

Responsible Care update & 2023 KPIs

**Prepared by: Steve Rowland
Dusseldorf, 14 November 2024.**

RC CHARTER 2030

- Previous charter expires next year
- Incorporate any new & emerging themes
- Discussed with Board & T&RC Committee

The limitation of waste.

We realise the importance of the *circular economy* and encourage the use of *alternative fuels* derived from *waste streams* and encourage the use of recycled materials.

The limitation of emissions.

Over the coming years, many of our members will need to meet the requirements of the Corporate Sustainability Reporting Directive (CSRD) and the *European Sustainability Reporting Standards* (ESRS). ECTA will strive to support and inform the members of their duties under these new directives.

The limitation of injury incidents.

ECTA will seek closer *collaboration with Cefic* to influence the loading and unloading plants.

Equality, Diversity & Inclusion.

As a new focus area under Responsible Care, ECTA will create awareness and include commitments to Equality, Diversity & Inclusion in support of UN social development goals. More specifically, ECTA will support a *“Women in Logistics” initiative* to strive to create an environment and culture in chemical logistics that recognises the value of gender equality.

- Previously, analysis was for new RC applicants or checking RC mandatory questions for individual companies
- Permission had to be requested to access each report
- Potential to get much more out of the SQAS database
- Requested permission to access reports via a new mandate – all RC member companies signed up to it
- Allowed more efficient access to all RC member reports at once
- Use one active TS & Core report per company
- This allows a number of valuable benefits ;
 - Benchmarking RC member group to wider SQAS community
 - Allows individual members to benchmark themselves to the RC member average
 - Identifies lower scoring sections giving opportunities for further training or guidance

SQAS ANALYSIS

Priority areas based on overall scores		
Section	Sub-section	Title
2	2.1	Risk assessment & mitigation measures
2	2.4	Security
6	6.2	Performance monitoring of subcontractors
9	9.3	Scope 3 emissions
1	1.1	Management responsibility
5	5.2	SHEQ objectives & trends
5	5.4	Management review meetings
7	7.1	Equipment specification
8	8.1	Behaviour based safety for safe driving
11	11.2	Planning & communication
13	13.1	Site inspection

SQAS analysis for RC members		
	RC	Europe Ave
Section	Score	Score
1. Management System and Responsibility	91.83%	82
2. Risk management	85.39%	79
3. Human Resources	90.63%	83
4. On/Off Site Emergency Preparedness and Response	92.88%	85
5. Performance Analysis and Management Review	89.33%	77
6. Management of Subcontractors	84.22%	75
7. Equipment: Specification, Inspection, Maintenance, and Calibration	91.09%	84
8. Behaviour Based Safety (BBS or equivalent programme)	88.60%	68
9. Measurement and Management of transport greenhouse gas (GHG) emissions	74.82%	56
10. Security	83.47%	79
11. Control of operations	88.18%	83
12. Specific types of Transport Services and their activities	87.10%	79
13. Site Inspection and Site operations	92.10%	87
14. Handling practices of Food, Food contact Materials and Feed Products	97.62%	95
Overall score	87.78%	78
<i>Note ; data is based on one active report for Core & TS from each company</i>		
<i>European averages are based on all reports for 2023</i>		

BENEFITS OF RC PROGRAM

- Demonstrates good standards of corporate governance to customers, potential customers and other stakeholders
- By following the RC program for continuous improvement it can assist with audits and accreditations
- Benchmarking opportunities with many of the European chemical logistics companies
- Access to best practice guidance and information to help with continuous improvement
- Opportunity to contribute to working groups and help shape future policy
- **Use of the RC logo**



2023 KPI UPDATE

- KPI forms received by published deadline = 48 (75%)
- KPI forms received by extended deadline = 64
- Next year there will be no extension to February deadline

7.2 Split of trucks used for chemical transport as at 31-12-2023 (BY FUEL TYPE)		
	Number of owned trucks (excludes subcontractors)	Percentages (includes subcontractors)
Diesel (inc Bio-blend up to 7%)	921	99.00%
100% Biofuel	0	0.00%
HVO	7	1.00%
LBG/Biomethane	0	0.00%
Total	928	100.00%

8. EMISSIONS (OBLIGATORY for 2023 report)		
8.1 Emission KPI's		
	CO ₂ e in Tonnes	CO ₂ e in Tonnes
Emissions per Tonne of Goods Transported (g CO ₂ e / tkm)	18.80	
Total fuel consumption Scope 1 (litres)	5,026,092,014	
CO ₂ e Emissions Scope 1 (litres)	28,744,557	
CO ₂ e Emissions Scope 3 (litres)	43,039	

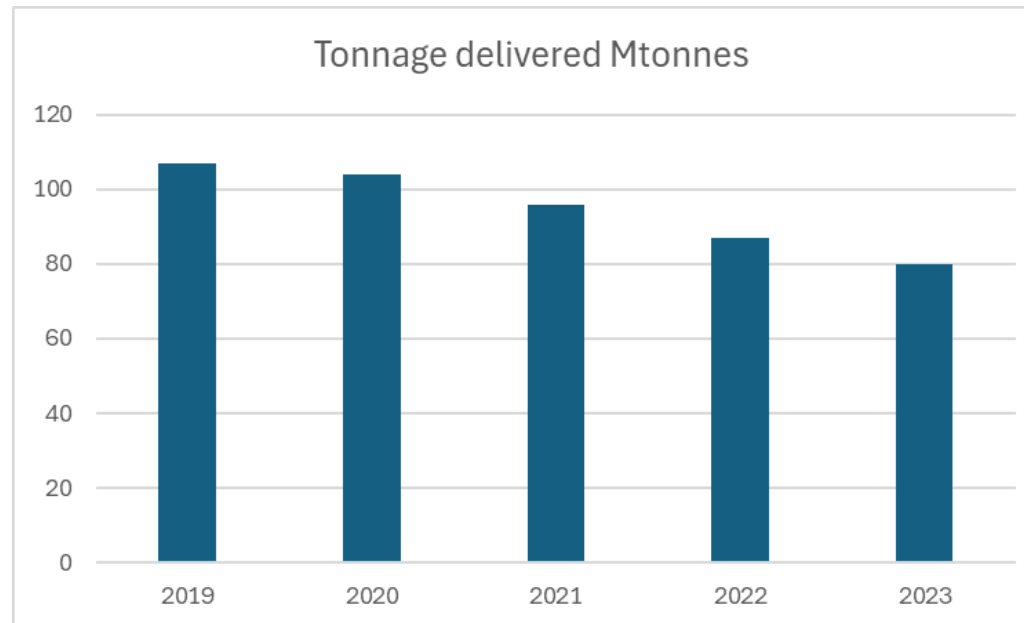
8.2 Totals CO ₂ e per Mode in Tonnes	
Mode	CO ₂ e in Tonnes
Road incl. Pre- and On-Carriage	62,948.33
Shortsea	21,965.37
Barge/Inland Waterways	9,568.72
Rail	0.00

8.3 CO ₂ e Intensity per Mode:	
Mode	(grams CO ₂ e / tkm)
Road incl. Pre- and On-Carriage	55.48
Shortsea	7.30
Barge/Inland Waterways	10.84
Rail	0.00

8.4 Share of total CO ₂ emissions per transport mode:	
Mode	In %
... % of total emissions on road incl. Pre- and on-carriage	66.6%
... % of total emissions on Short-Sea	23.2%
... % of total emissions on Rail	10.1%
... % of total emissions on Barge/Inland Waterways	0.0%
Total	100.00%

2023 RC KPI REPORTS

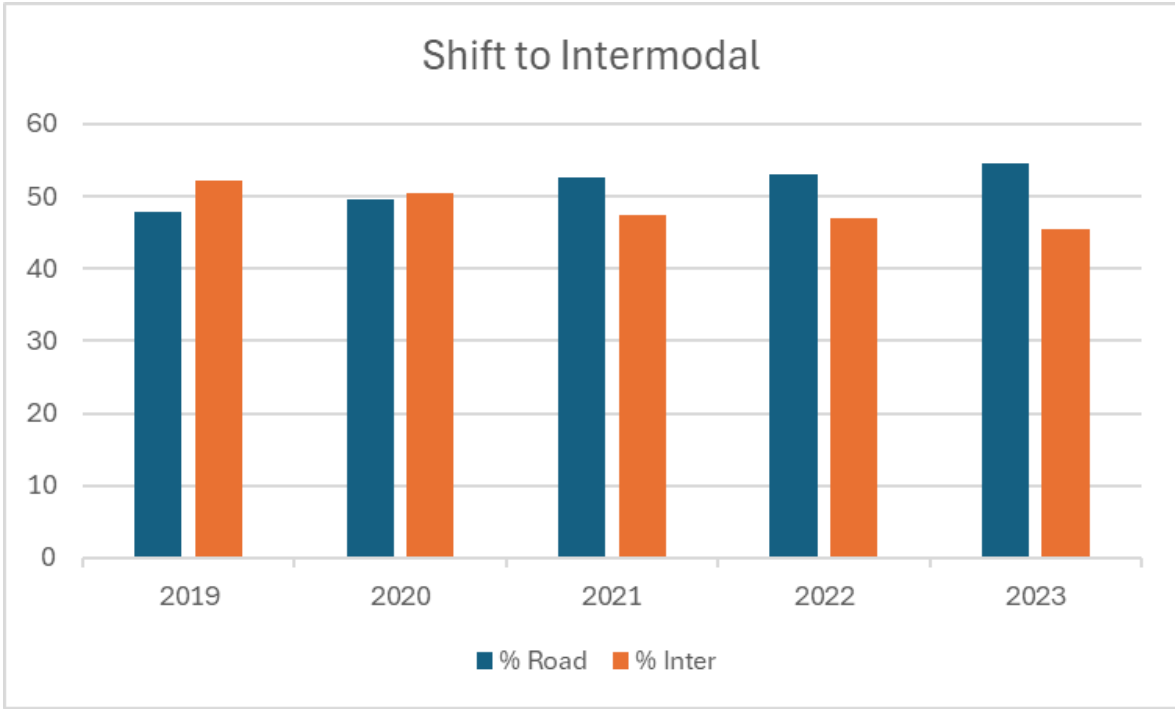
Tonnage delivered	
Year	Mtonnes
2019	107
2020	104
2021	96
2022	87
2023	80



Continued downward trend in volumes
Average payload has reduced slightly from 22.2 tonnes in 2022 to 22.0 tonnes in 2023

2023 RC KPI REPORTS

Shift to Intermodal		
Year	% Road	% Inter
2019	47.8	52.2
2020	49.5	50.5
2021	52.6	47.4
2022	53.1	46.9
2023	54.6	45.4



Continued shift back to road

2023 RC KPI REPORTS



- Happened in UK (A66) at 5am & posted on LinkedIn
- 7,000 litres of fuel spilled = river pollution
- Subcontracted driver – not seriously hurt
- Root cause not confirmed

2023 RC KPI REPORTS

Overall incidents			
Year	In Transit	Loading	Unloading
2019	571	223	491
2020	406	168	344
2021	140	210	452
2022	598	217	550
2023	431	224	525

Overall incidents			
Year	In Transit (per M KMs)	Loading (per 1,000 orders)	Unloading (per 1,000 orders)
2022	0.214	0.056	0.141
2023	0.185	0.061	0.143
	86%	109%	101%

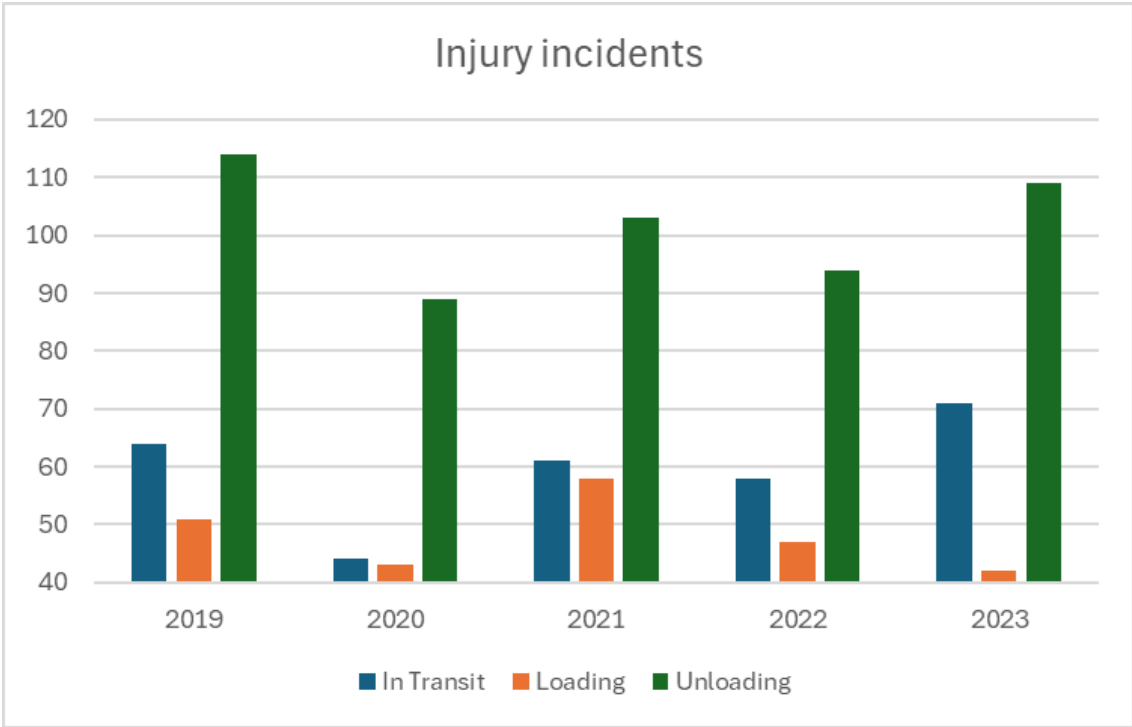


Overall incidents in transit includes 23 rollovers for 2023
27 companies (40%) report zero injury incidents across all categories ???

2023 RC KPI REPORTS

Injury incidents			
Year	In Transit	Loading	Unloading
2019	64	51	114
2020	44	43	89
2021	61	58	103
2022	58	47	94
2023	71	42	109

Injury incidents			
Year	In Transit (per MKMs)	Loading (per 1,000 orders)	Unloading (per 1,000 orders)
2022	0.021	0.012	0.024
2023	0.030	0.011	0.030
	143%	92%	125%

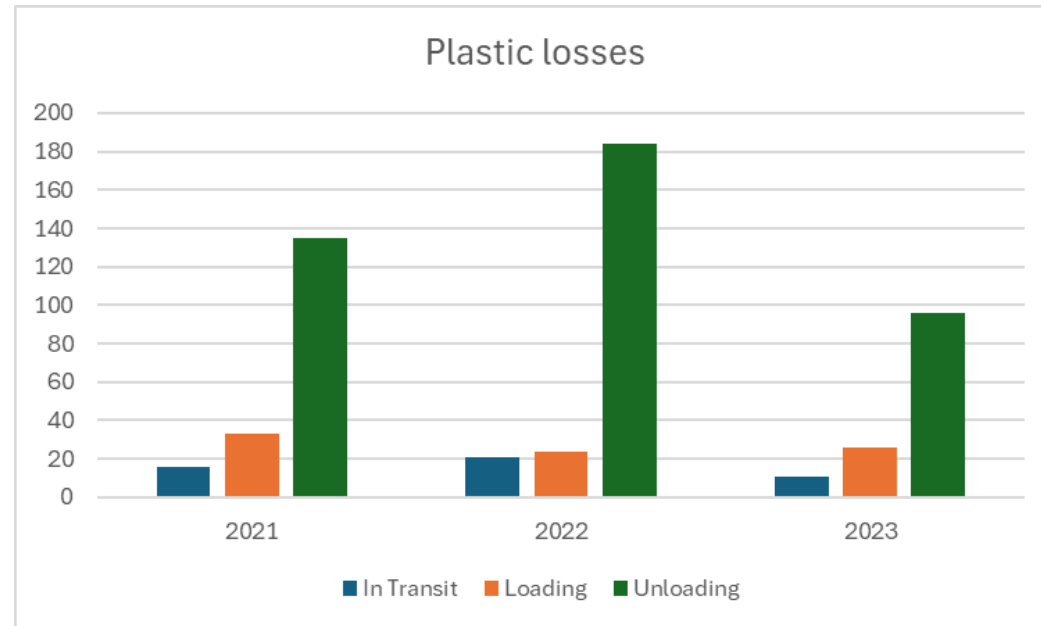


Benchmark injury ratios

Continues to show most injuries happen during Unloading
 Injury incidents include **3 deaths in transit and 1 at unloading**

2023 RC KPI REPORTS

Plastic losses			
Year	In Transit	Loading	Unloading
2021	16	33	135
2022	21	24	184
2023	11	26	96
Plastic losses per million (dry bulk) KMs			
Year	In Transit	Loading	Unloading
2023	0.010	0.025	0.091



Improvement on last two years

2023 RC KPI REPORTS

Vehicle fleets by engine type				
	2023		2022	
Engine	Number	%	Number	%
Euro VI	11,470	92.1%	12,466	87.1%
Euro V	721	5.8%	1,512	10.6%
Euro I-IV	79	0.6%	125	0.9%
Alt fuel	182	1.5%	216	1.5%
TOTALS	12,452	100%	14,319	100%

Vehicle fleets by fuel type (2023 only)		
Fuel	%	
Diesel	95.66	
HVO	3.27	
Bio diesel	0.66	
Bio gas	0.42	

Alt fuel includes ; LNG/CNG, Hydrogen, Electric, Hybrid

THE NEW RC KPI FORMS

- Key changes from 2023
- Incorporated changes to process based on feedback
- Blank forms & best practice example available on ECTA website from October
- Webinar on correct completion of forms on November 21st

NO EXTENSION BEYOND FEBRUARY 2025 FOR SUBMISSION OF KPIS & IMPROVEMENT PLANS



2024 WEBINARS

February

May

October

ECTA
The Chemical Logistics Association

Best ways to use the new GLEC framework
- examples for both big and small companies

Global Logistics Emissions Council Framework

Smart Freight Centre GLEC Far Logistics Emissions Accounting and Reporting V3.0

A Zero Emissions Knowledge Platform Webinar

ECTA
The Chemical Logistics Association

Progress and challenges with the zero emission vehicle transition

A Zero Emissions Knowledge Platform Webinar

ECTA
The Chemical Logistics Association

Performance monitoring of subcontractors (SQAS 6.2)

A Zero Emissions Knowledge Platform Webinar

Registrants = 159
Speakers = Alan Lewis, Brecht Den Otter, Thies Grage
Feedback 4.5/5 stars

Registrants = 146
Speakers = Thomas Fabian, Jan Schouten
Feedback 4/5 stars

Registrants = 151
Speakers = Alain Delzenne, Justin Lemmens, Nick Van der Gaag
Feedback 4.3/5 stars

BEST PRACTICE GUIDELINES

- Three guidelines are due for publication this year ;
 - Working at height
 - Security in transport
 - Dry bulk polymer cleaning
- The emissions calculation guideline is progressing well and should be published in Q1 2025
- Revision of subcontractor management guideline is a priority next year



Issue 1 – November 2012



ISSUE 1 / MARCH 2011

ZEKP UPDATE

- Zero Emission Knowledge Platform was conceived to provide a source of reference on emissions reduction and measurement.
- The platform has been under used with few articles added.
- Scope will be broadened to include other topics of interest such as Combined Transport & ESG reporting.



COMBINED TRANSPORT DIRECTIVE REVISION

ECTA STATEMENT

[DOWNLOAD HERE](#)



ECTA statement and position on the Combined Transport Directive revision

23 October 2024

ECTA – European Chemical Transport Association – groups the major Transport Service Providers for Chemical Distribution in Europe. Some members are also active in other industries.

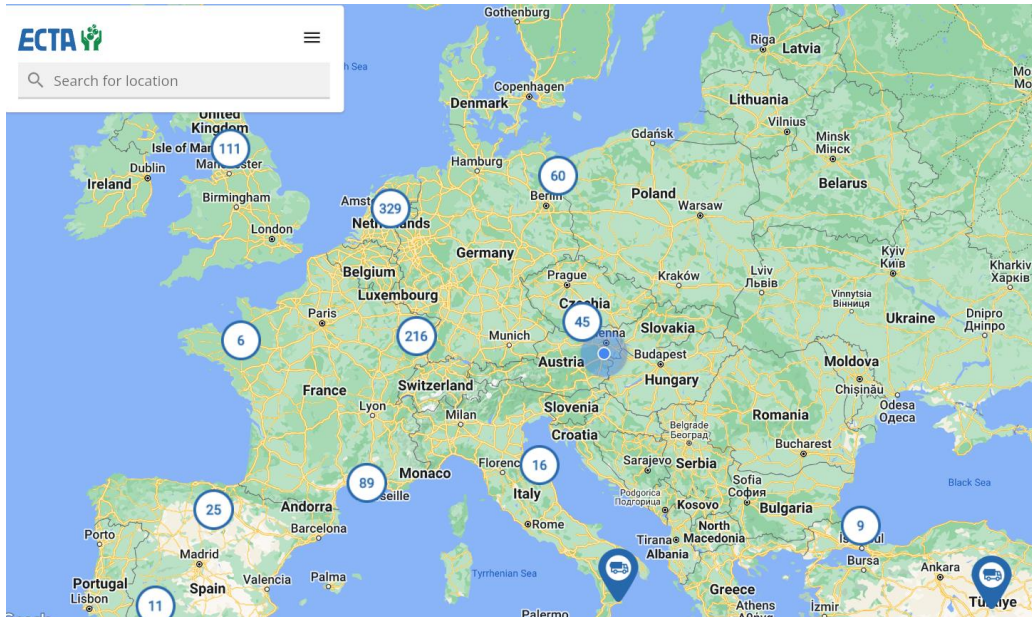
ECTA and its members support the ambition to shift volumes from only road to combined transport in the same way as the EU and other major relevant stakeholders. As a major association of LSP's in the transport sector, ECTA members have executed more than two million shipments in the last year by more than one transport mode – mostly using the rail service.

In other words, ECTA members actually shift about 8.500 trucks from road to rail/short sea – daily.

This important European combined transport network was built up on the frame conditions of the existing CT directive from the year 1992.



ECTA DRIVERS APP



WHY THE ECTA DRIVERS APP?

- to give drivers a voice
- to take action to improve the driver shortage
- to gather data about daily experiences of drivers at (un)loading sites and terminals
- Benchmark tool for the industry

ECTA DRIVERS APP – FACTS

×

Safety

★★★★☆

Waiting time

★★★★☆

Truck driver treatment

★★★★☆

Driver Facilities

★★★★★

Total residence time spent

< 2 hours 2-4 hours > 4 hours

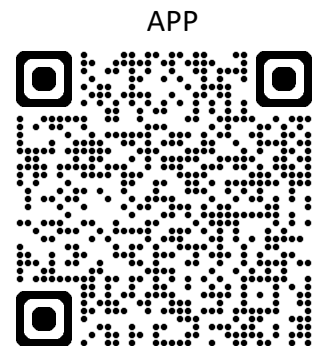
For what product type?

Packed Dry Bulk Liquid

Is the rating for...

Loading Unloading

- For ECTA Full Members
- Drivers can rate (un)loading locations and terminals across Europe - Location data provided by ECTA Members, Shippers and drivers
- ECTA guarantees anonymous ratings to make sure drivers do feel safe to submit honest ratings – only ECTA can see individual ratings



×

Safety
★ ★ ★ ☆ ☆

Waiting time
★ ★ ★ ★ ☆

Truck driver treatment
★ ★ ★ ☆ ☆

Driver Facilities
★ ★ ★ ★ ★

Total residence time spent

< 2 hours 2-4 hours > 4 hours

For what product type?

Packed Dry Bulk Liquid

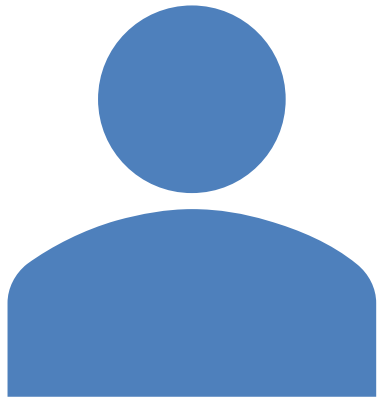
Is the rating for...

Loading Unloading

Drivers can rate:

- Safety
- Waiting Time
- Truck Driver facilities
- Truck Driver treatment
- Open textbox for feedback
- If a location is female-driver friendly

ECTA DRIVERS APP – FIGURES



1680+
Drivers



1000+
Locations
to rate across Europe



One third+ of the
ECTA Members
use it already

WHAT HAPPENS WITH THE GATHERED DATA?

×

Safety
★ ★ ★ ☆ ☆

Waiting time
★ ★ ★ ★ ☆

Truck driver treatment
★ ★ ★ ☆ ☆

Driver Facilities
★ ★ ★ ★ ★

Total residence time spent

< 2 hours 2-4 hours > 4 hours

For what product type?

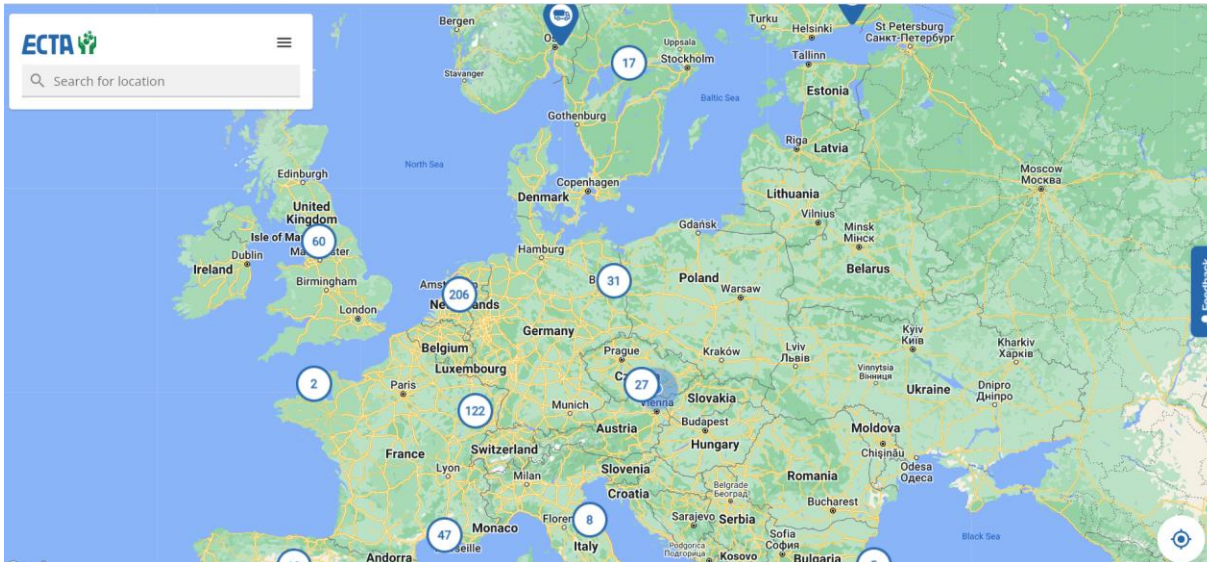
Packed Dry Bulk Liquid

Is the rating for...

Loading Unloading

- After 30 ratings per location – average results will be visible to public in APP
- Official ECTA Reportings towards locations: started and positively accepted!
- Reportings are aimed to be benchmark opportunities (no near-miss system)

ECTA DRIVERS APP



You want to join?

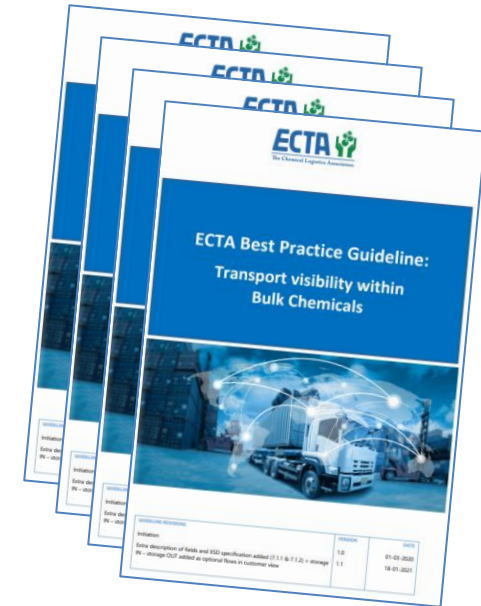
Mail to: info@ecta.com

ECTA DIGITALIZATION WORKGROUP

ECTA VP digitalization: Joep Aerts

ECTA & ECLIC managing director: Peter Devos

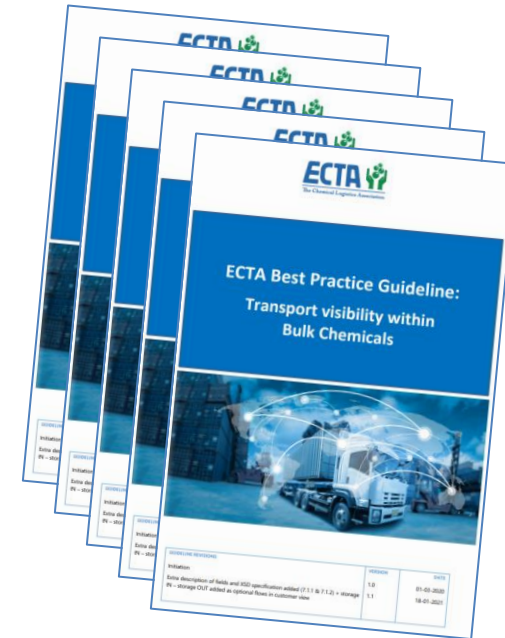
How is ECTA supporting digitalization in chemical logistics?



ECTA digitalization workgroup objectives



- Strive for interoperability and standardization
- Encourage digital collaboration
- Reduce IT complexity
- Improve compliancy and sustainability
- Increase operational efficiency
- Reduce administration costs
- Set digital industry standards



- eECD
- ePPL
- eECO
- eEquip

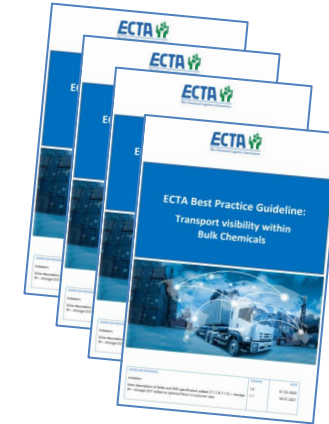
Workgroup Participants: 10 ECTA Member Companies

ECTA digitalization workgroup started in 2019 and continues...

ECTA Digitalization workgroup: Work instruments

1. Digital **best practice guidelines**

- Digital data standards
- ECTA website <https://www.ecta.com/guidelines/>



2. ECTA webinars for communication and promotion

3. ECLIC vzw and community : Implementation platform of digital industry data standards for non-competing processes (like eECD, ePPL, eEquip,..)

An 'Electronic EFTCO Cleaning Document' form. The form is titled 'EFTCO Electronic EFTCO Cleaning Document' and includes a QR code and the ECLIC logo. It contains the following fields:

1 Cleaning station CleanCo NV test CLEANCO1 - CLEANING STATION WEST Teststraat 3 10000 Aldemwip BE P: +31 12456789 Website: www.eclic.eu	2 Customer ref. number 1234567890	3 Internal ref. 0987654321
4 Customer Transport Gheys NV Woodsstraat 19 2000	5 Identification numbers Equipment type: TANKTRAILER Equipment No: SING	6 Nature of product CHEMICAL
7 Previous load Comp UN No Name 1234 1234	8 Next Load Comp UN No Name 1234 1234	9 Cleaning procedures EFTCO Code
11 Comments (cleaner comment)		
12 Cleaner name		

The Industry problem/opportunity in Chemical Logistics

Replace paper with digital industry standards (with non-competing process data)

Due to lack of a better alternative, paper makes us blind...

- ▶ Paper does not anticipate
- ▶ Paper creates waiting times
- ▶ Paper prevents automation
- ▶ Paper is slow
- ▶ Paper is fraude sensitive
- ▶ Paper asks for more Paper
- ▶ Paper prevents future digital supply chain collaboration



...and keeps us blind, due to today's fragmented digital solutions...

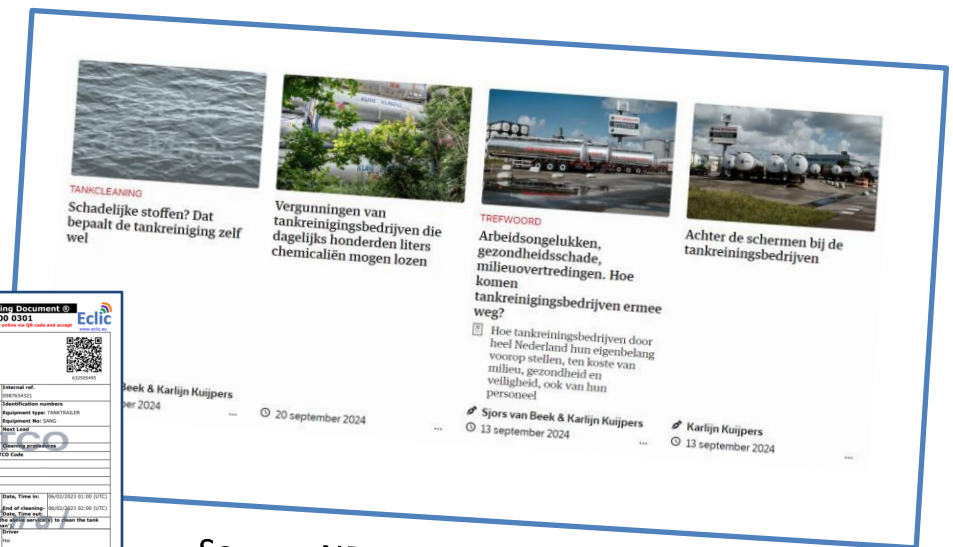


Sustainability



Efficiency – Cost reduction

Transparency



Source: NRC
Handelsblad Sept 2024

Safety & Compliancy

Digital Collaboration in ACTION via ECLIC community



NEW in 2024

=> 100% electronic eECD roll out by cleaning station in Belgium



=> eECD roll out in Chemical Cluster Rotterdam-Antwerp and Tarragona to drive eECD integration and automation

The ECLIC digital collaboration community

Over 55 ECLIC registered companies
More than 1.000 active users exchanging data sets
More than 80.000 e-Docs interactions/year
>10 "machine to machine" integrations

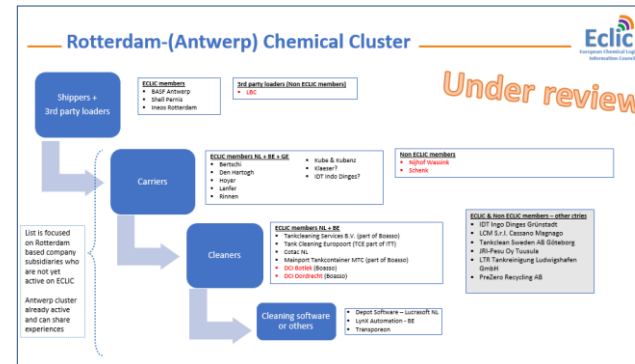
Producers: BASF, INEOS, SUMITOMO, Lyondell, Shell, REPSOL

Transport and Logistics: BERTSCH, GARTNER, MANUPORT LOGISTICS, PAVALON, TRAFICO, Newron

Tank cleaning: cotac, HEMPT, IAT, DCS, Köppler, Gruber, Ernst+Jost, MTR, Remitrans, W.I.R., Emmel

ECLIC solution developers & integrators: NextPort, alpega, ELEMICA, TRANSPOREIN

Industry associations: ECTA, essencia, cefic, EFTCO



=> eCMR consortium once enough shippers buy-in (mid 2025?)

ECD - eECD document flows:

The eECD is a valid EFTCO cleaning document

I. Paper ECD Flow
(paper only)

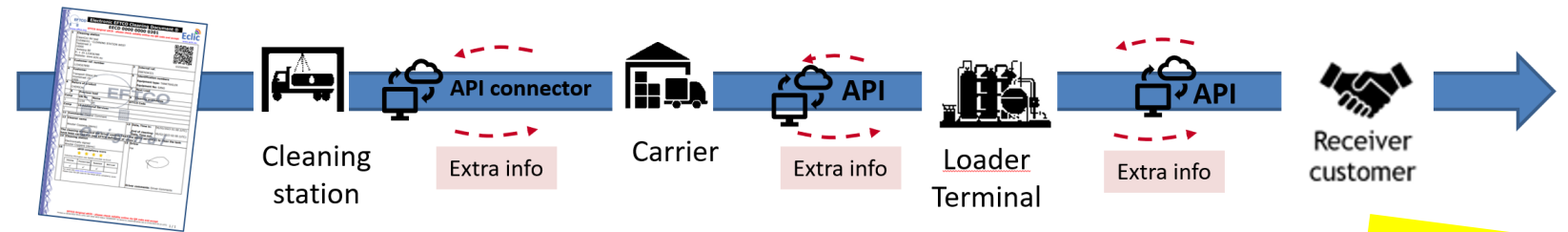
Since 2005



II. Digital eECD Flow - **PULL**
(paperless – 100% digital)

All actors ECLIC eECD licenced

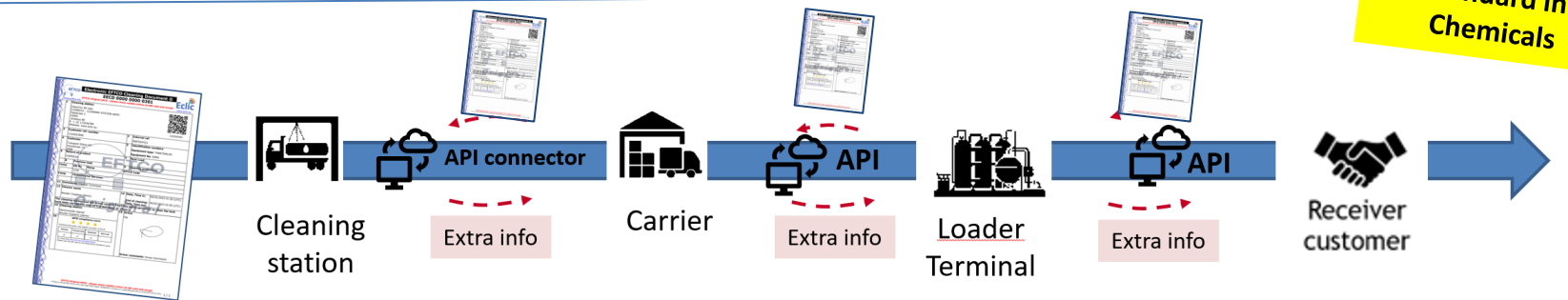
Since 2019



III. eECD Digital eECD Flow - **PUSH**
(Paper-digital co-existence)

Not all actors ECLIC eECD licenced

Since 2024




Digital industry standard in Chemicals

Digitalization opportunity in Intermodal Rail 2025

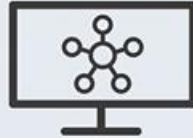
Feedback from EPCA ITN webinar from 8 Nov 2024

Challenges and Chances ahead: The Transformation of our Network



Background	Outcome	The Transformation means Challenge and Opportunity at the same time:
<p>2022: EU investigations against the Federal Republic of Germany concerning potential anticompetitive subsidies for DB Cargo (by DB AG)</p> <p>2023: Kombiverkehr is mandated by its board of directors to develop a strategy to secure traction if DB Cargo was no longer available for larger transport volumes</p>	<ul style="list-style-type: none">▪ Kombiverkehr will transfer the majority of its connections to new traction providers, the largest part to KombiRail and Lokomotion▪ Start-up phase has begun in the second half of 2024▪ The Reorganisation of our traction providers is scheduled to be completed in January 2025	<ul style="list-style-type: none">▪ Kombiverkehr increases its investment in traction and wagon management▪ Collaboration and communication channels as well as digital interfaces must be rebuilt or expanded with new traction providers <div style="border: 2px solid green; padding: 5px;"><ul style="list-style-type: none">▪ This new much more integrated approach of traction and operation comes with a promising outlook:<ul style="list-style-type: none">✓ Reduced overhead costs✓ Optimized collaboration and communication between Kombiverkehr and its traction providers✓ Increased network reliability and resilience</div>

On our way to a future-proof, reliable and efficient network



Standardization & Digitalization:
Sector Initiative *KV 4.0* as a perfect example for both aspects.

Fully digital Customer Journey for easy booking and order management, transparent tracking, fast delivering/picking up at the terminals and

DXI DATA HUB

If you want to do intermodal, an **easy entrance** into our eco system and an **easy onboarding** is needed. A Data Com Hub to create more transparency and productivity inside the intermodal eco system is key. **Result:** Less work 4scheduling and planning & more time to be creative.



New focus in 2025: **Standardization of Digital Processes in Intermodal Chains**

Scope:	Total Chain of Intermodal: Road legs to/from terminals, Terminals, IM-operator, RUs, (Infra) Planning, booking and execution (IM Short Sea and Maritim later step)
Based on:	KV4.0 / DXI / EDIGES standard Successful experience with published ECTA / ITCO Standardization
Objective:	Create generally accepted sectoral Standards and Milestones to facilitate digital transformation and admin-automation of European intermodal across the company boundaries, improving customer service, reducing of manual work and mistakes & overhead costs in the complex IM chain. GOAL: to improved competitiveness of IM sector by 10% - reducing IM chain overhead costs terminal-to-terminal from currently 25% to 15%.
Deliverables:	Standardization and simplification of major relevant Data and Processes and Information Milestones of Intermodal Transport Chain (examples): <ul style="list-style-type: none">- Planning, booking and confirmation process, change orders, etc.- Physical flow of an intermodal unit from Terminal to Terminal & truck- Tracking and tracing process → ETA, ETP prediction- Gate-to-gate process of truck to deliver at terminal and to pick up of load any process standardization proposal to the benefit of IM
Lead:	Steering Committee: ECTA, UIRR, ERFA (Dirk?), +Kombiverkehr
Project Team:	IM Tra IM Op IM Ter RU: S RU: E
Publication:	Joint Timeline: start Q4 2024

Intermodal digitalization WG team structure being defined

An ECTA/UIRR/ERFA digital steering committee and digitalization workgroup team being composed with the right digital intermodal expertise.



WOMEN IN LOGISTICS



L[♀]OGISTICS

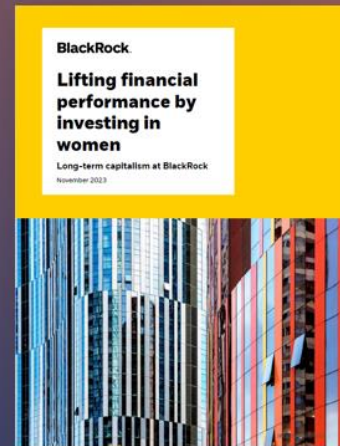
ECTA RC CHARTER 2030

29%

Companies with the most diverse workforces outperformed their industry peers with the least diverse workforces in terms of return on assets (RoA) by 29% per year over the 2013 - 2022 period

6%

Women make up 6% or less of the EU truck driver population



CONSORTIUM - BOARD

Co-chairs 2024-2025 (rotational approach):

Ania Haddaoui, DOW

Bob Van Steenweghen, H.Essers

Sector associations:

Peter Devos, ECTA

Joost Naessens, CEFIC

Board members:

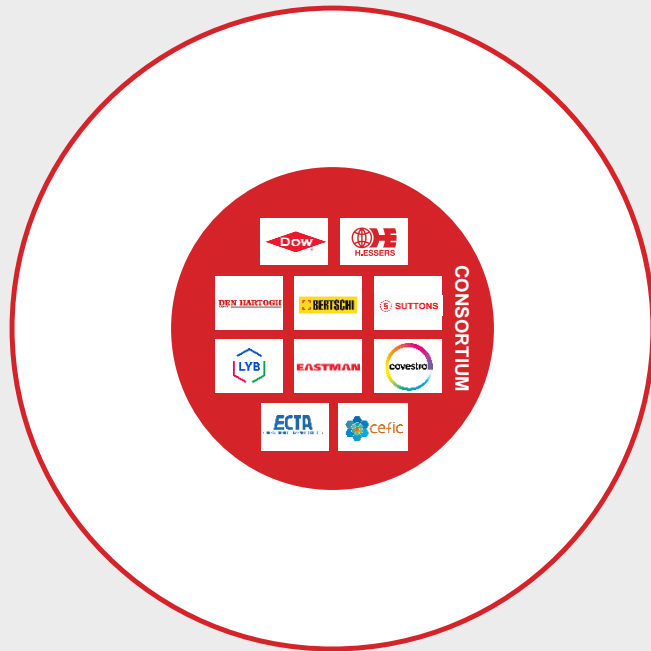
Yari Hernandez, LyondellBasell

Anna-Leona Breidbach, Covestro

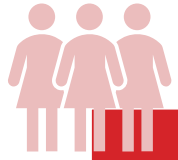
Sofie Wallyn, Eastman

Hans-Joerg Bertschi, Bertschi

Joep Aerts, Den Hartogh Logistics



WIL - CONTENT PILLARS



Leadership diversity

- Bertschi
- Eastman
- **Objective:** Increase female representation in Leadership
- **Next Step:**
 - Project Charter
 - What is the Warehouse of opportunities?
 - Leverage: existing proven evidence



Driver diversity

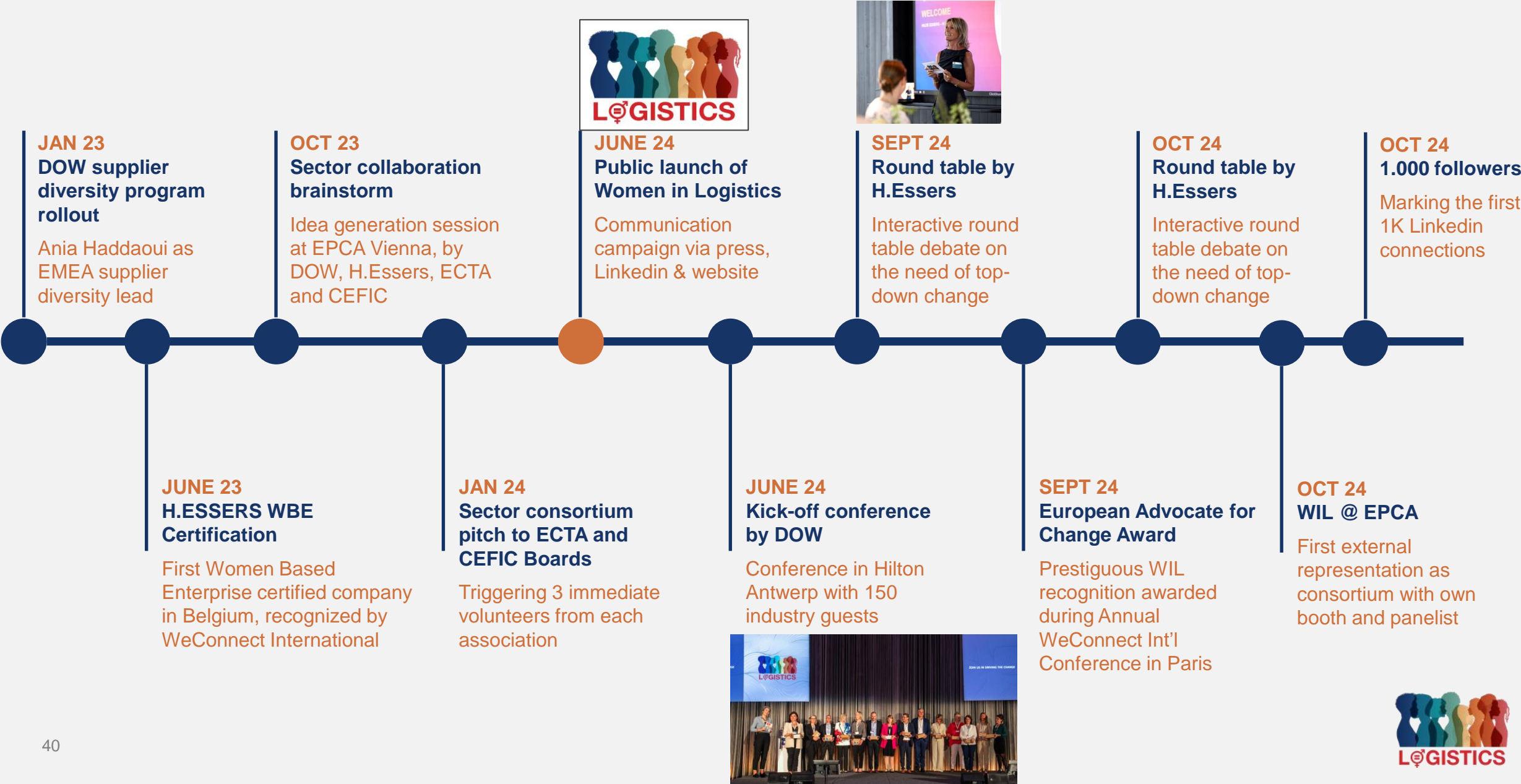
- Den Hartogh
- Dow
- **Objective:** Attract and Retain Female Drivers
- **Next Step:**
 - Project Charter
 - What is the Warehouse of opportunities?
 - Leverage: existing proven evidence
 - <https://www.womenintrucking.org/>
 - [IRU | World Road Transport Organisation](http://www.iru.org)



Operator diversity

- H.Essers
- Covestro
- LYB
- **Objective:** Attract and Retain Female Blue Collars
- **Next Step:**
 - Project Charter
 - What is the Warehouse of opportunities?
 - Leverage: existing proven evidence
 - <https://wisci.mit.edu/>
 - Adecco

WIL – TILL TODAY



WIL in 2025



- Launch WIL as a separate non profit association in Q1 '25
 - WIL association set up being prepared
- Join the WIL consortium in driving the CHANGE
- Become WIL Member as of 2025



ECTA

