

RC UPDATE



<https://sustainability.coldplay.com/>



NEW LOGO



2024 KPI RESULTS

- 64 member companies submitted KPIs on time
- 2 were late due to wrong contact details in our system
- Less work needed in validating and correcting figures
- Excellent performance compared to previous years

2024 KPI RESULTS

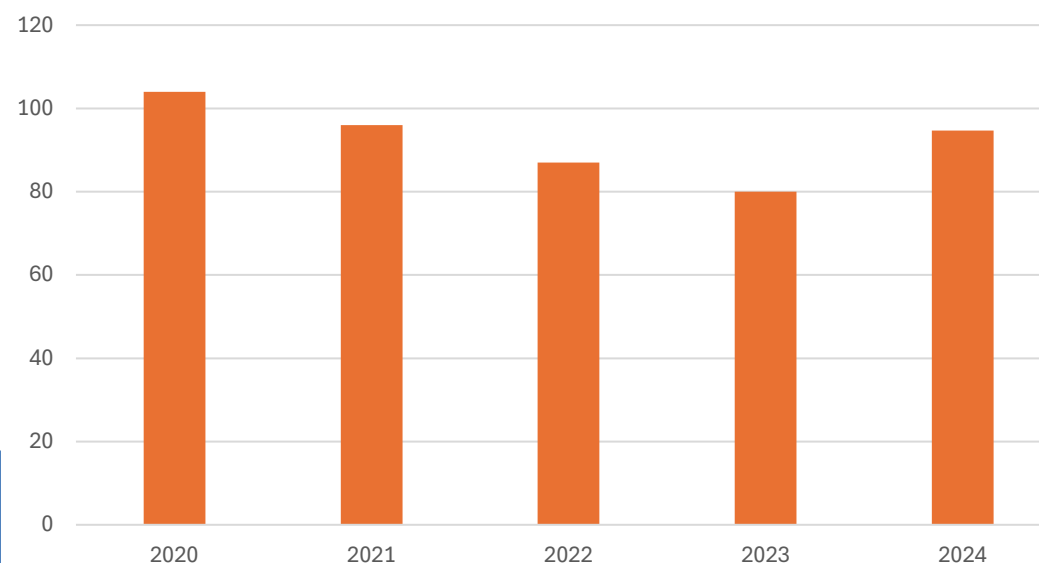
Tonnage delivered

Year	Mtonnes
2020	104
2021	96
2022	87
2023	80
2024	94.7

KMs driven

Million KMs	Orders delivered 000 orders
2886	5256
2717	4036
2781	3803
2354	3534
2498	4282

Tonnage delivered Mtonnes



Reasons for growth ;

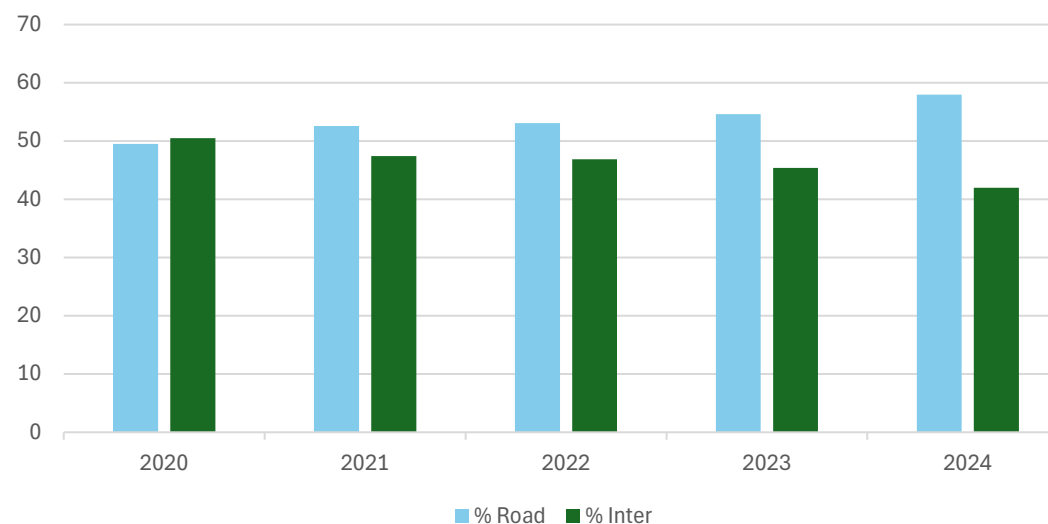
- Business consolidation & acquisitions in transport
- More ECTA members
- Additional fuels transport

2024 KPI RESULTS

Shift to Intermodal

Year	% Road	% Inter
2020	49.5	50.5
2021	52.6	47.4
2022	53.1	46.9
2023	54.6	45.4
2024	58.0	42.0

Shift to Intermodal



Continued shift back to road – more pronounced in 2024

2024 KPI RESULTS

Injury incidents

Year	In Transit	Loading	Unloading
2020	44	43	89
2021	61	58	103
2022	58	47	94
2023	71	42	109
2024	85	46	127

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
2024		0.034	0.011	0.030
		113%	100%	100%

Injury incidents



2024 KPI RESULTS

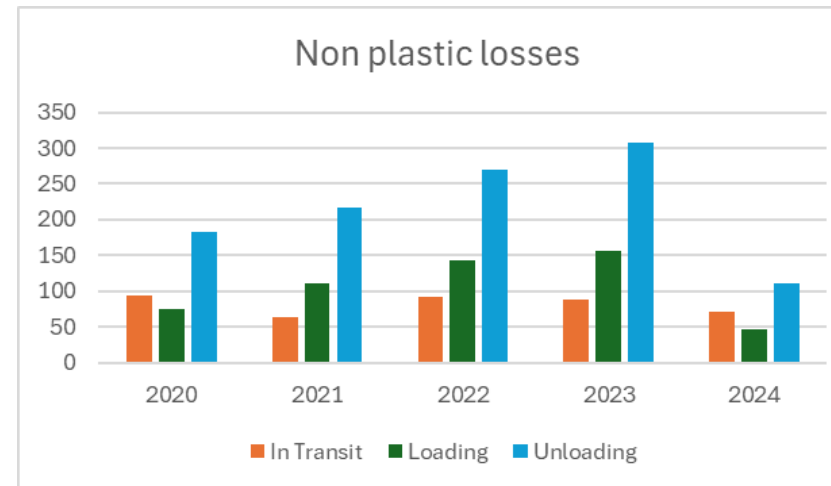
Fatalities reported in 2024

Type	Country	Summary
In Transit	Germany	Car crashed into back of truck - deliberate suicide. Driver not at fault
In Transit	Italy	Car crashed into back of truck - cause unknown. Driver not at fault
In Transit	Spain	Multiple vehicle collision caused by fog. Increase driver awareness & develop a specific exercise for adverse weather in driving simulator
In Transit	Spain	Vehicle rollover which killed driver and resulted in loss of product (Sulphuric acid). Driver lost control of vehicle. Increase driver awareness of fatigue risk
In Transit	UK	Pedestrian stepped out in front of truck having failed to make proper checks. Driver checks could have been better with regard to mirror settings

2024 KPI RESULTS

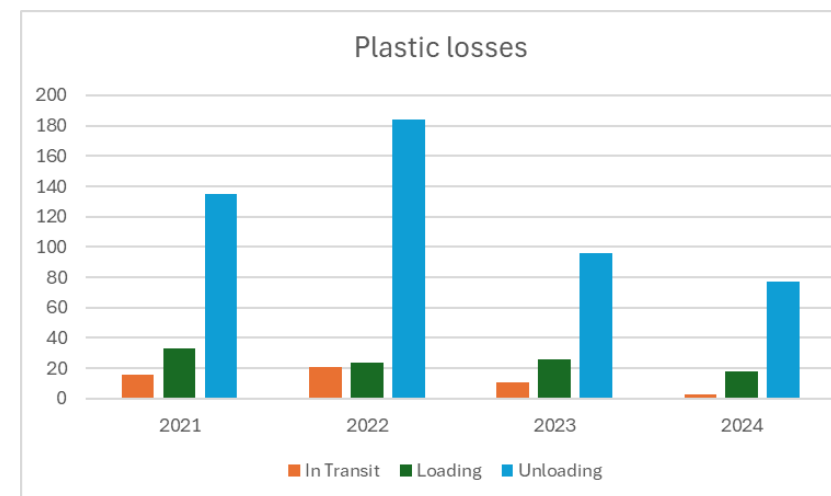
Non-Plastic losses

Year	In Transit	Loading	Unloading
2020	93	74	183
2021	63	110	216
2022	92	143	270
2023	88	156	307
2024	71	46	111



Plastic losses

Year	In Transit	Loading	Unloading
2021	16	33	135
2022	21	24	184
2023	11	26	96
2024	3	18	77



Plastic losses per million (dry bulk) KMs

Year	In Transit	Loading	Unloading
2023	0.010	0.025	0.091
2024	0.003	0.016	0.068
	30%	64%	75%

2024 KPI RESULTS

	In Transit		
Type	2024	2023	2022
Rollovers	29	23	23
Major RTC	48		
Minor RTC	656		
Damage		143	348
Involvement of authorities		43	50
TOTALS	733	209	421

Rollovers :

65% were baffled tanks
 54% due to driving style/speed/braking
 4% due to weather
 27% have no root cause specified

Damage ; >€20,000 regardless of whether chemical product contributed

Involvement of authorities ; Direct involvement of emergency services in the transport incident OR evacuation of persons OR closure of public traffic route for 3 hours or more caused by the incident

Minor RTC ; No injuries & damage <€10,000

Major RTC ; LTI to driver, any injury to third party OR damage >€10,000

RTC = Road Traffic Collision

LTI = Lost Time Injury

2024 KPI RESULTS

Vehicle fleets by engine type (owned fleet)				
	2024		2023	
Engine	Number	%	Number	%
Euro VI	12,493	95.4%	11,470	87.6%
Euro V	392	3.0%	721	5.5%
Euro I-IV	54	0.4%	79	0.6%
Alt fuel	157	1.2%	182	1.4%
TOTALS	13,096	100%	12,452	100%

Vehicle fleet including FIS			
	2024		
Engine	Own	FIS	TOTAL
Euro VI	12,493	9,066	21,559
Euro V	392	292	684
Euro I-IV	54	896	950
Alt fuel	157	91	248
TOTALS	13,096	10,345	23,441

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

Split of Euro VI (a-e)						
Euro VI	2024					
	Own #	Own %	FIS #	FIS %	TOTAL #	TOTAL %
e	2,077	41%	216	44%	2,293	41%
d	927	18%	90	18%	1,017	18%
c	1,085	21%	83	17%	1,168	21%
b	315	6%	23	5%	338	6%
a	703	14%	81	16%	784	14%
TOTALS	5,107	100%	493	100%	5,600	100%

2024 KPI RESULTS

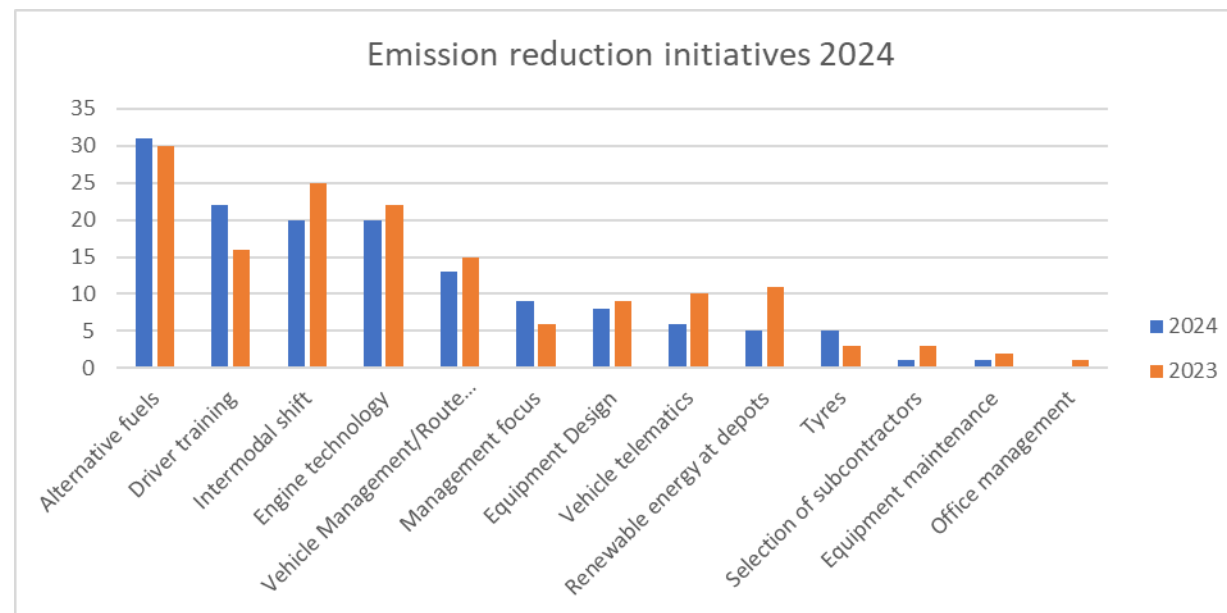
Vehicle fleets by fuel type		
	2024	2023
Fuel	%	%
Diesel	83.72	95.66
HVO	14.89	3.27
Bio diesel	0.41	0.65
Bio gas	0.98	0.42

Significant increase in the use of HVO

RC MEMBER EMISSION REDUCTION INITIATIVES 2024

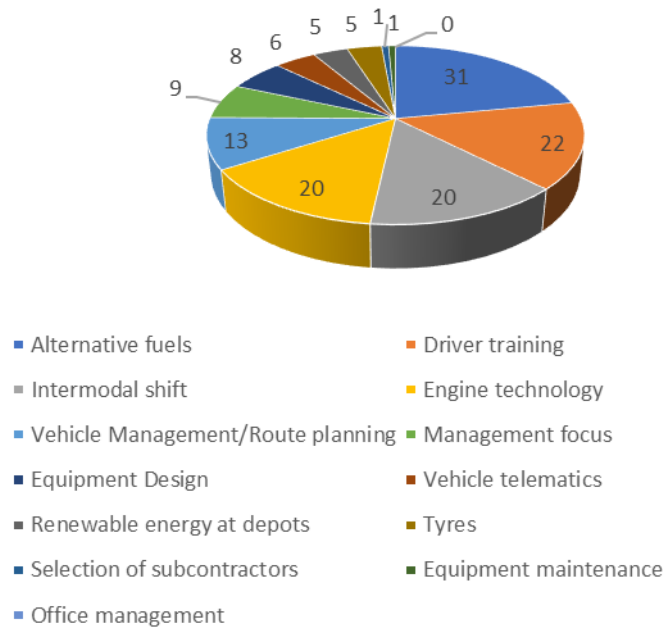
HIGHLIGHTS

Description	Totals by main category		
	2024	2023	2022
Alternative fuels	31	30	17
Driver training	22	16	15
Intermodal shift	20	25	21
Engine technology	20	22	23
Vehicle Management/Route planning	13	15	18
Management focus	9	6	1
Equipment Design	8	9	8
Vehicle telematics	6	10	10
Renewable energy at depots	5	11	6
Tyres	5	3	4
Selection of subcontractors	1	3	1
Equipment maintenance	1	2	0
Office management	0	1	1
	141	153	125



HIGHLIGHTS

Emission reduction initiatives 2024



In 2024, the top 5 made up 75%

WEBINAR PROGRAM

- Less demand for webinar topics this year
- First one was on CSRD (Double Materiality Assessment) in February
- GHG emission calculation earlier this week
- Explanation of 2025 KPIs in November

NEW KPI FORMS

- Changes approved by the T&RC Committee yesterday include ;
 - Fuel split to be in %TKm rather than vehicles
 - Emission calculation questions to align with SQAS
 - No need for emission reduction initiatives



OTHER ECTA team topics

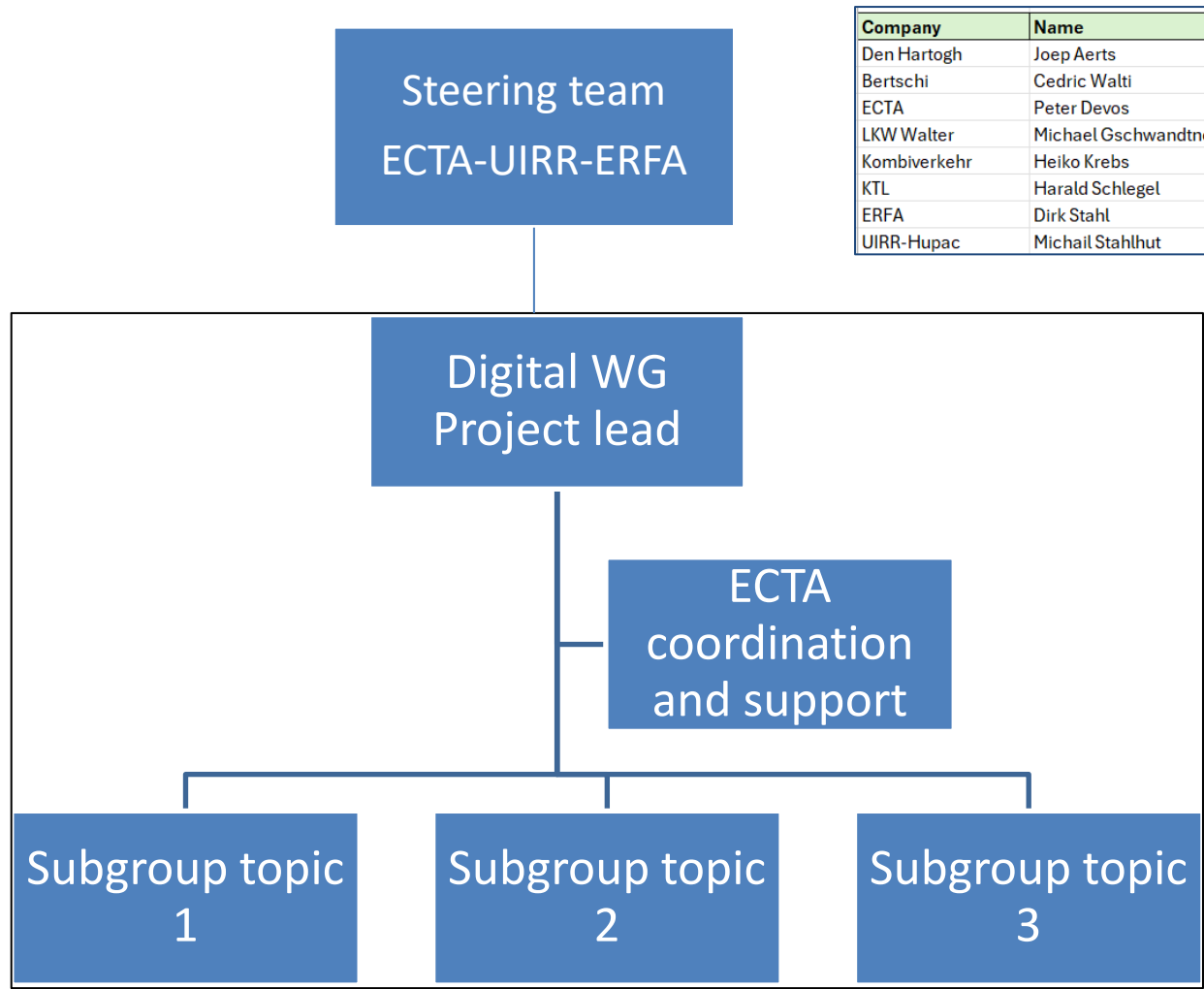
ECTA DIGITAL INTERMODAL STANDARDS

UIRR- ERFA- ECTA INTERMODAL DIGITALIZATION WORKGROUP

Why data standards? Why connectivity standards?

- Speak the same language – align master data between sender and receiver and avoid manual completion
- IT complexity is growing and so are the maintenance costs of “unstandardized/customized” connections.
- Define rules what data are optional or mandatory at industry level to allow automations
- Reduce administration costs along a chain of logistics partners
- Avoid mapping of customized 1-1 individual company specific connections

Standardization of Digital Processes in Intermodal Chains – team structure



Company	Name	email address
Den Hartogh	Joep Aerts	jaerts@denhartogh.com
Bertschi	Cedric Walti	cedric.walti@bertschi.com
ECTA	Peter Devos	peter.devos@ecta.com
LKW Walter	Michael Gschwandtner	gschwandtner@lkw-walter.com
Kombiverkehr	Heiko Krebs	hkrebs@kombiverkehr.de
KTL	Harald Schlegel	Harald.Schlegel@ktl-lu.d
ERFA	Dirk Stahl	Dirk.Stahl@bls.ch
UIRR-Hupac	Michail Stahlhut	mstahlhut@hupac.com

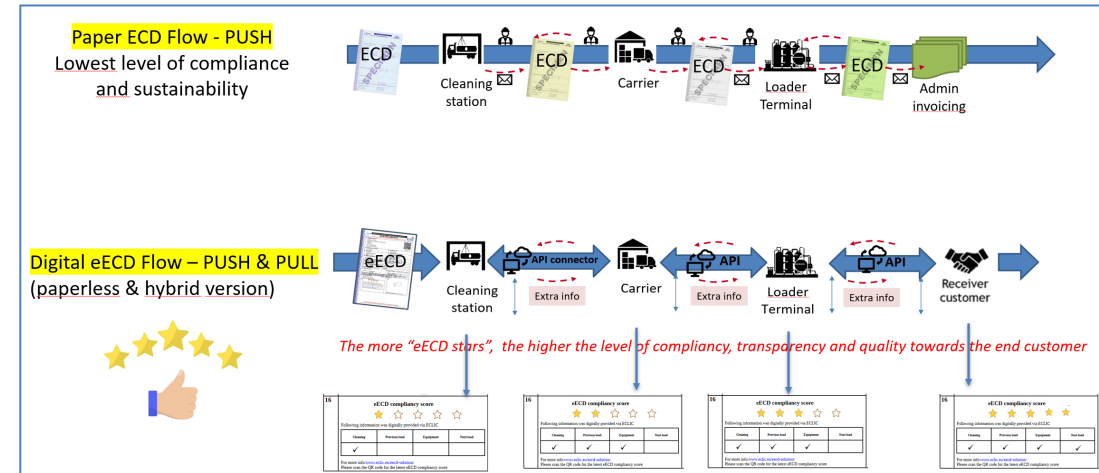
Overall WG Lead:		Peter Devos	
Workgroup 1: Improve the overall IM chain competitiveness by leveraging the use of DXI/Ediges standards and create a neutral Best Practice guideline so it can be promoted to all IM stakeholders.			
Company	Name	email address	role
UIRR	Eric Feyen	efeyen@UIRR.com	WG lead
DXI	Christian Buechner	cbuechner@dx-intermodal.com	
Van Den Bosch	Twan Slits	twan-slits@vandenbosch.com	
ECTA	Peter Devos	peter.devos@ecta.com	kickoff meeting lead
Suttons	Angela Birch	angela.birch@suttonsgroup.com	
Talke	Alessandra Mittendorf	Alessandra.Mittendorf@talke.com	
Workgroup 2: Describe in a best practice guideline the IM standard Booking and Gate IN and GATE OUT process			
Company	Name	email address	role
Kombiverkehr	Jan-Eric Woydich	jwoydich@kombiverkehr.de	WG Lead
Hupac	Aldo Puglisi	apuglisi@hupac.com	
KTL	Harald Schlegel	Harald.Schlegel@ktl-lu.de	
KTL	Christoph Klein	Christoph.Klein@ktl-lu.de	
Combinant	Ben Beinaert	ben.beinaert@combinant.be	
Bertschi	Cedric Walti	cedric.walti@bertschi.com	
LKW Walter	Felix Baumgartner	felix.baumgartner@lkw-walter.com	
Den Hartogh	Curd Groeneveld	curdgroeneveld@denhartogh.com	
Kombiverkehr	Heiko Krebs	hkrebs@kombiverkehr.de	
Hoyer	Thorben Lohse	Thorben.Lohse@HOYER-Group.com	
Kombiverkehr	Lukas Scheid	lscheid@kombiverkehr.de	kickoff meeting lead
Workgroup 3: Describe in a best practice guideline how to improve the IM operational interactions			
Company	Name	email address	role
SBB Cargo	Marcel Theis	marcel.theis@sbbcargooint.com	
DXI	Elias Athanasoglou	eathanasoglou@dx-intermodal.com	
ERFA	Dirk Stahl	Dirk.Stahl@bls.ch	
Transports Vervaeke	Peter Viebig	peter.viebig@vervaeke.com	
UIRR-Hupac	Michail Stahlhut	mstahlhut@hupac.com	kickoff meeting lead
KTL	Harald Schlegel	harald.schlegel@ktl-lu.de	
Hupac	Michael Maiocchi	mmaiocchi@hupac.com	WG lead
ERFA	Conor Feighan	conor.feighan@erfarail.eu	

3 new digital guidelines planned for end October 2025

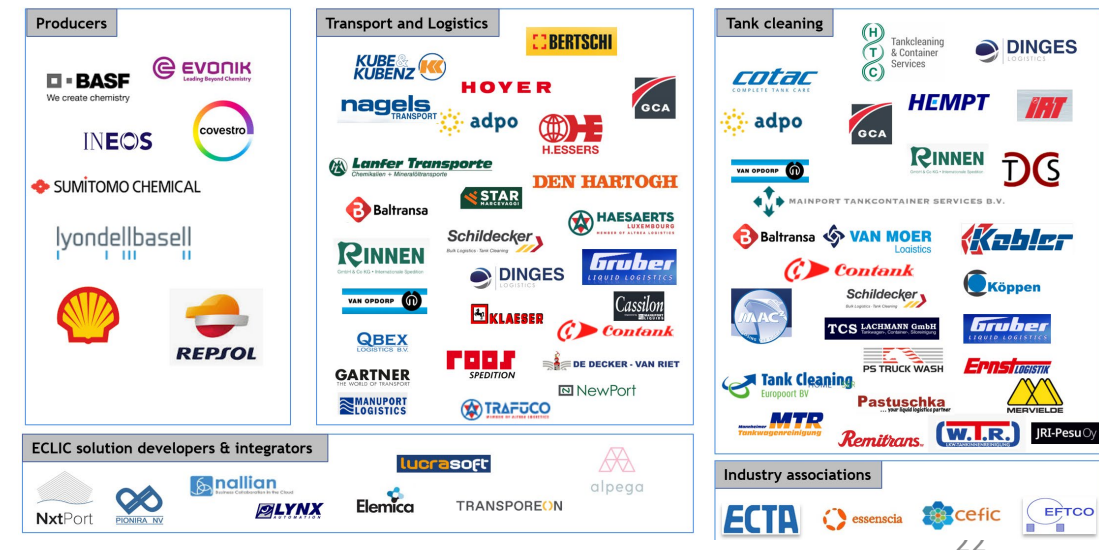
- **Workgroup 1: E Feyen**
 - General principles for a standardised digital data sharing in intermodal freight transport
- **Workgroup 2: Jan-Eric Woydich**
 - Standardized Intermodal Digital Booking - Gate IN and Gate OUT
- **Workgroup 3: Michael Maiocchi**
 - Standardized digital data sharing in intermodal freight between RU-CTO-TO



Digital Collaboration in tankcleaning via the ECLIC community



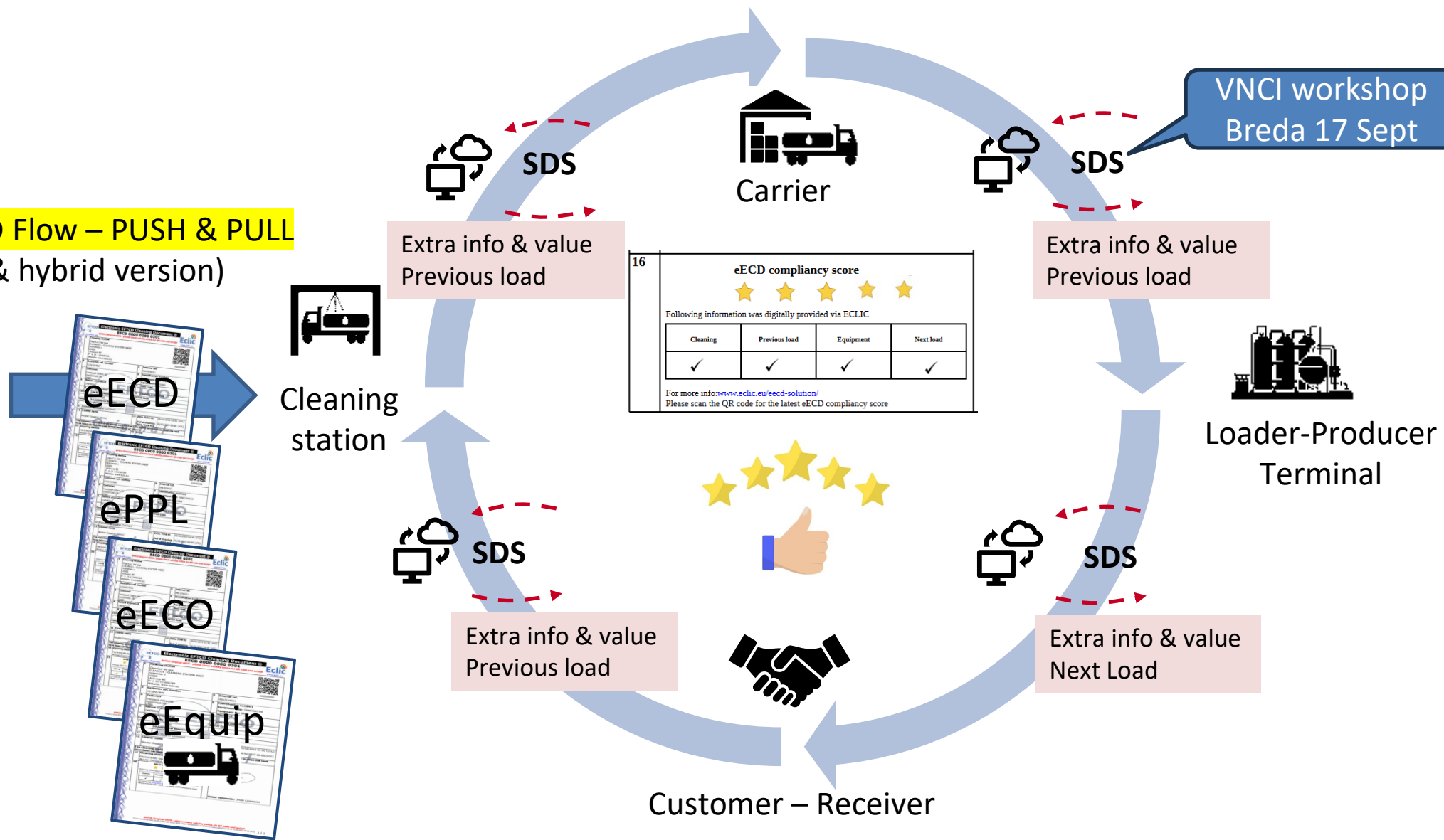
The electronic EFTCO Cleaning document eECD Use Case (non competitive process)



New integrated way of working in tankcleaning

Move to an industry wide, circular, collective, digital eECD tankcleaning process to create value together

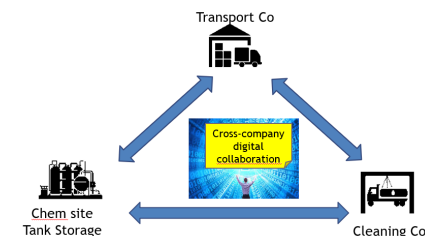
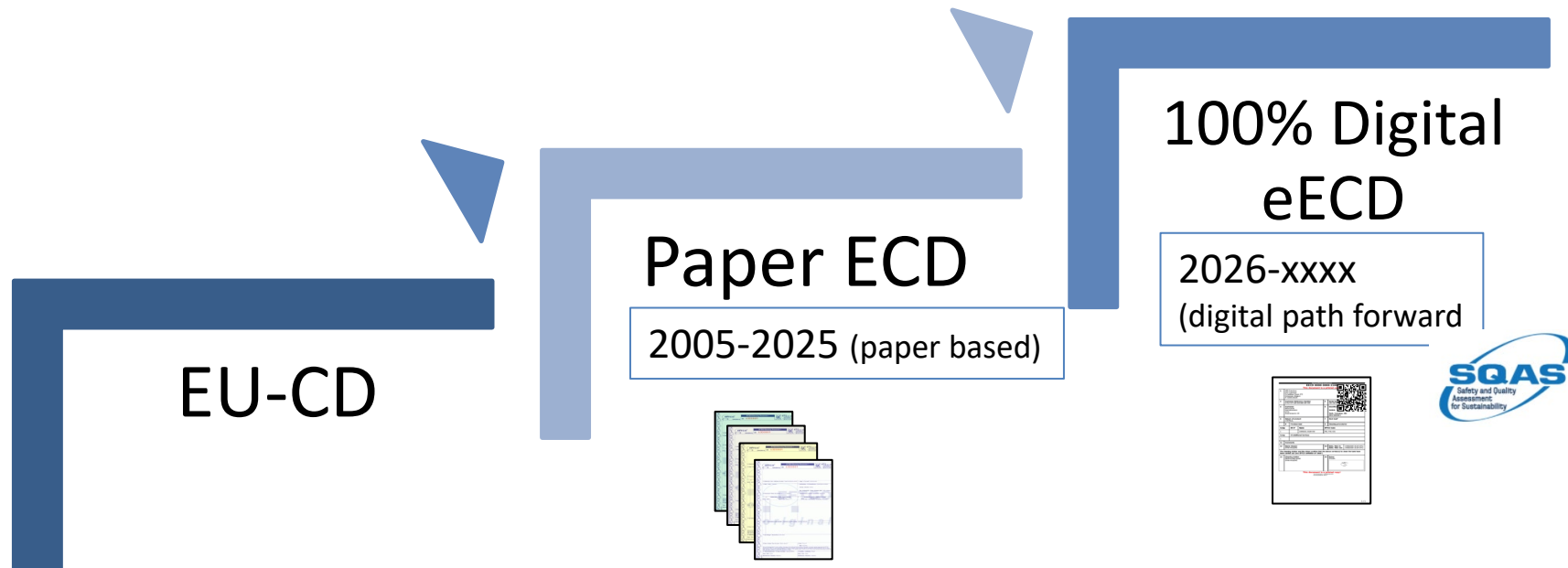
Digital eECD Flow – PUSH & PULL
(paperless & hybrid version)



Digital eECD - EU Scale-Up going forward

As of Jan 2026, electronic eECD requirement is embedded in SQAS revision 2025

**eECD digital
industry standard
by associations**



Cleaning
station

- Exceptional case - Cleaning Company has no SQAS in place yet

-Awaiting to be SQAS assessed

-EFTCO EU-CD form accessible, only temporarily granted

-Cleaning station is SQAS assessed + SQAS in place

-EFTCO Paper ECD use granted

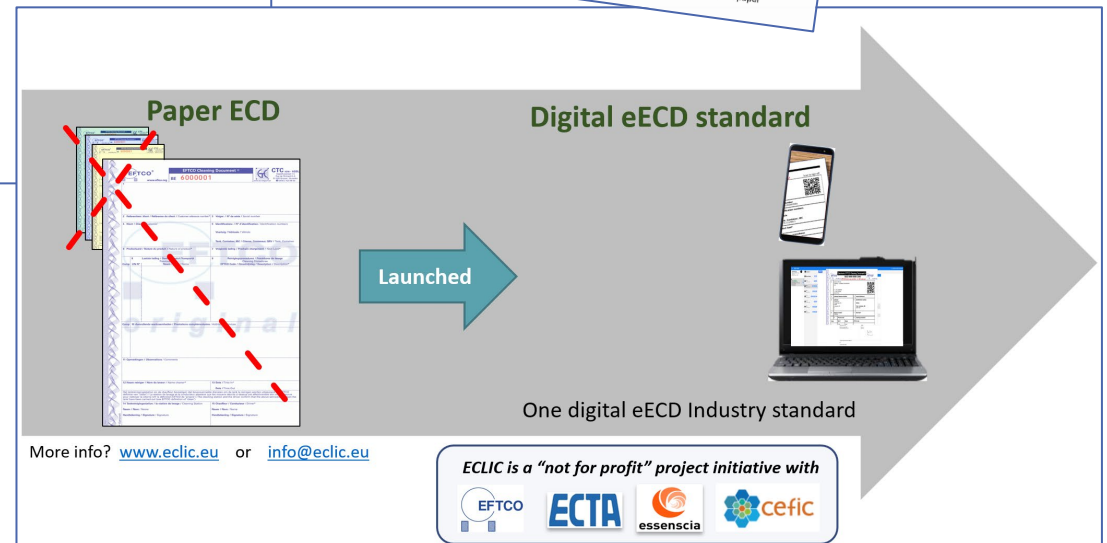
-Cleaning station approved by EFTCO to use digital eECD and EFTCO paper ECD

Cleaning station is SQAS digitally assessed and ready



eECD 2.0 solution and roll out in 2025 – 2026

- 100% eECD digital switch at 2 cleaning stations in Belgium
 - Acceptance by carriers and loading places
- eECD roll out plans in Germany
- eECD roll out plans in Netherlands
- eECD roll out plans in Spain
- EECD roll out plans in France



WOMEN IN LOGISTICS

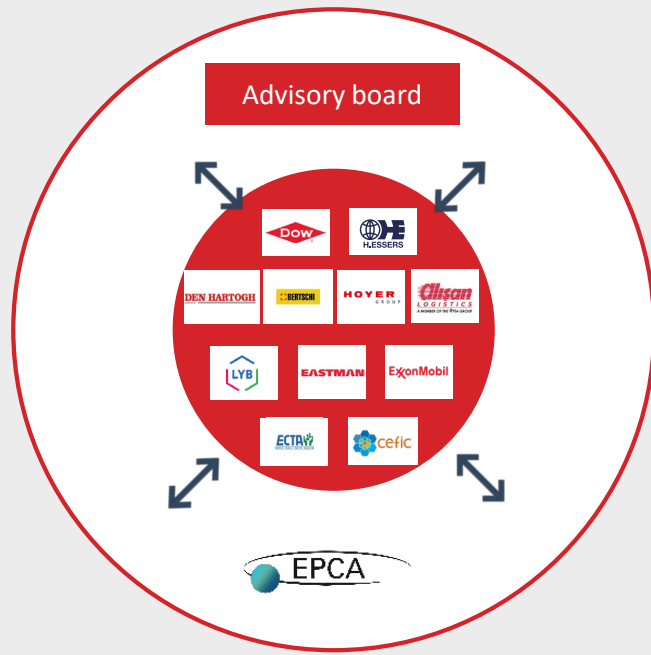
Improve Male Female Balance in Chemical Logistics

- Logistics Leadership
- Truck Drivers
- Logistics Operators



L_♂♀GISTICS

WIL Board meeting participants



Co-chairs 2024-2025 (rotational approach):

Ania Haddaoui, DOW

Bob Van Steenweghen, H.Essers

WIL office Team: Laura Peymen (H.Essers)

Estelle Zink -WIL financial admin support

Sector associations:

Peter Devos, ECTA

Joost Naessens (+ Vicky Charitaki), CEFIC

Board members:

Damla Alisan, PSA/Alisan

Sofie Wallyn, IFF

Stephanie Muhs, Hoyer

Joep Aerts, Den Hartogh Logistics

Hans-Joerg Bertschi, Bertschi

Doerte Lorenz, LyondellBasell

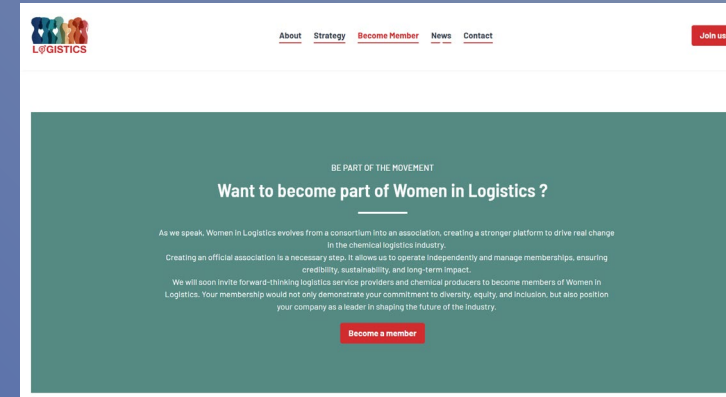
Emma Jonsson, ExxonMobil

Korneel Melkebeke, Eastman



WIL Memberships Go to market

- ✓ WIL entity established as new Non profit association
- ✓ New WIL website Launch : [Homepage - Women In Logistics](#)



- ✓ Attract new WIL members via commiunications
 - ✓ Direct mailings & application forms
 - ✓ Social media campaign
 - ✓ New WIL membership movie: [WIL promo movie](#)

ECTA DRIVERS APP

×

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

ECTA DRIVERS APP



2000
Drivers



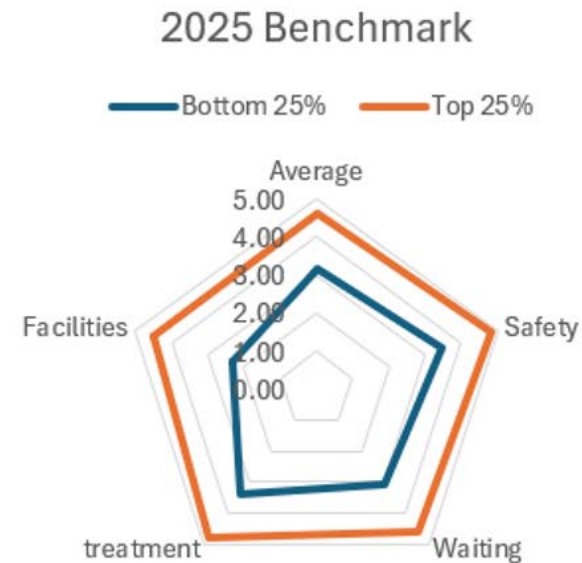
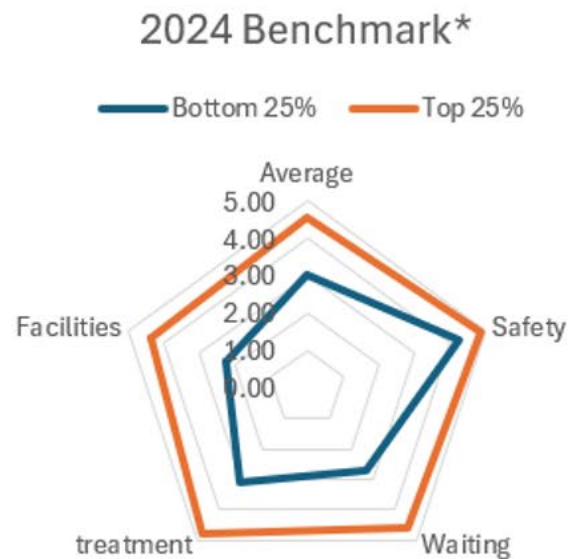
1300+
Locations
to rate



One third+ of the
ECTA Members
use it already

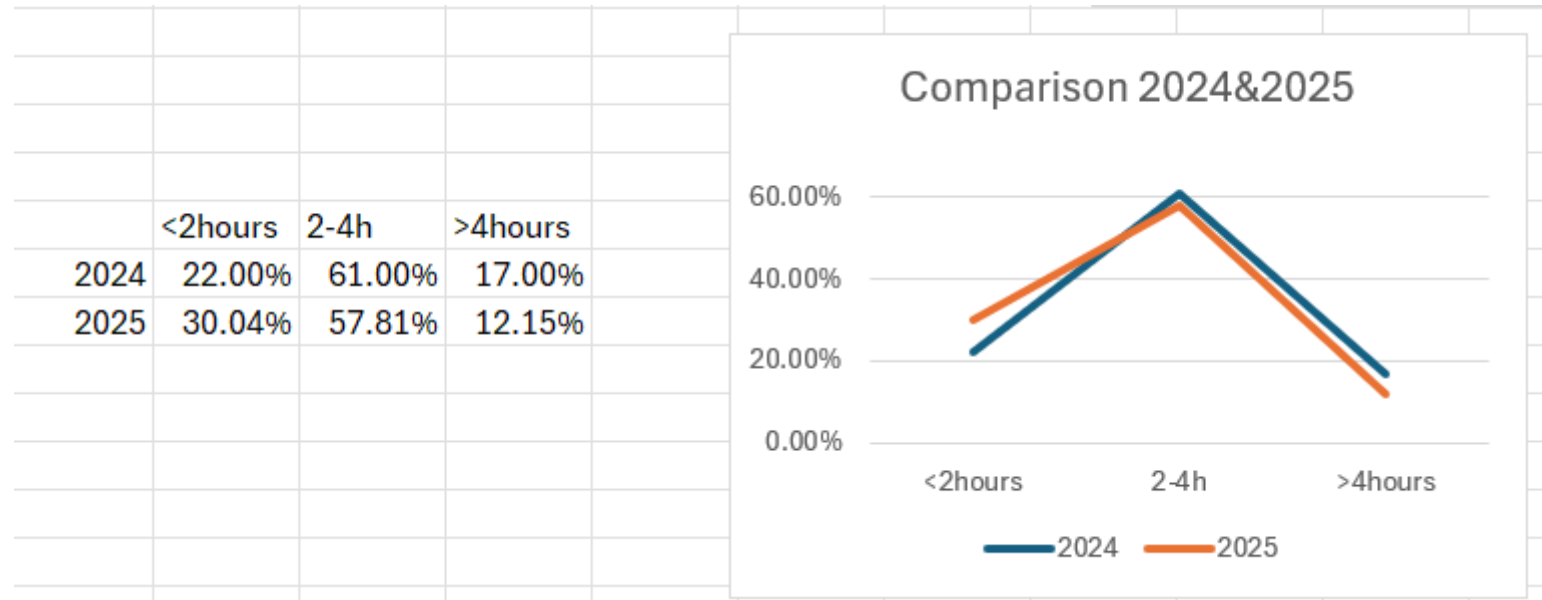
ECTA Drivers APP – interim results 2024- 2025 YTD

2024 Benchmark:			2025 Benchmark:		
Average	3.02	4.55	Average	3.16	4.64
Safety	4.27	4.85	Safety	3.48	4.85
Waiting	2.69	4.58	Waiting	3.05	4.59
treatment	3.08	4.79	treatment	3.39	4.82
Facilities	2.26	4.39	Facilities	2.30	4.52



ECTA Drivers APP

Interim benchmark results 2024 & 2025 YTD



Decrease in 4+h waiting time and increase in <2h waiting time → good development



Q&A