

key safety aspects of recently published Best Practice Guidelines

Brussels, October 9 2025, RC working group RC, Jaap van Welij

4 best practice guidelines on major topics

Best Practice Guidelines for the Cleaning of dry bulk polymer transport tanks

Issue 5 2024

Working at height Issue 2 2025

Subcontractor Management (due to be published soon)

Safe (un)Loading of Freight Vehicles(due to be published soon)

Best practice guidelines can be found:

[Best Practice Guidelines | ECTA - European Chemical Transport Association](#)

Cefic publishes them also on individual bases:

[Transport and Logistics – cefic](#)

PRACTICE GUIDELINES FOR THE CLEANING OF DRY BULK POLYMER TRANSPORT TANKS (ISSUE 5)

Safety and Quality guidelines for the Unloading of bulk Polymers
“Polymer Industry Cleaning Specification”

Roles for all in the logistic chain: shipper, carrier, cleaning station, unloading site

Area's of concern: Inside the tank, Outside of the tank, the hoses and hose boxes, additional components and ancillaries

Important cleaning with **water and blowing dry with compressed air**, EFTCO codes to be used at all time, sealing of boxes – exemptions upon experiences

Proof is the cleaning document with the **EFTCO codes(ECD)** where they are used

Statement on ECD: “Tank and ancillaries cleaned to the polymer Cleaning Specification”

Special cleaning programs: clarification requests on documentation

OCS certification and program –prevention of loss of pellets in the environment

Working at height Issue 2 2025

Best practice applies to all involved(chain) **based on risk assessment** basis is the **European directive for the use of equipment by workers at work**

Hierarchy of control: aim avoid working at height

Site management is responsible(legally) OSHA.Europe; give opportunity to work safe at all time

Applies at all activities(regardless market: packed, Silo, bulk liquids)

Human error

Solid includes check on working at height

Not safe no work at height – reporting and communication is must

Non Binding guide by EU commission(different languages)

Heirarchy: eliminate, take measures after Risk Assessment

Fixed or mobile solutions for gantries, **fall arrest systems temporarily**(only under strict control)

Near miss and incident reporting follow up as earlier mentioned

Subcontractor Management (due to be published soon)

Current guideline origins 2005

New is the promotions of SQAS system more than before

Introduction will be clearer what is expected

The **language** has been strengthened by replacing **should with must**

It is all about the main Haulier, the one who subcontracts

This main haulier must do things for sub-contracting which must be visible in the company policy; all the best practices (BBS, Safe(un)loading, Emergency preparedness etc.) and legal items

Also the **sub – contractor must comply instead of should comply**

Performance monitoring and auditing is a **must**

Black white approach clarifies and prevents discussion with shippers/customers

Safe (un)Loading of Freight Vehicles

Guideline 2013 to be replaced

Startpoint the Human factor(risk assessment) and errors causing incidents during loading/unloading

The **language** has been strengthened by replacing **should with must**

Links to newer guidelines and directives are going to be updated same for annexes

Separate paragraph will be added for **self unloading**

Important in the roles and responsibility paragraph also the language strengthening is applied

Attention for non standards