



**ECTA ANNUAL REPORT 2024
RESPONSIBLE CARE REPORT 2023**

The European Chemical Transport Association

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PREFACE TO THE ECTA ANNUAL REPORT 2024

Dear Reader,

ECTA is pleased to present to you its ECTA Annual Report 2024 as well as the Responsible Care statistics of 2023.

In 2024, the chemical transport and logistics sector faced significant challenges, including a recession marked by reduced transport volumes and ongoing geopolitical tensions leading to high energy costs and many supply chain uncertainties. ECTA members experienced in Europe a poly-crisis due to declining transportation volumes, increased cost pressures and evolving regulatory frameworks all of which impacted the overall transport profitability. Compared to the global chemical industry, the European chemical industry was hit much harder in 2024. This economic European outlook was a key topic for discussion at this year's ECTA annual meeting, held in Dusseldorf. While the policy makers urge the industry to embrace a climate-neutral and circular economy, a better balance must be found between the required sustainability improvements and the competitiveness of the transport sector. The Antwerp declaration for a European Industrial deal created an opening for a broader stakeholder discussion however the Europe's sustainability focus towards decarbonization in transport & logistics will remain an important trend for the years to come.

In this ECTA annual report, we will address some of these challenges and discuss the progress made in 2024 as part of the ECTA Responsible Care (RC) Program while reflecting on the ECTA 2023 RC KPI's. We also zoom in on the new Responsible Care charter 2030 which adds a focus towards more Equality, Diversity and Inclusion. As part of the ECTA Responsible care program, ECTA RC working group organised several free webinars which covered ; updates to the GLEC framework for emissions reporting, progress towards low emission vehicles from the manufacturers perspective and finally, in response to an analysis of SQAS reports for our membership, how to manage and monitor the performance of subcontractors which had shown up as one of the weaker areas on the SQAS scores.

During the year, several working groups were set up to review and update the ECTA/Cefic best practice guidelines. Three of these have now been published – namely, “safe working at height in the chemical logistics supply chain”, “transport security” and “cleaning of dry bulk polymer transport tanks” ([find all ECTA Guidelines here](#)). The emission calculation guideline is due for publication early next year whilst new working groups are being set up to start to look at “subcontracting of chemical road transport” and “safe loading and unloading of road freight vehicles”.

With Equality, Diversity and Inclusion being part of Responsible Care, ECTA board supports the newly created “Women in Logistics” initiative that will help to create an environment and culture recognizing the value of gender equality within chemical transport and logistics. More specifically, driver shortage

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creates an opportunity for female drivers because today only 6% of the EU truck driver population are female.

This ECTA annual report further zooms in on the results of several of its ECTA working groups. The ECTA driver shortage working group has further made progress with the ECTA Drivers app which is a new tool launched to improve the overall driver well-being within Chemical Logistics. While last year, the ECTA Drivers App was developed amongst a pilot group of ECTA working group companies, this year the ECTA Drivers App was further rolled out over more than 1700 drivers and 1000 (un)loading places across Europe to all ECTA members.

To ensure transport and logistics data can be more easily exchanged amongst all stakeholders, the ECTA digitalization workgroup continued its efforts towards more common industry data definitions and digital best practice data standards. In 2024, the ECTA digitalization workgroup did not develop any new ECTA digital best practice guidelines and the focus shifted to further use and promote of the existing ECTA digitalization best practices guidelines through newsletters and webinars.

Furthermore, ECTA has continued its support to the ECLIC project and the digital eECD initiative that aims to improve the sustainability and transparency in tank cleaning operations and replace the millions of paper ECD's (=EFTCO Cleaning Documents) with a much more compliant electronic "eECD's". In 2024, ECLIC made the eECD digital industry EFTCO standard available in 6 languages. Next, is the roll out planned of the digital eECD and ePPL standards by involving the right stakeholders per Chemical Cluster in the Benelux and Spain. The Chemical industry stakeholders are aware that logistics paper documents, like eECD but also eCMR, are no longer the future and form a visible, silent competitiveness killer for the entire Chemical Industry. In 2025, it's time for more digital change and action.

We conclude this ECTA annual report with the update of the ECTA organization and ECTA members.

We very much appreciate the continued support from all our ECTA 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

Steve Rowland

ECTA RC Director

Estelle Zink

ECTA communication Manager

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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 who have 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 logistics and associated sectors, 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 a 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, successfully raised its profile within the European chemical logistics arena and become a louder voice for the transport companies that it represents. It has achieved this by building its social media presence and by providing relevant articles to the trade press.

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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.

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.

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ECTA RESPONSIBLE CARE PROGRAM

Background and Objectives



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 territories. ECTA members indeed operate cross-border transport services all over Europe and so this is a logical step. 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. Details of the ECTA RC Scheme can be downloaded from the public area of the ECTA website: www.ecta.com.

Between 2015 and 2024 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 2030 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. Since the 2025 charter agreed back in 2019 is shortly to expire, it was reviewed and updated to keep it relevant for the next six years. The re-branded 2030 charter includes the following;

The limitation of waste.

In addition to the focus on prevention of plastic pellet loss illustrated through our support for Operation Clean Sweep, 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.

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The limitation of emissions.

ECTA will continue to align with the targets set within the EU through the Green Deal and Fit for 55 programmes. We support and encourage standardised emission reporting in line with ISO14083 and the GLEC Framework and believe in a far-sighted road map for emission reduction which includes; facilitating the switch from road to intermodal journeys, new engine and fuel technologies and the supporting infrastructure required to promote widespread adoption of these technologies.

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.

In order to continue to drive incident rates down, ECTA will seek closer collaboration with Cefic to influence the loading and unloading plants to keep driver and operator safety at the forefront of their operations. In addition, we continue to encourage our members and their supply chain partners to promote behavioural based safety initiatives.

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.

We, the European Chemical Transport 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 2030 program are of significance in helping to achieve the challenging sustainability targets that have been set.

RC ORGANISATION 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. In 2024 the committee met once, coinciding with the hybrid RC

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Workshop held in Brussels in September 2024. 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 Director:
 - The Company's Annual RC Improvement Plan
 - The Company's Annual KPI Report









The 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, ECTA's website and ECTA's communication channels. Besides, results are shared and discussed at the ECTA RC workshop and ECTA Annual meeting.

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ECTA RC PLAN 2024-2025

Find below the ECTA 2024/25 focus areas as part of the ECTA Responsible Care Plan

<ul style="list-style-type: none"> Continue to actively promote SQAS 2022 as the best auditing methodology for chemical logistics, whilst contributing to the revision which is to be published in 2025. 	
<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). 	
<ul style="list-style-type: none"> Contribute to the working groups for the revision of best practice guidelines led by Cefic. 	
<ul style="list-style-type: none"> Use quarterly webinars to promote and share knowledge about RC and sustainability subjects. 	
<ul style="list-style-type: none"> Communicate News and Updates on Responsible Care items via the quarterly Newsletter and social media posts. 	
<ul style="list-style-type: none"> Organise ECTA's Annual Responsible Care Workshop. 	
<ul style="list-style-type: none"> Revise ECTA's Responsible Care KPI Reporting Forms to reflect latest developments and requirements for more detailed analysis. 	
<ul style="list-style-type: none"> Work more collaboratively with Cefic on injury incident analysis and reduction. 	

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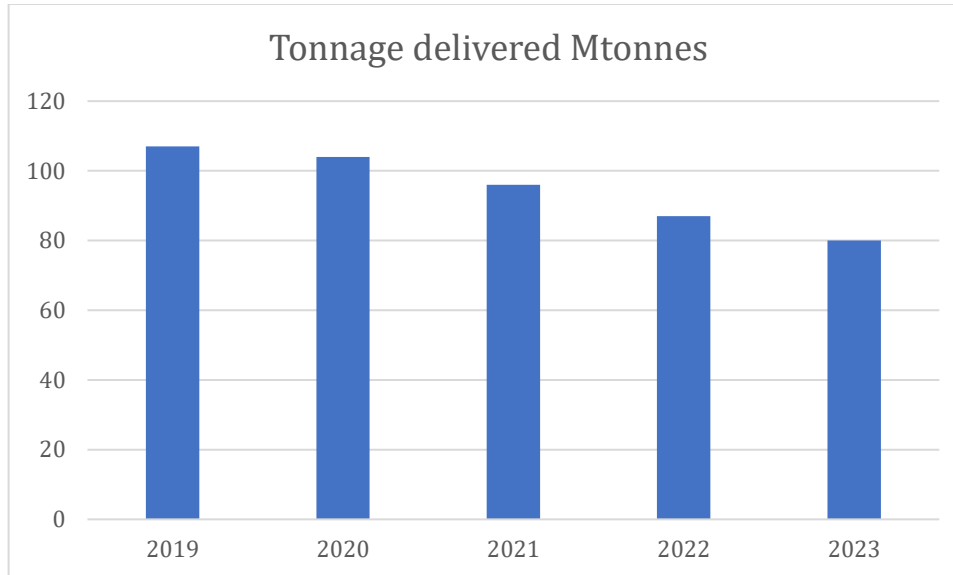
CONSOLIDATION OF 2023 KPI REPORTS OF ECTA RC MEMBERS

Summary Table 2023

Nr	Description	2023 Value
1	Number of kilometers (million KMs p.a.)	2,354
1a	Number of moves/orders	3,695,925
2	Tonnes carried for the year	80,952,662
3	Number of employees – incl subcontractor drivers	36,351
4	Mode of transport used	
4a	Road	54.6%
4b	Intermodal	45.4%
5	Number of incidents this year, in transit	431
6	Number of incidents this year, at loading points	224
6a	Number of incidents this year, at unloading points	525
7	Split of truck used for chemical transport	
7.1	EURO VI	92.1%
7.2	EURO V	5.8%
7.3	EURO < V	0.6%
7.4	Alternative Energy Engines (non-Diesel)	1.5%

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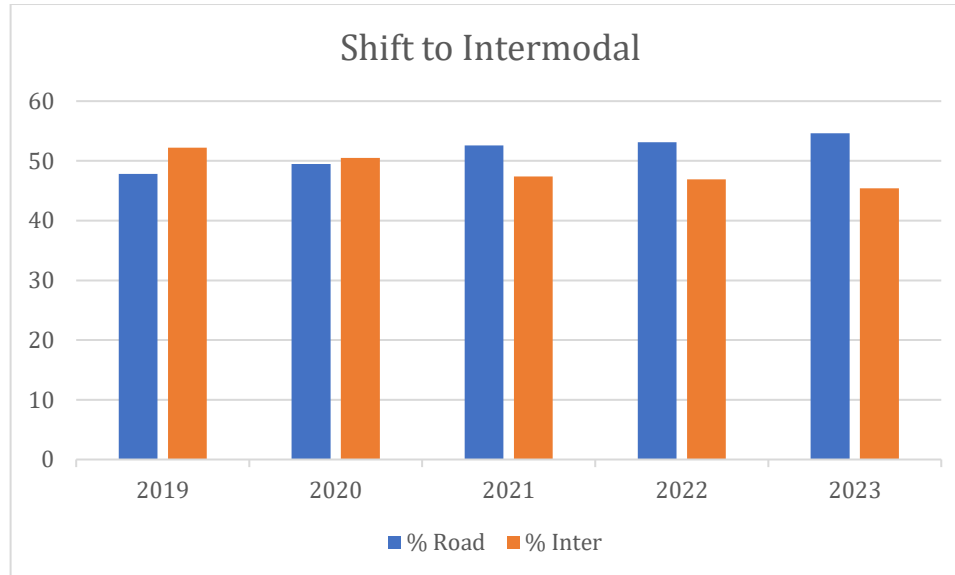
A. Total Tonnes carried by ECTA RC Members.



Total tonnage carried in 2023 continues the trend of year on year reduction that has occurred since 2019. As we move further away from the Coronavirus pandemic, the main contributing factor is considered to be the Ukraine-Russia crisis and related high energy costs that reduced the levels of chemical production in Europe.

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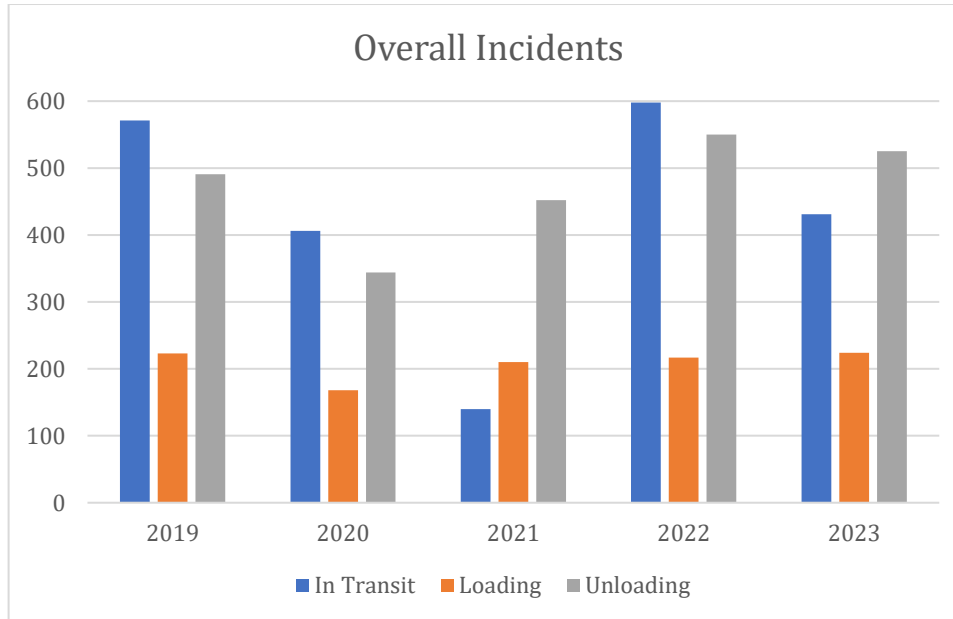
B. Road & Intermodal percentages of Ton-KMs by ECTA's RC Members.



The downward trend in the proportion of intermodal journeys has continued in 2023. Much discussion has taken place over the year with regard to the effect that proposed changes in regulation will have, namely the Weights and Dimensions Directive and the Combined Transport Directive and this trend is expected to continue for the next few years until the European legislation brings some more harmony to the various national rail infrastructures and the overall intermodal delivery reliability improves.

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C. Incidents in Transit, at Loading and Unloading Points



Overall incidents

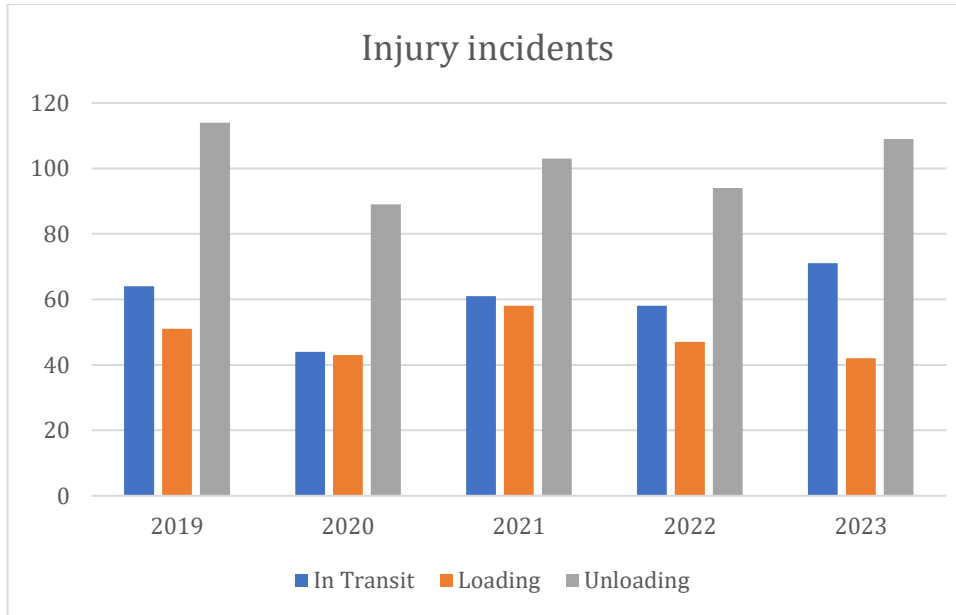
Year	In Transit (per M KMs)	Loading (per 1,000 orders)	Unloading (per 1,000 orders)
2022	0.214	0.056	0.141
2023	0.185	0.061	0.143
	86%	109%	101%

There has been a significant improvement, year on year in overall incidents in transit which is also reflected in the incident ratio (per million kilometres). The figures for 2023 include 23 rollovers and this is an area that will be analysed more fully in next year's KPIs.

Incidents at loading sites have increased by 3% from 2022 and incidents at unloading sites have reduced slightly in absolute terms but, as a ratio (per thousand orders) they show an adverse variance.

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



Injury incidents

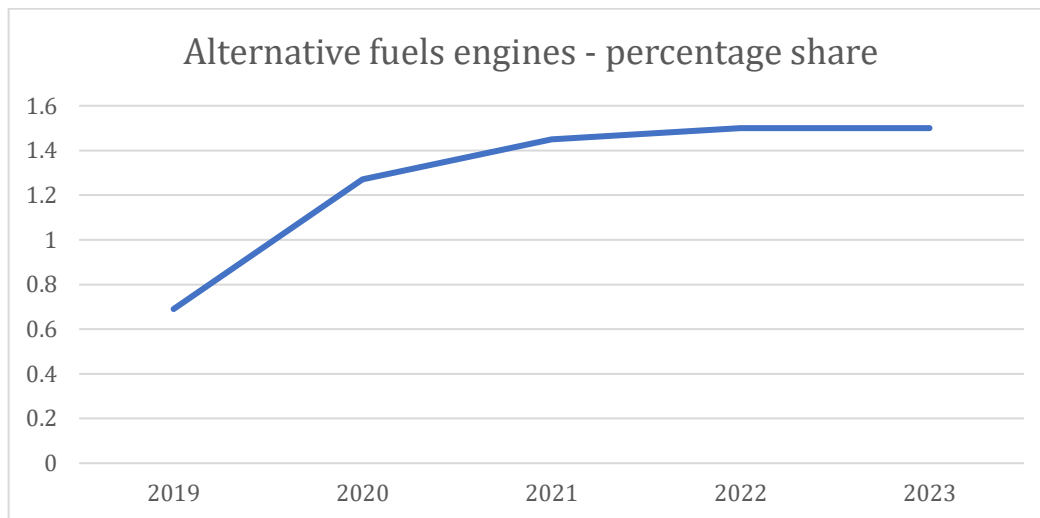
Year	In Transit (per M KMs)	Loading (per 1,000 orders)	Unloading (per 1,000 orders)
2022	0.021	0.012	0.024
2023	0.030	0.011	0.030
	143%	92%	125%

Injury incidents at loading sites have reduced year on year with an 8% improvement in injuries per thousand orders. Injuries in transit and at unloading sites have increased both in absolute terms and as a ratio. The main concern is the number of injuries that still occur at unloading sites. The 2023 data includes 4 fatalities, 3 of which occurred in transit and one at an unloading site. Tragically, the one at the unloading site was related to working at height and could have been avoided.

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E. Truck Fleet changes related to the engine types (percentages)

Year	Alternative fuels	Euro V & higher	< Euro V
2019	0.69	96.09	3.22
2020	1.27	95.95	2.78
2021	1.45	96.97	1.58
2022	1.50	97.6	0.90
2023	1.50	97.9	0.60



92% of engines are now Euro VI as older trucks are removed from the fleets but the percentage of alternative fuel (low emission) vehicles remains static at 1.5% of the fleet. The only encouraging sign is an increase in the use of HVO100 as a fuel which is helping to reduce emissions.

ZERO EMISSIONS KNOWLEDGE PLATFORM & WEBINARS

In July 2022 the ECTA Zero Emission Knowledge Platform was created, supported by a group of ECTA members' representatives and other industry experts. The objective for the platform is two-fold:



- to share expert knowledge by creating a library of documents related to transport & logistics emissions.
- to provide an interactive communication platform between ECTA members and other interested parties to exchange “hands-on” experiences and points of view.

The Platform provides articles, documents, references, relevant data, legislative frameworks, case studies and much more regarding Emission reduction, technical innovations for the future and alternative transport modes.

The Platform idea is formed under the umbrella of ECTA's Responsible Care program with the aim to share practical knowledge around transport and logistics decarbonization journeys and to increase the overall sustainability level in chemicals transport.

In 2023 the ECTA Team decided to develop the format of Responsible Care webinars to provide our RC members and other interested parties with short sessions on subjects related to carbon emissions. The ECTA Board decided that the webinars – as is the platform – would be open to any interested people. The webinar series was continued in 2024. All the webinars have been well attended by ECTA Members and external participants. The presenters were a combination of ECTA members and external subject experts.

Link: [ECTA Knowledge Platform | ECTA - European Chemical Transport Association](#)

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THE ECTA DRIVERS APP



In 2024, the ECTA Driver Shortage Workgroup continued its efforts to take action to improve the Driver Shortage situation in the chemical logistics industry by focusing on the active usage of the ECTA Drivers APP, which was rolled out to all ECTA full members during 2024.

The ECTA Drivers APP was created in 2023, after ECTA decided for a hands-on strategy for the worrying Driver Shortage Situation in Europe. After a successful rollout of the APP within this workgroup, ECTA further opened the APP usage to all ECTA Full Members in 2024.

The ECTA Drivers APP allows truck drivers of the chemical logistics industry to anonymously rate their daily experiences at loading and unloading sites across Europe. Using one to five star-ratings (one is the worst and five is the best), drivers can

reflect the site's safety, driver facilities, driver treatment and waiting times. During 2024, ECTA implemented two more rating options. First, drivers can now use the optional checkbox to inform ECTA if a location is female-driver friendly. Secondly, ECTA entered an optional text field to allow drivers to fill in text comments, next to the star ratings to explain their rating further.

Another big step forward with the project was the launch of the ECTA Drivers APP as a native APP to download for IOS and Android ([link to APP-Stores](#)). By launching this format, ECTA allowed its members to download the tool to all Board Computers for their drivers.

ECTA was strongly working on spreading the news of the ECTA Drivers APP towards the chemical industry in 2024 via various Meetings and events in total and by scheduling report calls with individual target-sites. ECTA received a lot of good feedback and the reporting was much appreciated. To bring a handful of chemical sites on board to support the initiative was a big milestone and ECTA will continue to work on widening this range even more in 2025! Moreover, ratings are made public as soon as drivers have rated a location more than 30 times. These results can be consulted via the ECTA Drivers APP in the web-version (<https://drivers.ecta.com/>) or via the Native APP.

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The main goal for the ECTA Drivers APP continues to be to join forces with all stakeholders of the chemical logistics industry to improve the truck driver job image, job attractiveness, gender balance and productivity. Even though, the chemical industry is in recession mode this year, the driver shortage problem remains a big industry opportunity where each of the chemical stakeholders needs to take responsibility and consider truck drivers as a very valuable and scarce resource.

In 2025, ECTA will continue with the ECTA Drivers APP with a focus to analyse the collected app data and sharing an industry benchmark with those stakeholders who contribute to the success of the ECTA Drivers APP use. These ECTA Drivers APP benchmarks will open new conversations amongst ECTA members and its customers, will drive improvements towards more safety and driver well-being and motivate all ECTA members and stakeholders to take action.

By submitting ratings, drivers get a voice and an opportunity to speak about their daily experiences and struggles at loading and unloading sites. To recognize the drivers who are actively and continuously submitting ratings, ECTA started to hand out ECTA Driver Certificates. Drivers with the most submitted ratings and comments were recognized by a Certificate which was handed out to them by their company.

In addition to the ECTA DRIVERS APP, the ECTA Driver Shortage Workgroup succeeded in extending the scope of the “day of the truck driver” to the Benelux region. The “day of the truck driver” was this year organized on December 12, 2024 and aimed to put all truck drivers in the spotlight.

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ECTA DIGITALIZATION STRATEGY - ECTA DIGITALIZATION WORK GROUP

Digitalization in chemical logistics forms a separate strategic pillar within ECTA to improve safety and sustainability and drive digital collaboration using digital standards. 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. Besides, 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.

While over the past years, the ECTA digitalization Workgroup issued 7 digital best practice guidelines:

- ECTA transport visibility best practice guideline (2020)
- ECTA transport visibility KPI framework for supplier data quality (2020)
- ECTA best practice guideline on documents eCMR and eECD (2021)
- ECTA guideline on equipment master data standards (2021)
- ECTA guideline on order data standards within bulk chemicals (2021)
- ECTA guideline on Invoicing data standards within bulk chemicals (2022)
- ECTA guideline on truck & driver data standards (2022)
- Overseas transport visibility for bulk liquids – ITCO (2023)

In the second half of 2023-2024, the digitalization Workgroup shifted its focus on promoting the ECTA digital standards via webinars to allow easier digital connectivity and collaborations amongst all chemical logistics actors. Establishing common data definitions and data standards are a pre-requisite for multi-actor supply chain interoperability. The need for data exchange in a shared, secured and trusted transport and logistics dataspace is growing amongst the chemical stakeholders and the EU governments, however also implementation of the standards is very important.

The 2024 ECTA digitalization work group team structure is summarized below:

- ECTA Workgroup & Project Management Office
 - Chairman and ECTA VP digitalization : **Joep Aerts (Den Hartogh)**
 - WG Project Lead: **Michelle Slobbe (Den Hartogh)**
 - ECTA Project coordination: **Peter Devos (ECTA)**
- **WG Participants:**
 - Cedric Walti (Bertschi)
 - Angela Birch (Suttons)
 - Charlotte Fischer & Yannic Eggers (HOYER)
 - Alessandra Mittendorf (Talke)
 - Linda Krielaart (Van Den Bosch)
 - Kris Messelier (Fockedeij)
 - Peter Viebig ([Vervaeke](#))

Figure 1: ECTA digitalization workgroup members in 2024.

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Next year, the ECTA digitalization WG will support, together with UIRR, ERFA and the intermodal stakeholder groups, the development of new digitalization best practice guidelines in intermodal transport.

We sincerely thank the ECTA digitalization work group for their contribution to share their insights and knowledge to further digitalize the chemical logistics chain.

THE ROLL OUT OF THE ECLIC ECD 2.0 SOLUTION

The ECLIC vzw facilitates digital collaboration through secure and controlled data sharing amongst cleaners, carriers and shippers using digital industry standards. It offers a collective data highway for non-competing processes, like the paper ECD in the tank cleaning operations. The aim of ECLIC is to automate the existing ECD paper flows, increase safety & sustainability and reduce administration costs. In 2024, ECTA continued to support the ECLIC project initiative in close cooperation with Cefic-essencia and EFTCO. Over the years, ECLIC developed the eECD solution and created extra digital solutions to exchange previous load documents (=ePPL), cleaning orders (eECO), depot declarations (eDD), equipment master data (eEQUIP) and eSDS data electronically.

New, in 2024, is the roll out of the enhanced eECD 2.0 process solution which was developed last year. This new development solves the problem of coexistence between paper ECD's and digital eECD's by creating a single "hybrid" e-document with a unique QR code and which serves as a valid EFTCO cleaning document. Given this new eECD 2.0 process, each actor (cleaner, carrier and shipper) can decide to continue to work with paper ECD's or can choose to start automating their gate IN/OUT processes with the digital eECD solution and gaining waiting time for drivers. The new eECD is available since mid-2024 in 6 languages and is being rolled out across Europe as of Q4 '24. It contains also an eECD compliancy score, indicating who from the stakeholders involved in tank cleaning are using the EFTCO industry standards and are directly contributing to the integrity and accuracy of the tank cleaning data being exchanged.

Looking into 2025, we expect the first tank cleaning stations to switch 100% to the digital eECD solution as an industry best practice and as explained in the latest Cefic-EFTCO Polymer cleaning guideline ([link to the polymer cleaning guideline](#)).


The move from paper to the electronic way of working will simplify the internal cleaning administration process using existing cleaning software IT vendors. In addition, several eECD Chemical Cluster roll out initiatives are being planned in the Benelux, France and Spain to further enhance the digital adoption, integration and automation and will create a chain of collaboration.






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Over the last months, the awareness is growing amongst all stakeholders that logistics paper documents, like eECD but also eCMR, are no longer the future and form a visible, silent killer for the entire Chemical Industry. The value of eECD is not limited to the switch from paper to an e-document, the real value lays in the exchange industry standard data sets to fasten & smoothen gate-in processes, to reduce rejects at loading and to improve “real time” supply chain decision making. The move from paper to digital is a transformation journey, and therefore more digitalization audit assessment questions will become part of SQAS 2025.

An overview of the ECLIC community is visualized in the picture below. The digital eECD process is used by more than 60 companies and counts more than 1000 active users spread over Europe.

The ECLIC digital collaboration community



Producers	Transport and Logistics	Tank cleaning
		
ECLIC solution developers & integrators		Industry associations
		

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WIL - WOMEN IN LOGISTICS and GENDER EQUALITY

Earlier this year, ECTA launched its new Responsible Care charter 2030. This charter includes a new chapter about Diversity, Equality & Inclusion and strives to achieve a better male-female balance across the transport and logistics operations in Chemicals. Jobs like truck drivers and warehouse operators are historically male-dominated functions leading to a gender gap. For example, women represent less than 6% of the truck driver population in Europe.



The idea to launch “WIL - Women in Logistics” as a collaborative industry initiative was initiated last year by Dow’s supplier diversity strategy program and H.Essers commitment to diversity as a female-owned company. At the start of 2024, the initiative received immediately the full support of the ECTA board whereby several ECTA board members decided to join the new WIL board to form a consortium with shippers, carriers and associations like ECTA & Cefic.

Since the start of WIL in 2024, several very successful WIL events and workshops have already been organized including a booth at EPCA.

For more detailed information about WIL, visit <https://www.women-in-logistics.eu>

In November 2024 and through the support ECTA, the consortium decided to create a separate WIL nonprofit association with own WIL “articles of associations” and WIL membership fees. The initial required WIL start-up funds are being gathered through the consortium members and ECTA by early 2025. The new WIL association will be located at Cefic’s Brussels offices in Belgium and will invite all companies, stakeholders and associations across chemicals and life-sciences to become WIL member. By combining resources and efforts over different industry associations, WIL aims to become an ecosystem of DEI believers to truly drive change and build a thriving community, fostering collaboration and innovation towards gender parity in logistics.

As a further path forward in 2025, the WIL consortium will drive 3 working groups:

- Working group Drivers
- Working group Leadership
- Working group Operators

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WIL counts on all ECTA members to join and drive this change helping to alleviate the driver shortage and enhance the gender diversity across all physical transport and logistics operations.

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ECTA 2023 FINANCIALS



Audit Van Goolen Ltd.
Certified Auditor
Kerkstraat 152
1851 Grimbergen (Humbeek)

**THE EUROPEAN CHEMICAL
TRANSPORTATION ASSOCIATION (ECTA)
AISBL**

**REVIEW REPORT ON THE FINANCIAL STATEMENTS
OF THE
THE EUROPEAN CHEMICAL TRANSPORTATION ASSOCIATION (ECTA) AISBL
FOR THE YEAR 01/01/2023-31/12/2023**

Report on the Financial Statements

We have reviewed the accompanying balance sheet of ECTA AISBL at December 31, 2023 and the income statements, for the period 01/01/2023-31/12/2023 with a balance sheet total of 397.584 € and a profit for the year of 6.270 €.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with the Belgian Generally Accepted Accounting Principles, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Scope of review

Our responsibility is to express a conclusion on the accompanying financial statements. We conducted our review in accordance with International Standard on Review Engagements (ISRE) 2400, Engagements to Review Historical Financial Statements. ISRE 2400 requires us to conclude whether anything has come to our attention that causes us to believe that the financial statements, taken as a whole, are not prepared in all material respects in accordance with the applicable financial reporting framework. This Standard also requires us to comply with relevant ethical requirements.

A review of financial statements in accordance with ISRE 2400 is a limited assurance engagement. The practitioner performs procedures, primarily consisting of making inquiries of management and others within the entity, as appropriate, and applying analytical procedures, and evaluates the evidence obtained.

The procedures performed in a review are substantially less than those performed in an audit conducted in accordance with International Standards on Auditing. Accordingly, we do not express an audit opinion on these financial statements.

Conclusion

Based on our review, nothing has come to our attention that causes us to believe that these financial statements do not present fairly, in all material respects, the financial position of ECTA AISBL as at December 31, 2023, in accordance with the Belgian Generally Accepted Accounting Principles.

Grimbergen 03/10/2024

Audit Van Goolen Ltd.
Public Auditors

Van Goolen Geert
Certified auditor

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EXECUTIVE COMMITTEE on 31st December 2024



President
Andreas Zink
LKW WALTER
Austria



Vice President Digitalization
Joep Aerts
DEN HARTOGH
The Netherlands



Vice President Sustainability
Konstantin Kubenz
KUBE & KUBENZ
Germany



Treasurer
Alberto Marenzana
MRZ Group
Italy

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ECTA BOARD on 31st December 2024



Damla Alisan
ALISAN INTERNATIONAL LOGISTICS
Turkey



Kees de Rijke
DE RIJKE GROUP
Netherlands



Sebastien Batlo
SAMAT GROUP
France



Timo Schäfer
ALFRED TALKE
Germany



Hans Jörg Bertschi
BERTSCHI AG
Switzerland



Luc Haesaerts
HAESAERTS INTERMODAL
Belgium

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Michael SCHAAF
Bay Logitics
Germany



Antonio MONTERO
PAÑALON
Spain



John SUTTON
SUTTONS GROUP
United Kingdom



Annick VIDAL
GROUPE CHARLES ANDRE
France



David GOEKOOP
HOYER
Netherlands

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ECTA TECHNICAL AND RC COMMITTEE on 31st December 2024



Steve Rowland
ECTA
United Kingdom



Bernhard Haidacher
LKW WALTER
Austria



Thijs van Oosterhout
GROUP CHARLES ANDRE
France



Jaap van Welij
HOYER
Netherlands



Mickael Charlier
SUTTONS GROUP
United Kingdom



Sonja Becker
ALFRED TALKE
Germany

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Adrian Zuber
BERTSCHI
Switzerland

ECTA TEAM on 31st December 2024



Peter Devos
Managing Director



Steve Rowland
Responsible Care Director



Estelle Zink
Communication & Administration Manager

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ECTA MEMBER COMPANIES on 31st December 2024

ALFRED TALKE

ALIŞAN DEN HARTOGH KİMYASAL TEMİZLEME VE TİC. A.Ş.

ALISAN INTERNATIONAL TRANSPORT AND TRADE

ANELTRANS PIATKIEWICZ SP. K.

ANHALT LOGISTICS GMBH & CO. KG

ANNEBERG TRANSPORT

ARCESE TRASPORTI S.P.A.

BALTRANSA

BAY LOGISTIK

BERTSCHI AG

BLOMQUIST TRANSPORT

BRUHN SPEDITION

BULK LOGISTIC SOLUTIONS CHEMICALS

BULKHAUL LIMITED

F.LLI CANIL SPA

BV DE DECKER - VAN RIET

CARBON LOGISTICS

CHEMICAL EXPRESS

COLCEAR LOGISTICS GROUP SRL

COMPAÑÍA IBÉRICA DE TRANSPORTES ESPECIALES

CON.A.P.

CONSAR

CONTANK

CURT RICHTER

DACHSER SE

DB CARGO BTT

DE RIJKE GROUP

DEN HARTOGH LIQUID LOGISTICS

DLOG SOLUTIONS

DSV ROAD

EAST-WEST INTERMODAL LOGISTICS PLC.

E-B-TRANS

ENEBRO TRANS SL

ETC HOLLAND

FA CHEMICAL LOGISTIC

FINSTERWALDER TRANSPORT & LOGISTIK

FITOTRANS S.A.

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FIVE LOGISTICS SRL
FORWARDIS GMBH
GADOT DE GMBH
GCA LOGISTIQUE
GEODIS ROAD TRANSPORT NETHERLANDS
GLOBAL SPEDITION S.L.U.
GÖKBIL TRANSPORT STORAGE LOGISTICS
GREIWING LOGISTICS FOR YOU
GROUPE SAMAT
GRUBER GMBH & CO. KG
H.ESSERS EN ZONEN INTERNATIONAAL TRANSPORT NV
H. FREUND
H. J. van BENTUM B.V. INT. TRANSPORT
HAESAERTS INTERMODAL
HEBRAGTO
HERMANN BUSSMANN
HGKCHEMICALLOGISTICS
HOFER TANKTRANSPORTE AG
HOYER
HUPAC INTERMODAL
IAT A/S
IMPERIAL CHEMICAL TRANSPORT
INTERMODAL TRASPORTI
İTT ULUSLARARASI TAŞIMACILIK
J.W. LIMPENS & ZN.
JCL LOGISTICS BENELUX
KARL SCHMIDT SPEDITION
KATOEN NATIE BULK TERMINALS NV
KIITOSIMEON OY
KUBE & KUBENZ
LANFER LOGISTIK TRANSPORTMANAGEMENT
LIDERCISTER - TRANSPORTES DE PULVERULENTOS
LINEAS DEUTSCHLAND
LKW WALTER
LOG4CHEM
M.D. SRL – NAPLES
MAGYAR
MRZ GROUP
MOVE INTERMODAL
NIJHOF-WASSINK BV

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OVERMEER TRANSPORT B.V.
PAÑALON
PLF-R/CITIS
QBEX LOGISTICS
R.M.I. CHEMICAL LOGISTICS
RB INTERMODAL
RHENUS CHEMICAL LOGISTICS
RINNEN BELGIE BVBA
SANTIAGO PEÑARANDA
SCHENK PAPENDRECHT
SCHILDECKER TRANSPORT
STAR CHEMICAL LOGISTIC
STOLT TANK CONTAINERS
SUTTONS GROUP
TESTA TIZIANO
TGL TET GLOBAL LOJ. NAK. SAN. VE TIC.
TRANS ITALIA SPA
TRANSMOL LOGISTICA, S.L.U.
TRANSPORT GHEYS N.V.
TRANSPORT MERVIELDE
TRANSPORTES A. MARTIN
TRANSPORTES BELDA
TRANSPORTS FOCKEY
TRANSPORTS VERVAEKE
VAN DEN BOSCH TRANSPORTEN
VAN MOER GROUP
VAN OPDORP TRANSPORTGROEP
VERBRUGGE INTERNATIONAL WEGTRANSPORTEN
VOS BULK LOGISTICS
VTG RAIL LOGISTICS GMBH
WITHOFS BULK LOGISTICS
XPO HOLDING TRS EUROPE

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ECTA ASSOCIATED MEMBERS on 31st December 2024

ADVANCED POLYMER COATINGS

ALPEGA GROUP

APPANION LAB

ELEMICA

FORT VALE ENGINEERING LTD

GARDNER DENVER BELGIUM NV

INTERMODAL TELEMATIC BV

KÄSSBOHRER FAHRZEUGWERK GMBH

LOADY GMBH

ODYSSEY LOGISTICS EUROPE BVBA

PELICAN WORLDWIDE BV

TRANSPOREON

RESPONSIBLE CARE MEMBER COMPANIES on 31st December 2024

ALFRED TALKE

ALISAN INTERNATIONAL TRANSPORT AND TRADE

ANHALT LOGISTICS GMBH & CO. KG

ANNEBERG TRANSPORT A/S

BALTRANSA

BAY LOGISTIK

BERTSCHI

BRUHN SPEDITION

BULKHAUL

CARBON LOGISTICS

CHEMICAL EXPRESS

COMPAÑÍA IBÉRICA DE TRANSPORTES ESPECIALES

CON.A.P.

CONSAR

CONTANK

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CURT RICHTER
DB CARGO BTT
DE RIJKE GROUP
DEN HARTOGH LIQUID LOGISTICS
ENEBRO
FA CHEMICAL LOGISTIC
FINSTERWALDER TRANSPORT & LOGISTIK
FITOTRANS
GCA LOGISTIQUE
GEODIS ROAD TRANSPORT NETHERLANDS
GLOBAL SPEDITION, S.L.U.
GÖKBIL TRANSPORT STORAGE LOGISTICS
GROUPE SAMAT
GRUBER GMBH & CO KG
H. FREUND
H. J. van BENTUM INT. TRANSPORT
HAESAERTS INTERMODAL
HERMANN BUSSMANN GMBH
HOFER TANKTRANSPORTE AG
HOYER
IMPERIAL CHEMICAL TRANSPORT
INTERMODAL TRASPORTI S.r.L.
JCL LOGISTICS BENELUX B.V.
KARL SCHMIDT SPEDITION
KATOEN NATIE BULK TERMINALS NV
KUBE & KUBENZ
LANFER LOGISTIK TRANSPORTMANAGEMENT
LKW WALTER
M.D. SRL – NAPLES
MRZ GROUP
MOVE INTERMODAL
NIJHOF-WASSINK
PAÑALON
QBEX LOGISTICS
R.M.I. CHEMICAL LOGISTICS
RB INTERMODAL
RINNEN BELGIE

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SCHENK PAPENDRECHT

SCHILDECKER TRANSPORT

STAR CHEMICAL LOGISTIC

SUTTONS TANKERS LIMITED

TIZIANO TESTA

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

TRANSPORTES A. MARTIN S.L.

TRANSPORTS VERVAEKE

VAN DEN BOSCH TRANSPORTEN

VOS BULK LOGISTICS

XPO HOLDING TRS EUROPE
