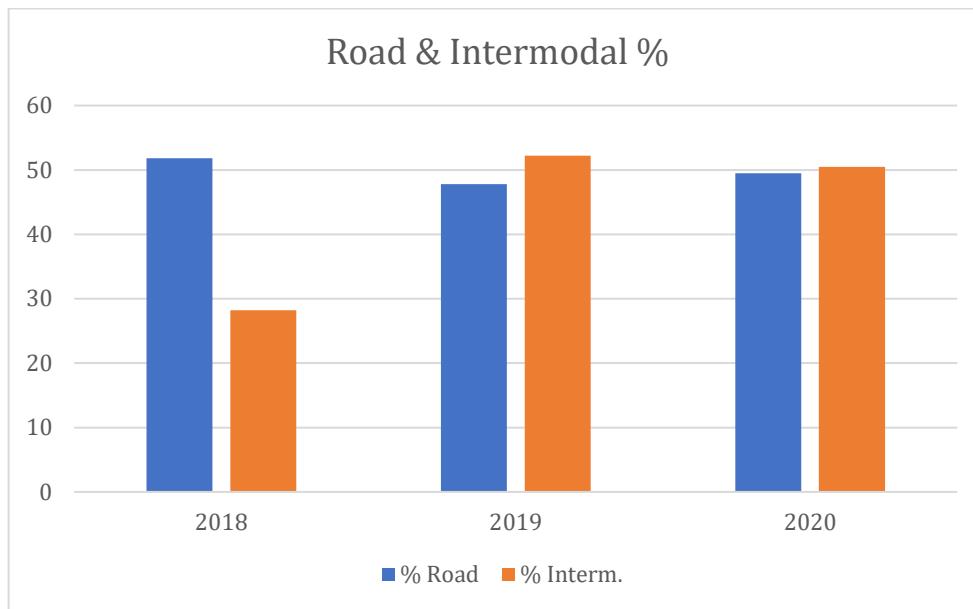
Nr	Description	2020 Value
1	Number of kilometers (mln kms p.a.)	2808.61
1a	Number of moves	5067148
2	Tons carried for the year	104075862
3	Number of employees – incl subc drivers	25253
4	Mode of transport used	
4a	Road	49.55%
4b	Intermodal	50.44%
5	Number of incidents this year, in transit	406
6	Number of incidents this year, at loading points	168
6a	Number of incidents this year, at unloading points	344
7	Split of truck used for chemical transport	
7a	EURO III or less	1.53%
7b	EURO IV	1.25%
7c	EURO V or higher	95.95%
7d	Alternative Energy Engines (non-Diesel)	1.27%

A. Total Tonnages carried by ECTA RC Members.



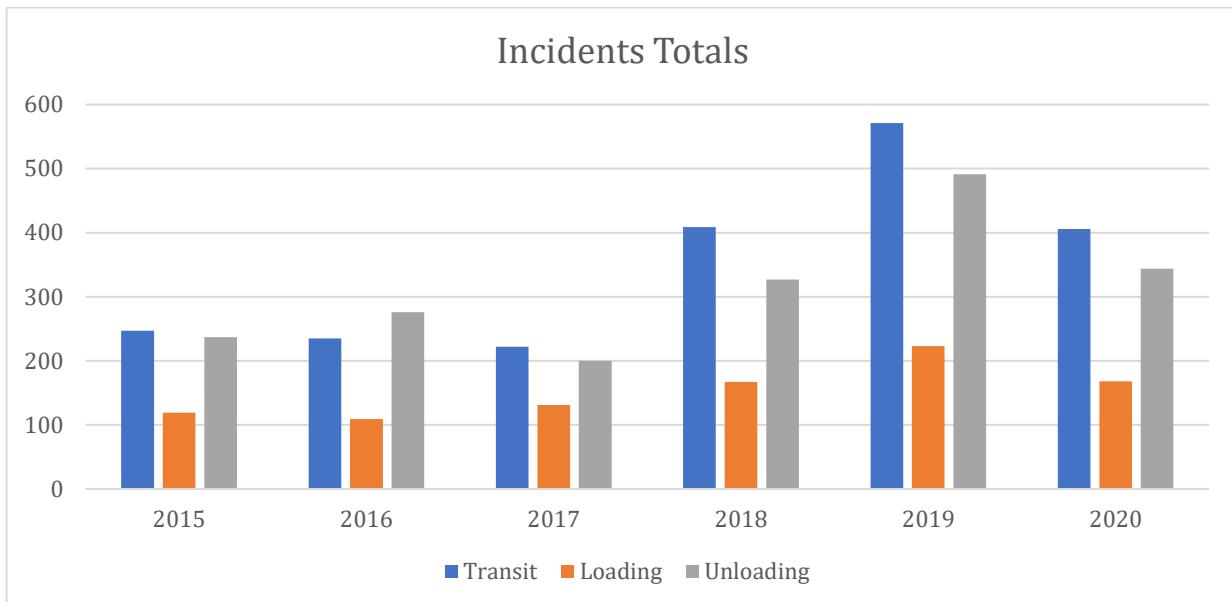
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B. ROAD & Intermodal percentages of Ton-KMs by ECTA's RC Members.

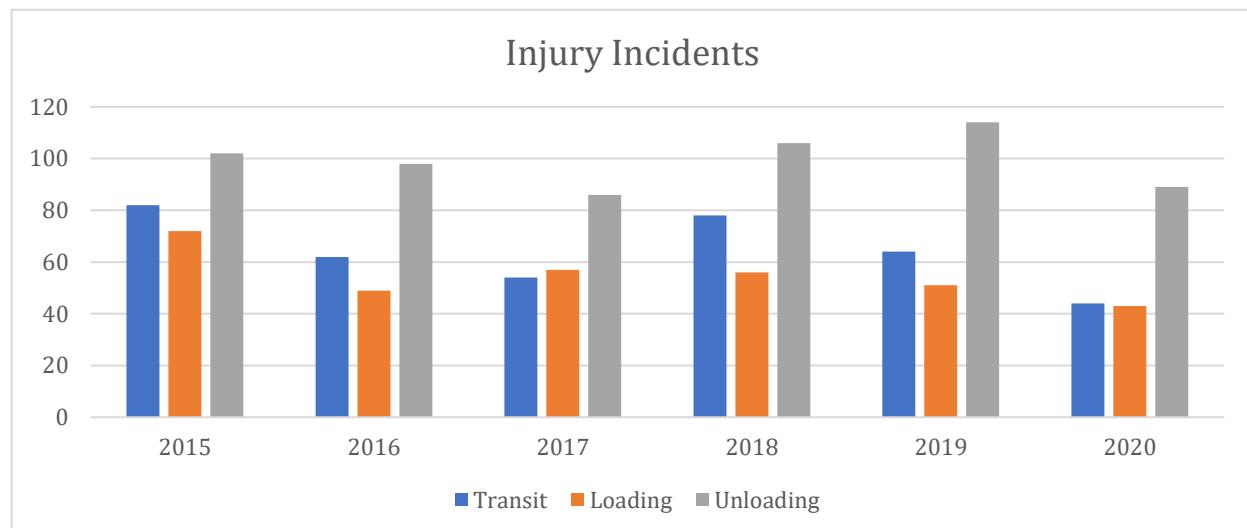


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C. Incidents in Transit, at Loading and Unloading Points, as reported by ECTA's RC Members.



D. Injury/Lost Time Incidents as subsection to the previous graph (C).



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ECTA DIGITALIZATION STRATEGY

Since 2017, digitalization in chemical logistics forms a separate strategic pillar within ECTA and this strategic priority will remain in the next decade. New digital technologies like cloud computing, internet of things, blockchain, artificial intelligence, digital identities, IT platforms make the logistics supply chains more interconnected and data driven. These new technologies are critical enablers that create new challenges and opportunities for ECTA members and all chemical logistics stakeholders. At the same time, as of 2022, extra digitalization questions are added to the SQAS pre-assessment document which should help logistics service providers to prepare for this digital transition.

While today, paper documents are still the norm to exchange information amongst logistics actors, in the coming 3 to 5 years digital documents will become the new normal. This digital transition is not only driven by the customers' needs to further automate and simplify the internal transport and logistics processes but also by new EU Regulations on electronic freight transport information and Europe's Smart and Sustainable Mobility Strategy that aims to reduce transport emissions. Future transport and logistics services in terms of safety, sustainability and efficiency are driven by the speed on how relevant and accurate data can be exchanged amongst all logistics actors to serve the final customer better. Since last year, the ECTA digitalization focus is shifting towards closer digital collaborations amongst all chemical logistics actors. Establishing common data definitions and data standards are a pre-requisite for multi-actor supply chain interoperability. Besides the need for data



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exchange in a shared, secured and trusted transport and logistics dataspace is growing amongst the chemical stakeholders and the EU governments.

Supporting the above digital strategy, ECTA continued in 2021 with a renewed ECTA digital workgroup as composed and summarized by the picture below (workgroup members on October 2021).

Participants	<ul style="list-style-type: none">• ECTA Workgroup & Project Management Office<ul style="list-style-type: none">– Chairman: Joep Aerts (Den Hartogh)– WG Project Lead: Michelle Slobbe (Den Hartogh)– ECTA Project coordination: Peter Devos (ECTA)• Subteam lead Order and invoicing : Cedric Walti (Bertschi)<ul style="list-style-type: none">– Co-lead: Thies Grage (HOYER)– Jonathan Richards (Suttons)– Uwe Meuer (GCA)– Tobias Arens (Talke)• Subteam lead Equipment master data: Peter Devos (ECTA)<ul style="list-style-type: none">– Co-lead: Marrit Hopmans (Van Den Bossche)– Peter Viebig (Vervaeke)– Matthias Leibetseder (LKW Walter)– Kris Messelier (Fockedey)– Antoine Baron (Groupe Samat)
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Similar to last year, where ECTA workgroup published the transport visibility guideline and a standard ECTA intermodal measurement framework, ECTA continued this year with its data harmonization and standardization efforts and published in 2021, 3 new ECTA Best Practice Guidelines. The first guideline describes how transport companies can prepare themselves for electronic freight documents like eCMR and eECD. A subsequent guideline is related to Transport order data standards and a third describes equipment master data standards in bulk and packed chemical logistics.

Apart from the data standardization guideline focus, ECTA continued its efforts to further build the ECLIC digital community to facilitate digital collaboration amongst all stakeholders. ECLIC was co-founded by ECTA in 2018 and is a digital collaboration ecosystem with a growing community of chemical, transport and cleaning companies facilitating cross-company digital collaboration in Chemical Logistics while respecting data ownership and aiming zero profits.

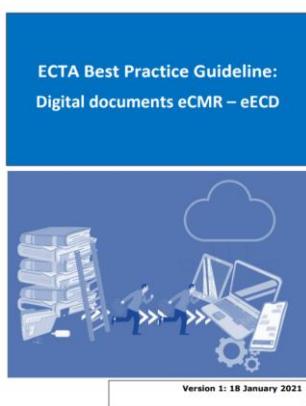
In the coming years, the physical product movements will be further supported by digital data streams keeping digitalization high on the Chemical Industry agenda. Defining common standards and working on collaborative digital Use Cases with respect of data ownership, will remain a key priority to improve efficiency, safety, transparency and sustainability within chemical logistics and will require more digitally focused resources, better data governance and new technology investments.

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We sincerely thank the ECTA workgroup for their 2021 contributions to share their insights and knowledge to further digitalize the chemical logistics chain.

A. Electronic transport or e-freight documents

ECTA Workgroup on TRANSPORT visibility



In the second half of 2020, the ECTA digitalization workgroup started to work on a new ECTA guideline how carriers can prepare themselves for the transition from paper-based logistics processes to electronic based freight documents.

Digitalization in transport and logistics and especially the dematerializing logistics paper documents across the logistics chain creates new opportunities for business and has the potential to change the way cargo and traffic flows will be organized and managed in the future. Despite the value and benefits, the transition and adaption from paper to digital logistics documents is rather slow and complex because several internal and external challenges need to be addressed before digital documents can be accepted by all stakeholders and become the new normal.

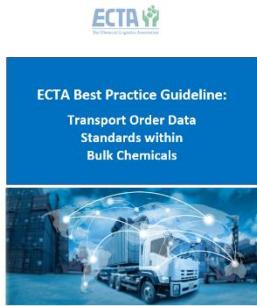
More recently and given the chemical sector has typically higher level of standards in terms of safety, compliance and data reliability, there is an increasing need for paperless working amongst all actors and along the “end to end” chemical logistics chain. The general pressure to transition from paper to digital e-freight documents comes from the government (legislative pressure); the customer (efficiency, quality, compliance) and more recently also health (covid-19) and the need for contactless logistics.

This new ECTA guideline, published in January 2021 shares some practical learnings and implementation expertise and zooms in on two digital e-freight documents being the electronic CMR and electronic EFCTO cleaning document.

A copy of this ECTA Best practice Guideline can be found [here](#).

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B. Best practice guideline on TRANSPORT ORDER DATA STANDARDS within bulk chemicals



Today, many different electronic transport order data sets are being exchanged between shippers and carriers leading to extra complexity, process inefficiencies and incorrectly fulfilled customer orders. The objective of this new ECTA guideline is to give the involved stakeholders additional guidance how to exchange transport order information in a standard way and this to further enhance the digital adoption rate and improve the interoperability. The guideline starts by explaining the challenges of exchanging transport order data. Next, it describes the typical transport order message flows while referring to a very practical example message. The full ECTA best practice guideline on transport order data exchanges can be read [here](#).

Along the same lines, the ECTA digital workgroup plans to continue their data standardization efforts in 2022 by tackling the transport order invoicing standards.

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C. Best Practice Guideline on EQUIPMENT MASTER DATA STANDARDS



At the start of 2021, the ECTA digitalization workgroup has been geared up with extra ECTA transportation experts and who agreed to tackle the next opportunity within chemical logistics related to the sharing of more standardized equipment master data.

Today, the checks and sharing of equipment data is done through human paper exchanges and/or physical paper checklists which are different per (un)loading site. In future, such exchange of the most common standard equipment reference data will be done digitally and will help customers and suppliers to better address the more complex business needs and equipment requirements at both loading and unloading places.

While the digital sharing of the most re-occurring equipment master data attributes is still within its infancy within chemical logistics, companies should start looking at new ways of collaborating that improves the operational accuracy and efficiency and avoids retying of such equipment master data at check-in places or where such equipment checks can be anticipated and automated. In addition, companies should look at ways to enable faultless compliance with equipment and dangerous goods regulations.

This new ECTA guideline aims to create a structured and standard equipment master data framework that can be used and re-used as a chemical industry framework across all actors. The ECTA digital workgroup explains some practical implementation reflections, opportunities and challenges as they experience them today from a transport company perspective. This equipment master data framework is a first version and will further evolve over time where new revisions will be updated on an "ad hoc" basis.

The new ECTA best practice guideline on equipment master data can be read [here](#).

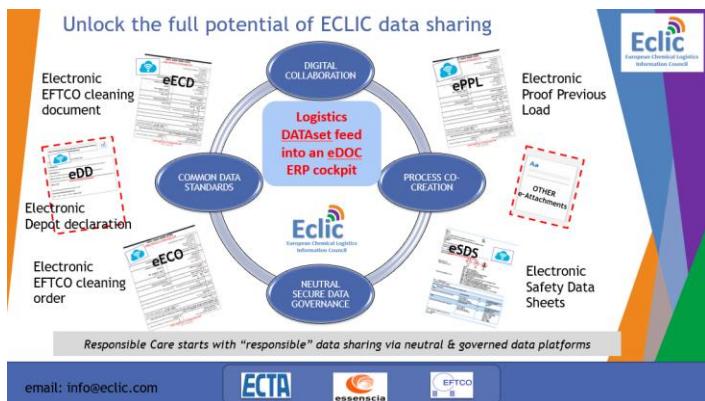
D. ECLIC - "DATA DRIVEN" collaboration in a HARMONIZED and TRUSTFUL way

ECLIC is a not-for-profit association founded in 2018 by ECTA, essenscia and EFTCO to facilitate data exchanges through a federated data sharing platform while ensuring standardized logistics data can be

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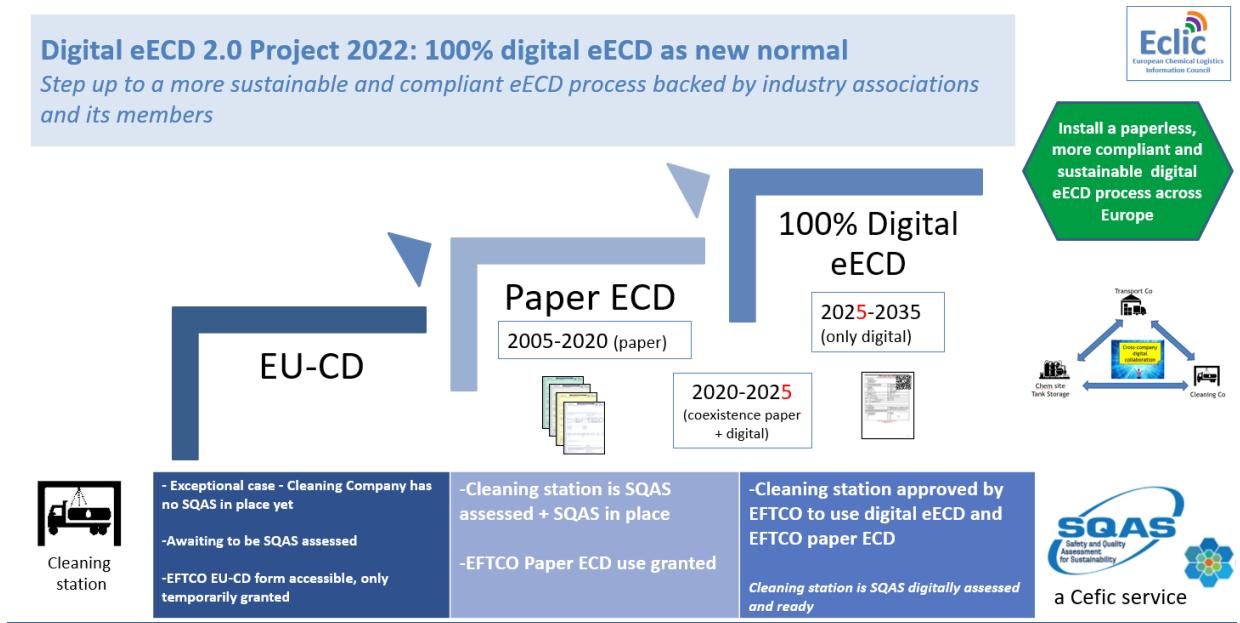
shared in a neutral, trustful, sovereign and controlled way across different actors. During the Covid-19 pandemic, the digital eECD process received more attention from several European shippers because it opens the path towards a more enhanced, digital and contactless way of working at loading/unloading places. In addition, the industry awareness is growing that smart, data driven collaborations can effectively contribute as a solution towards the broader zero emissions – zero accidents – zero paper EU strategy.

During 2021, the ECLIC digital collaboration community has been gradually growing across the Chemical Cluster in Belgium, Netherlands and Germany. ECLIC counts meanwhile more than 50 subscribed member companies working digitally together and spread over more than 600 users. In 2021, ECLIC added new enhanced data sharing and collaboration functionalities and it will easily exceed the sharing of 100.000 of e-documents next year. An overview of the current electronic document functionalities is summarized here below.



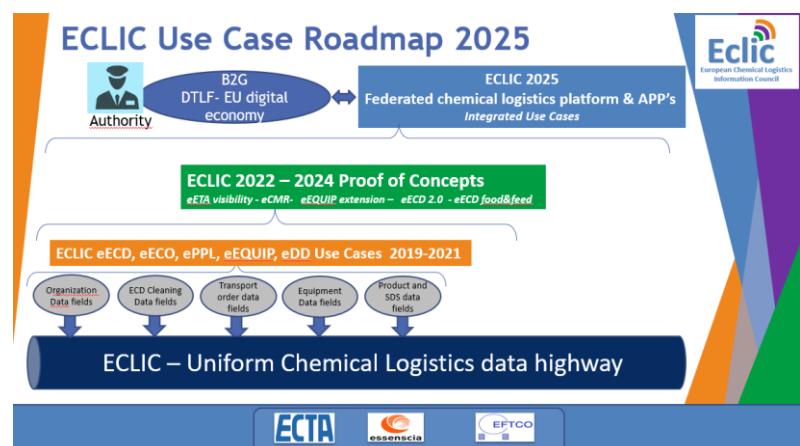
This year, ECLIC adds the possibility for shippers to share the latest electronic Safety Data Sheets or eSDS via the cloud. In addition, an electronic Depot Declaration document is added and a German version of the electronic Proof Previous Load document is launched. While the picture shows physical e-documents, the reader should understand that such e-documents are completely dematerialized into digital data streams which can be visualized as a physical document. As announced at the ECTA 2021 annual meeting, ECLIC together with EFTCO and Cefic-essenscia will embark next year on an eECD 2.0 prototype to make the switch from a co-existent paper/digital eECD process to 100% digital eECD 2.0 process.

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In addition, ECLIC has launched in 2021 the eEQUIP Use Case to share bulk equipment master data in line with the above announced ECTA equipment master data guideline. All these new community functionalities immediately contribute to the further simplification of the admin processes at (un)loading gates and help to reduce the waiting times for truck drivers.

Given the tremendous progress, ECLIC has further updated its ECLIC 2025 Use Case roadmap and is preparing the path in 2022 to further build the digital engagement with new Use Cases together with all stakeholders involved. While this ECLIC 2025 roadmap looks simple and straightforward, the challenge to transition from paper driven to more automated, e-freight document & customer driven processes, remains a very difficult journey with believers and disbelievers. The cornerstone of the ECLIC roadmap



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is to build a collaborative ecosystem towards more “Interoperable” and “Trustful - Sovereign” data sharing practices across all chemical industry actors and taking into account the European authorities and regulations.

ADDRESSING THE PROBLEM OF DRIVER SHORTAGE



Given the topic of driver shortage keeps popping up and was also added to the ECTA annual meeting 2021 agenda in the light of the EU mobility package 2022, we'd like to re-draw the attention on the existing 2020 Cefic-ECTA best practice guideline on DRIVER AVAILABILITY and QUALIFICATION with recommendations on how to tackle driver shortage across chemical logistics..

The first conclusion of the former workgroup was that, due to the structural and recurring nature of the driver shortage, it is important that the chemical industry adapts and rethinks how it will organise road & intermodal transport in the coming decade. The chemical industry will have to adjust to the reality that the availability of

drivers will always remain limited. This implies that collective actions will be needed by industry, logistic service providers and authorities to secure a safe, reliable, efficient and sustainable road system.

A second key conclusion was, that the industry cannot afford losing more qualified drivers due to job dissatisfaction or bad working conditions. The chemical industry, together with the road sector needs to have a strong focus on truck driver health & comfort, adapted training & qualification, two-way communication, remuneration in line with market conditions, efficiency and safety of the truck drivers in order to retain truck drivers and keep them engaged within the chemical industry. The recent Covid-19 crisis and supply chain disruptions have shown how important goods transport is for society to secure the flow of chemicals across Europe.

A copy of the former Cefic-ECTA guideline called **“Recommendations to tackle the impact of the driver shortage in the European chemical transport”** can be found [here](#).

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ECTA FINANCIAL



IBRN°. 1.396

Geert Van Goolen
Public Auditor
Kerkstraat 152
1851 Grimbergen (Humbeek)

THE EUROPEAN CHEMICAL TRANSPORT
ASSOCIATION (ECTA)

REVIEW REPORT ON THE FINANCIAL STATEMENTS OF THE INTERNATIONAL ASSOCIATION THE EUROPEAN CHEMICAL TRANSPORT ASSOCIATION FOR THE YEAR 01/01/2020-31/12/2020

We have reviewed the accompanying balance sheet of ECTA at December 31, 2020 and the income statements, for the period 01/01/2020-31/12/2020 with a balance sheet total of 222.077,78 € and a loss for the year of -32.542,59 €.

These financial statements are the responsibility of the management of the international association. Our responsibility is to issue a report on these financial statements based on our review.

We conducted our review in accordance with the International Standard on Review Engagements 2400. This Standard requires that we plan and perform the review to obtain moderate assurance as to whether the financial statements are free of material misstatement. A review is limited primarily to inquiries of company personnel and analytical procedures applied to financial data and thus provides less assurance than an audit. We have not performed an audit and, accordingly, we do not express an audit opinion.

Based on our review, nothing has come to our attention that causes us to believe that the accompanying financial statements, with a balance sheet total of 222.077,78 € and a loss for the year of -32.542,59 € do not give a true and fair view in accordance with Belgian Accounting Standards.

Grimbergen 10/06/2021

Van Goolen Geert
Public auditor

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EXECUTIVE COMMITTEE on 1st January 2022



President
Andreas Zink
LKW WALTER
Austria



Vice President Digitalization
Joep Aerts
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The Netherlands



Vice President Sustainability
Konstantin Kubenz
KUBE & KUBENZ
Germany



Treasurer
Klaus Wessing
VTG Tanktainer GmbH
Germany

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ECTA BOARD on 1st January 2022



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HAESAERTS INTERMODAL
Belgium

ECTA ANNUAL REPORT 2021, RC REPORT 2020



Alberto MARENZANA
MARENZANA
Italy



Antonio MONTERO
PAÑALON
Spain



John SUTTON
SUTTONS GROUP
United Kingdom



Annick VIDAL
GROUPE CHARLES ANDRE
France



Ingo WIESE
HOYER
Germany

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ECTA TECHNICAL AND RC COMMITTEE on 31st December 2021



Evert de Jong
ECTA
Brussels



Bernhard Haidacher
LKW WALTER
Austria



Patrick Weisskopf
GROUP CHARLES ANDRE
France



Jaap van Welij
HOYER
Netherlands



Louis Dodd
SUTTONS GROUP
United Kingdom



Renate Fassbender
ALFRED TALKE
Germany



Michael Vetter
BERTSCHI
Switzerland

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ECTA TEAM on 31st December 2021



Peter Devos
Managing Director



Evert de Jong
Responsible Care Director



Estelle Bauer
Communication & Administration Manager

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ECTA MEMBER COMPANIES on 31st December 2021

ALFRED TALKE
ALISAN INTERNATIONAL TRANSPORT AND TRADE
ANNEBERG TRANSPORT
AUTOCHIM
BALTRANSA
BAY LOGISTIK
BERTSCHI
BLOMQUIST TRANSPORT
BRUHN SPEDITION
BRUN-INVEST
BULKHAUL
BV DE DECKER - VAN RIET
CHEMICAL EXPRESS
COLCEAR LOGISTICS GROUP SRL
COMPAÑÍA IBÉRICA DE TRANSPORTES ESPECIALES
CON.A.P.
CONSAR
CONTANK
CURT RICHTER
DB CARGO BTT
DE RIJKE GROUP
DEN HARTOGH LIQUID LOGISTICS
DLM COOP
DSV ROAD
E-B-TRANS
ENEBRO TRANS SL
ETC HOLLAND
EUROTTER LOGISTYKA SP. Z O.O. SP. KA
FERRARI ALDO TRASPORTI
FINSTERWALDER TRANSPORT & LOGISTIK
FITOTRANS
FORWARDIS
GADOT
GCA LOGISTIQUE
GE SIMONS INTERNATIONAAL TRANSPORT
GÖKBIL TRANSPORT STORAGE LOGISTICS
GREIWING LOGISTICS FOR YOU

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GROUPE SAMAT
GRUBER
H. ESSERS
H. FREUND
H. J. van BENTUM B.V. INT. TRANSPORT
HAESAERTS INTERMODAL
HEBRAGTO
HERMANN BUSSMANN
HOYER
HUPAC INTERMODAL
IAT A/S
IMPERIAL Chemical Transport
INTERMODALTRASPORTI
J.W. LIMPENS & ZN.
JCL LOGISTICS BENELUX
KARL SCHMIDT SPEDITION
KIITOSIMEON OY
KUBE & KUBENZ
LANFER LOGISTIK TRANSPORTMANAGEMENT
LIDERCISTER - Transportes de Pulverulentos
LINEAS DEUTSCHLAND
LKW WALTER
LOG4CHEM
M.D. SRL – NAPLES
MAGYAR
MARENZANA
MOVE INTERMODAL
NIJHOF-WASSINK
PAÑALON
PLF-R/CITIS
QBEX LOGISTICS
R.M.I. CHEMICAL LOGISTICS
RB INTERMODAL
RHENUS CHEMICAL LOGISTICS
RINNEN BELGIE BVBA
SCHENK PAPENDRECHT
SCHILDECKER TRANSPORT
STAR CHEMICAL LOGISTIC
SUTTONS TANKERS LIMITED
TANK MANAGEMENT

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TECNIRUTA

TESTA TIZIANO

TGL TET GLOBAL LOJ. NAK. SAN. VE TIC.

TRANSPORT GHEYS

TRANSPORT MERVIELDE

TRANSPORTES A. MARTIN

TRANSPORTES BELDA

TRANSPORTS FOCKEDEY

TRANSPORTS VERVAEKE

VAN DEN BOSCH TRANSPORTEN

VAN MOER CLEANING & REPAIR

VAN OPDORP TRANSPORTGROEP

VERBRUGGE INTERNATIONAL WEGTRANSPORTEN

VOS BULK LOGISTICS

VTG TANKAINER

XPO VRAC FRANCE

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ECTA ASSOCIATED MEMBERS on 31st December 2021

ADVANCED POLYMER COATINGS

ALPEGA

ELEMICA

GARDNER DENVER BELGIUM NV

KÄSSBOHRER FAHRZEUGWERK GMBH

NTC TANKCONTAINER SERVICES

ODYSSEY LOGISTICS EUROPE BVBA

PELICAN WORLDWIDE BV

SHIPPEO

TRANSICS INTERNATIONAL BVBA

TRANSPOREON

INTERMODAL TELEMATIC BV

RESPONSIBLE CARE MEMBER COMPANIES

on 31st December 2021

ALFRED TALKE

ALISAN INTERNATIONAL TRANSPORT AND TRADE

AUTOCHIM

BALTRANSA

BAY LOGISTIK

BERTSCHI

BRUHN SPEDITION

BULKHAUL

CHEMICAL EXPRESS

COMPAÑÍA IBÉRICA DE TRANSPORTES ESPECIALES

CON.A.P.

CONSAR

CONTANK

CURT RICHTER

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DB CARGO BTT
DE RIJKE GROUP
DEN HARTOGH LIQUID LOGISTICS
ENEBRO
FERRARI ALDO TRASPORTI
FINSTERWALDER TRANSPORT & LOGISTIK
FITOTRANS
GCA LOGISTIQUE
GE SIMONS INTERNATIONAAL TRANSPORT
GÖKBIL TRANSPORT STORAGE LOGISTICS
GROUPE SAMAT
GRUBER
H. FREUND
H. J. van BENTUM INT. TRANSPORT
HAESAERTS INTERMODAL
HOYER
IMPERIAL CHEMICAL TRANSPORT
JCL LOGISTICS BENELUX B.V.
KARL SCHMIDT SPEDITION
KUBE & KUBENZ
LANFER LOGISTIK TRANSPORTMANAGEMENT
LKW WALTER
M.D. SRL - NAPLES
MARENZANA
MOVE INTERMODAL
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PAÑALON
QBEX Logistics
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RINNEN BELGIE
SCHENK PAPENDRECHT
SCHILDECKER TRANSPORT
STAR CHEMICAL LOGISTIC
SUTTONS TANKERS LIMITED
TANK MANAGEMENT
TIZIANO TESTA

ECTA ANNUAL REPORT 2021, RC REPORT 2020

TGL TET GLOBAL LOJ. NAK. SAN. VE TIC.

TRANSPORTES A. MARTIN S

TRANSPORTS VERVAEKE

VAN DEN BOSCH TRANSPORTEN

VOS BULK LOGISTICS

VTG TANKTAINER

XPO LOGISTICS EUROPE