



ECTA ANNUAL REPORT 2025 RESPONSIBLE CARE REPORT 2024

The European Chemical Transport Association

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PREFACE TO THE ECTA ANNUAL REPORT 2025

Dear Reader,

ECTA is pleased to present to you its ECTA Annual Report 2025 as well as the Responsible Care statistics of 2024.

In 2025, the chemical transport and logistics sector is navigating through very challenging times, including an extended recession marked by reduced transport volumes, chemical site closures and ongoing geopolitical tensions leading to many supply chain uncertainties and global instabilities. In addition, new EU regulations are putting pressure on transport companies to decarbonize and digitalize whilst they have to look for survival and stronger competitiveness. This poly-crisis started in 2024 and continued in 2025 with a big impact on the overall transport profitability, leading to re-organizations and people changes at all levels. The 2025 European Chemical economic outlook was again a key topic for review and discussion at this years' ECTA annual meeting, held in Dusseldorf. Based upon facts and figures it became clear that parts of the European Chemical industry are at risk in terms of competitiveness and overall productivity. Facing these challenges and economic headwinds, ECTA has a longstanding commitment towards the chemical logistics sector and might be a source of inspiration to look for new opportunities and to help its members to transition this difficult period by enabling dialogue, create new networks and connecting the dots between responsible care, sustainability , digitalization and regulatory compliance .

In this ECTA annual report, we will address some of these challenges and discuss the progress made in 2025 as part of the ECTA Responsible Care (RC) Program while reflecting on the ECTA 2024 RC KPI's. As usual, the main event in the calendar was the RC workshop that took place in October with interesting presentations covering topics such as HVO as an alternative fuel and the upcoming requirements of ESG reporting as well as updates from Cefic and ECTA on current initiatives. For the first time, however, the workshop was combined with a training day providing interactive and practical sessions on two key safety related topics, namely, risk assessment and incident investigation. The training day was well attended and resulted in really positive feedback from the delegates. The free webinar program also continued in 2025 with content covering CSRD requirements and an insight into the new guidance

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around emission reporting. Finally, the Technical and Responsible Care Committee was very active in 2025 with new members joining from Bertschi and LKW Walter. I would like to thank all members of the Committee for their energy and contribution during the year and I look forward to the work we will be doing in 2026.

At the start of the year, two new working groups were set up to review the ECTA/Cefic best practice guidelines covering “subcontracting of chemical road transport” and “safe loading and unloading of road freight vehicles”. These are both expected to be published in the first quarter of 2026 ([find all ECTA Guidelines here](#)). The emission calculation guideline was finally published in September 2025 to coincide with the launch of the new SQAS questionnaires as this section of the questionnaire has changed significantly to align the methodology with the most recent ISO standards.

With Equality being part of Responsible Care charter, the ECTA board continued to support WIL or the “Women in Logistics” initiative that is now able to stand on its own as an independent association. “Women in Logistics” is able to create the right focus to achieve a better male-female balance which is essential to gain future industry competitiveness within chemical transport and logistics.

This ECTA annual report further zooms in on the results of several of its different ECTA working groups. The ECTA Drivers APP workgroup has further made progress by collecting real driver data through its ECTA Drivers APP which is a benchmarking tool used to continuously improve the overall driver well-being within Chemical Logistics. This year the ECTA Drivers App was further rolled out over more than 2000 drivers and 1300 (un)loading places across Europe.

To ensure transport and logistics data can be more easily exchanged amongst all chemical logistics stakeholders, the ECTA digitalization workgroup continued its efforts towards more common industry data definitions and data standards. In 2025, a joint ECTA-UIRR-ERFA intermodal digitalization working group was created and it published 3 new ECTA-UIRR-ERFA digital best practice guidelines to further improve and reduce administrative costs within intermodal freight.

Furthermore, ECTA has continued its support for the ECLIC project and the digital collaboration 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 2025, ECLIC continued its eECD roll out plans across different chemical clusters whereby 2 cleaning stations made the 100% switch from paper eECD’s to digital eECD’s. However, the use of paper documents remains a visible, silent competitiveness killer within the Chemical Industry, which also means we can do something about it, together.

The increasing complexity of EU regulations often imposes operational burdens that hinder efficiency and growth for our ECTA members. Therefore, ECTA has prepared the path in 2025 to include EU Transport Regulations as a key attention point and strategic priority in its 2026 ECTA program. By

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emphasizing transport regulations, ECTA aims to better support its members and improve industry competitiveness.

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

We would like to express our sincere gratitude for the trust, collaboration and continued support throughout this challenging year 2025 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 2025 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. 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.

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

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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 2025 the committee met once, coinciding with the hybrid RC Workshop held in Brussels in October 2025 but, in addition to this, there have been quarterly online meetings. The ECTA *Technical & Responsible Care Committee* is chaired by the ECTA Responsible Care Director.

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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 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, 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 2025-2026

Find below the ECTA 2026/27 focus areas as part of the ECTA Responsible Care Plan

<ul style="list-style-type: none"> Actively promote SQAS 2025 as the best auditing methodology for chemical logistics, and continue to monitor the effect that the new emission calculation methodology has on overall scores. 	
<ul style="list-style-type: none"> Actively support / participate in the efforts to maintain SQAS 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 webinars to promote and share knowledge about RC and sustainability subjects and to promote the value of RC membership. 	
<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 and training event. 	
<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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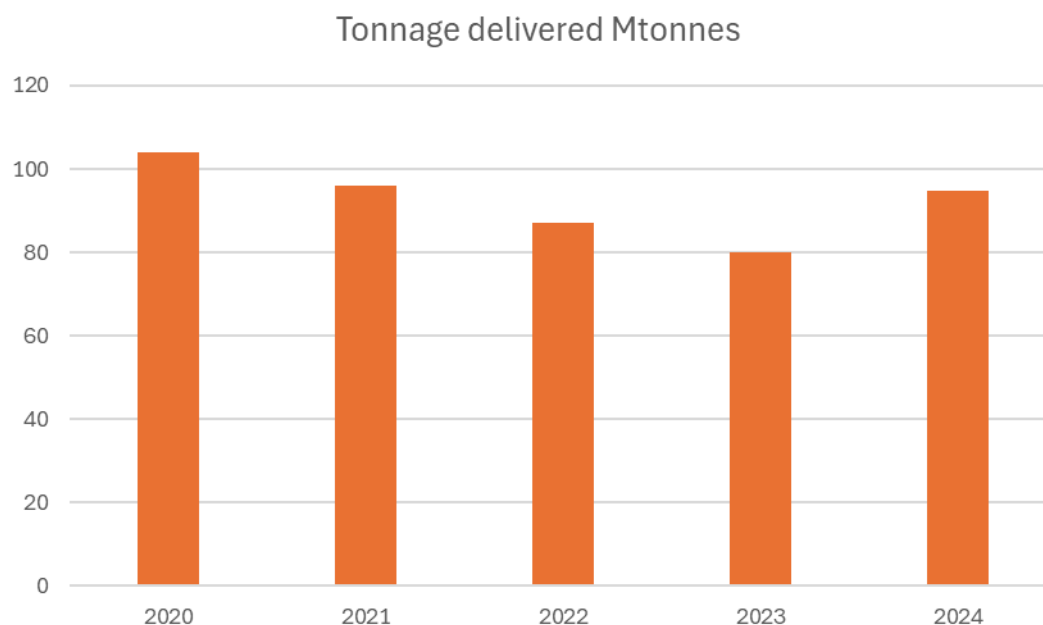
CONSOLIDATION OF 2024 KPI REPORTS OF ECTA RC MEMBERS

Summary Table 2024

Nr	Description	2024 Value
1	Number of kilometers (million KMs p.a.)	2,498
1a	Number of moves/orders	4,282,162
2	Tonnes carried for the year	94,697,172
3	Number of employees – incl subcontractor drivers	38,706
4	Mode of transport used	
4a	Road	57.9%
4b	Intermodal	42%
5	Number of incidents this year, in transit	892
6	Number of incidents this year, at loading points	110
6a	Number of incidents this year, at unloading points	315
7	Split of truck used for chemical transport	
7.1	EURO VI	95.4%
7.2	EURO V	2.99%
7.3	EURO < V	0.41%
7.4	Alternative Energy Engines (non-Diesel)	1.12%

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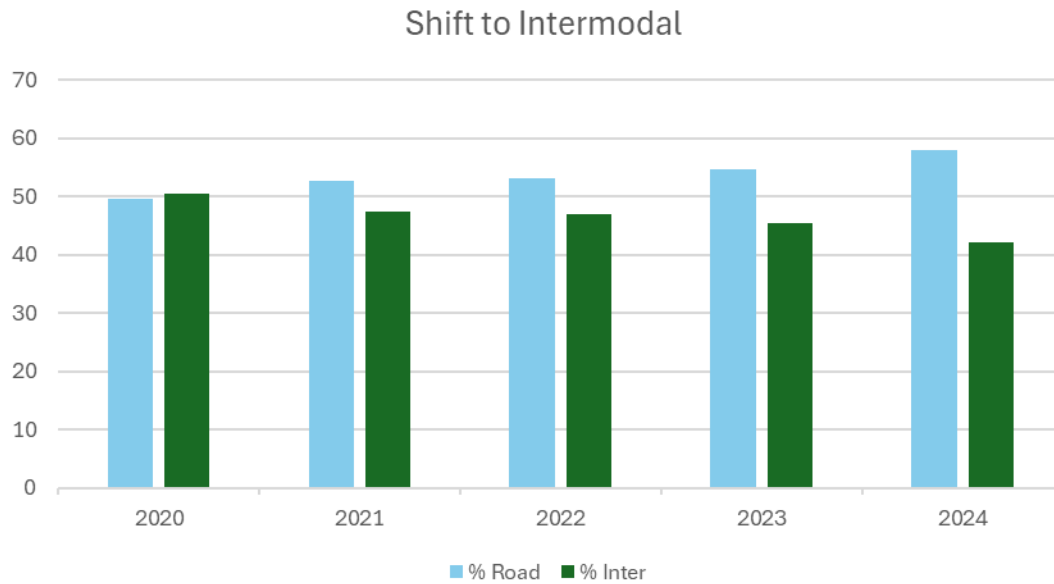
A. Total Tonnages carried by ECTA RC Members.



Total tonnage carried in 2024 showed an increase for the first time in five years. The reasons for this are linked to consolidation and acquisitions within chemical transport rather than any economic growth. There was also some additional reporting of fuel distribution and a small increase in the RC members.

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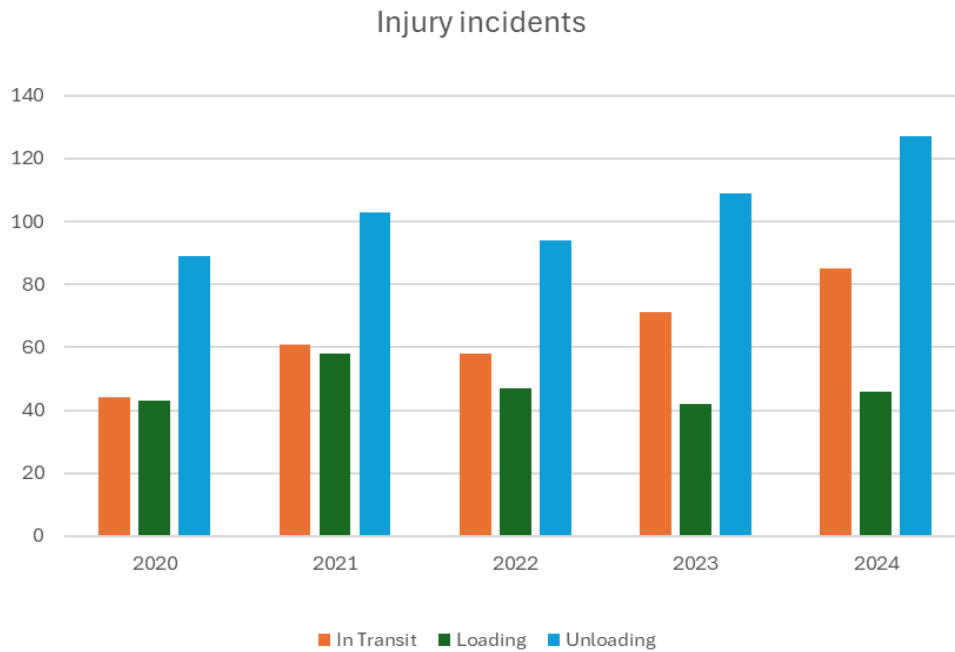
B. Road & Intermodal percentages of Ton-KMs by ECTA's RC Members.



The downward trend in the proportion of intermodal journeys has continued in 2024 and is even more pronounced with only 42% of journeys being intermodal. With the lack of harmony to the various national rail infrastructures and the unreliability of overall intermodal delivery options, it is hard to foresee any reversal of this trend.

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C. Injury Incidents in Transit, at Loading and Unloading Points



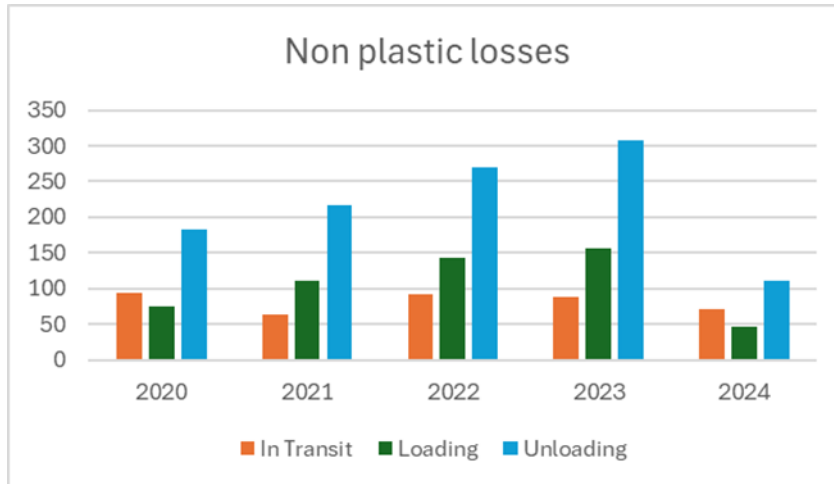
Injury incidents

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%

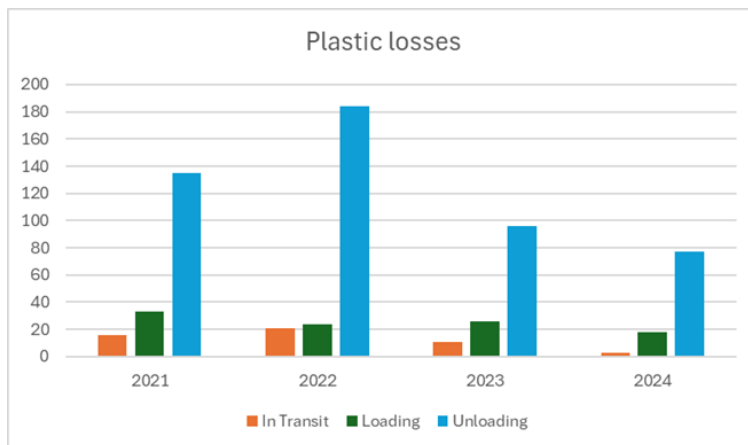
There has been an increase in injury incidents reported across all three categories but the biggest increase (20%) was In Transit incidents. With the growth in volumes year on year, the injury ratios for loading and unloading sites are unchanged with only the In Transit ratio showing an adverse variance. Since the highest number of injuries continues to be at unloading sites, this remains the area of focus for improvement.

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D. Product loss In Transit and at Loading & Unloading sites.



Product losses of non-plastic products show a significant improvement across all three categories which is good news as it reduces the risk of harm as well as the risk of environmental damage.



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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%

Plastic pellet losses are reported separately as a requirement of the OCS (Operation Clean Sweep) program. There is a significant reduction in reported losses across all three categories and it is encouraging to see only 3 losses reported In Transit.

E. Truck Fleet changes related to the engine types

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%

The above table shows that the share of Euro VI engines across the owned fleet is now up to 95.4% (92% including the Fully Integrated Subcontractors fleet). Although it is encouraging to see older, Euro IV and Euro V engines being replaced, there is no increase in the alternative fuel engines such as battery electric and hydrogen vehicles as these technologies are still expensive and the refuelling infrastructure is not yet mature. However, there has been a significant increase in the use of HVO100 as a low emission solution that can be used in existing diesel engines without modifications.

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THE ECTA DRIVERS APP and Driver Wellbeing



In 2025, an updated version of the ECTA Driver Shortage Workgroup was formed and renamed as “ECTA Drivers APP Workgroup”. This new Workgroup’s goal is the promotion and improvement of the ECTA Drivers APP. During 2025, three surveys were published – one for drivers, one for planners and one for managers. The aim of the Surveys was to understand the usage, engagement and needs for and from the ECTA Drivers APP better. Based on the results, this Workgroup will create promotion and educational material in 2026 to help companies implementing the APP and to support drivers at the usage of the APP

The ECTA Drivers APP was created in 2023, after ECTA decided for a hands-on strategy for the worrying Driver Shortage and Driver Wellbeing Situation in Europe.

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. Moreover, drivers can vote if a location is female driver friendly. During 2025, ECTA invited Shippers to join the initiative by offering them free access to anonymized reports of their sites. Many Shippers agreed to become cooperation partners and to promote the usage of the ECTA Drivers APP towards their staff and drivers visiting their sites. By offering this reporting, ECTA gives the chemical industry the opportunity to benchmark themselves across the other industry players. These benchmarks are based on all received reviews of drivers. A big learning out of these reports is that Shippers are interested to learn about their performance, but that improvements on sites are difficult to implement due to several factors like budget cuts. Nonetheless, a willingness to improve can be seen most of the time.

Receiving reports by drivers and giving out reports to Shippers made it possible to host the first ECTA Driver Wellbeing Awards in 2025. A handful of the best performing Shippers were invited to the ECTA Annual Meeting in November 2025 and given out a Certificate acknowledging their engagement in Driver Wellbeing. ECTA is planning to continue and grow these awards.

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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, wellbeing and productivity. Even though the chemical industry is again in recession mode this year, the driver shortage and wellbeing problems remain big industry opportunities where each of the chemical stakeholders needs to take responsibility and consider truck drivers as a very valuable and scarce resource.

In 2026, ECTA will continue with the ECTA Drivers APP with a focus to analyse the collected APP data and share it as 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 their 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.

During 2025, ECTA continued to publish benchmark figures about the performance of the chemical industry. In 2026, these figures will be further analysed and shared via the ECTA Communication channels to be open and transparent. A big goal of publishing these benchmark data is to create a trend overview in performance of Shippers over time and hopefully improve the figures as a joint effort.

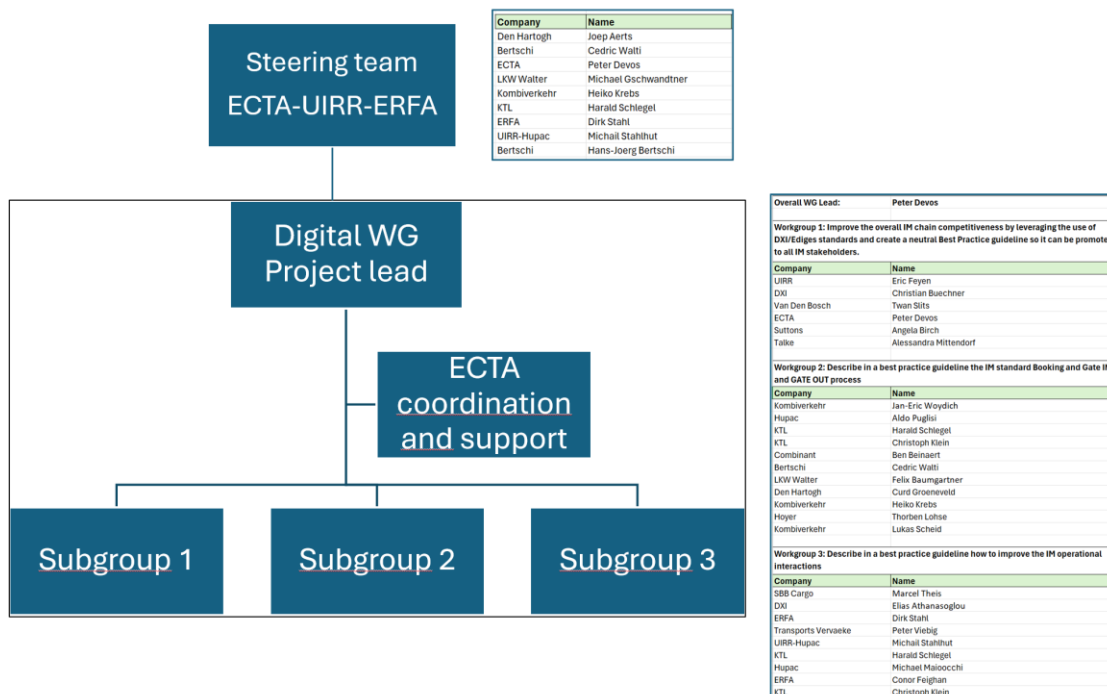
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ECTA DIGITALIZATION STRATEGY - ECTA DIGITALIZATION WORK GROUP

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. By creating digital data standards, digital interface connections can simply be re-used within a broader chemical logistics ecosystem. 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.

Between 2020-2023, the ECTA digitalization Workgroup issued 7 digital best practice guidelines mainly focused on road shipments. In 2024, the ECTA digitalization Workgroup promoted 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.

At the start of 2025, the ECTA digitalization Workgroup extended its focus to intermodal digital data standards whereby ECTA, UIRR and ERFA joined forces to create a complete new **ECTA-UIRR-ERFA digitalization Working Group** to focus on intermodal data standards.

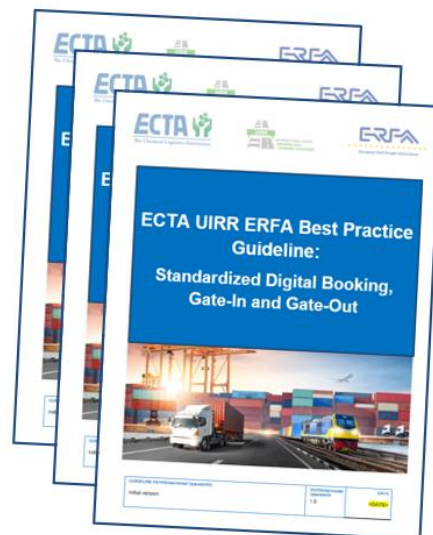


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The mission of this new ECTA-UIRR-ERFA digitalization working group is to set the foundation for an effective digital collaboration across the entire intermodal supply chain, to further improve the intermodal transport competitiveness and to reduce the intermodal administration cost. By joining forces across the 3 associations and together with the LSP's, intermodal operators, terminals and railway undertakings the aim is better align the data exchanges related to the intermodal booking process, the "door to door" GATE-IN and GATE -OUT processes and the operational interactions between the stakeholders using standard data sets at Terminals.

During 2025, the digital intermodal working group has paved the way towards a more common digital data model based on intermodal freight standards and was very proud to announce in Q4 2025 its first 3 new digital best practice guidelines :

1. General principles of standardised digital data sharing in intermodal freight transport across all intermodal actors
2. Standardise the intermodal booking, gate-in and gate-out processes at terminals
3. Standardised digital data sharing between Railway Undertakings, Combined Transport Operators and Terminal Operators.



The need and awareness to exchange logistics data in a shared, secure and trusted transport and logistics dataspace is growing amongst the chemical stakeholders and the EU governments which makes the implementation of such standards very important.

Next year, the ECTA digitalization WG will continue to promote, together with UIRR, ERFA and the intermodal stakeholder groups, the new digitalization best practice guidelines in intermodal transport. In addition, ECTA-Cefic-ECLIC launched a digital collaboration survey at year end that will help to define the digital collaboration strategy and focus area's in 2026.

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

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ECLIC CONTINUES TO ROLL OUT THE eECD AND PREPARES FOR eFTI

ECLIC vzw facilitates digital collaboration through secure and controlled data sharing among cleaners, carriers, and shippers by utilizing and implementing digital industry data standards. It provides a collective data highway for non-competing processes, such as the paper ECD in tank cleaning operations. The objective of ECLIC is to automate paper flows using eDocuments to enhance safety and sustainability while reducing administrative costs. In 2025, ECTA, in collaboration with Cefic-essenscia and EFTCO, continued to support the ECLIC project initiative, which has developed several eDocument solutions over the years, including the EFTCO eECD tank cleaning document, previous load documents (ePPL), cleaning orders (eECO), depot declarations (eDD), equipment master data (eEQUIP), and eSDS data electronically. These solutions have demonstrated their industry value and are being implemented across Europe in various chemical clusters in Belgium, the Netherlands, Spain, and Germany.

In 2025, the first tank cleaning stations in Belgium transitioned 100% to the digital eECD hybrid solution as an industry best practice. This "hybrid" e-document, featuring a unique QR code, is a valid electronic EFTCO cleaning document and gives actors the option to continue to work with paper or digitally in line with customer & market needs.

Since September 2025, the use of the eECD's has also become a formal requirement within the latest SQAS revision 2025. Last year, cleaning stations were afraid that shippers, carriers and terminals would not accept the hybrid eECD form; however, the opposite has proven true this year. Today, many carriers, shippers, and terminals have adopted the digital hybrid eECD's, enabling companies with an ECLIC eECD license to further integrate and automate this digital eECD process within their existing software, thereby reducing costs.

While the digital eECD process has proven its benefits and value, the eECD adoption showed only a slight grow in 2025 driven by economic headwinds, organizational changes and simply because the eECD requirements has not yet been made mandatory by shippers to carriers & cleaners . Digital collaboration within an ecosystem while implementing industry standards necessitate a new digital mindset throughout the entire logistics chain and is a joint industry journey that requires time to get rid of the paper mindset and addiction. In September, a tank cleaning workshop was organized by VNCI in Breda, concluding that more digital data sharing is required in tankcleaning amongst all actors to increase safety and sustainability and reduce compliance risks. The VNCI workshop take away was that , it's time to move from talks to actions which is a co-responsibility. Change is required within each organization to make it happen.

Looking ahead into 2026, ECLIC will continue to expand its digital eECD process across Europe and is further modernizing its digital platform. In addition, BASF announced at the ECTA annual meeting to further prepare the eECD path and to make the digital eECD a mandatory requirement in 2026 within the German chemical clusters.

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In addition, ECLIC is preparing for the EU eFTI (electronic Freight Transport information) regulation whereby eDocuments (like the eCMR) will be accepted by the competent authorities as of mid 2027. At the end of 2025, both ECTA and ECLIC have approved their support to a broader eFTI project consortium and will seek EU funds in 2026 to investigate the eFTI regulatory requirements in practice and prepare the path for eCMR/eCIM via an eFTI4chem use case focused on dangerous goods and waste shipments. This new eFTI4chem project is conditional to obtaining the EU funds.

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.



WIL - WOMEN IN LOGISTICS and GENDER EQUALITY



The idea to launch “WIL - Women in Logistics” as a collaborative industry initiative was initiated in 2024 by Dow’s supplier diversity strategy program and H.Essers commitment to diversity as a female-owned company. 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.

The WIL objective is 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.

To provide a concrete roadmap, the WIL consortium has chosen to concentrate efforts on three key target groups: drivers, operators, and leadership. The consortium developed a platform at the start of 2025 to raise awareness, address leadership endorsement, share best practices, inspire the logistics community, advocate for promoting instruments and to leverage the collective influence for these key target groups.

Furthermore, In May 2025, WIL established , with the support ECTA and Cefic, an independent WIL non-profit association with own WIL “articles of association” and governance structures. The new WIL association is co-located at Cefic’s Brussels offices in Belgium and has started to invite all companies, stakeholders and associations across chemicals and life-sciences to become WIL members. By combining resources and efforts over different industry associations, WIL aims to become an ecosystem of believers to truly drive change and build a thriving community, fostering collaboration and innovation towards gender parity in logistics.

Through each of the workgroups: drivers – operators – leadership, several initiatives and specific actions have been taken including a broader industry survey and a specific female driver survey. Results of these surveys will be shared during 2026.

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At the end of November 2025, a Women in Logistics event was organized at the Den Hartogh Basecamp in Rotterdam focused on female truck drivers with the event title “‘The experience through her windshield’”. event. The participation, openness, and contributions made this day were truly meaningful. Bringing together women drivers, LSPs, producers and industry bodies created a rich dialogue—one that highlighted the real, lived experiences of women drivers and fostered a shared commitment to better understanding and addressing the challenges they face.



WIL counts on all ECTA members to join WIL in 2026 and drive this change helping to alleviate the driver shortage and enhance the gender diversity across all physical transport and logistics operations.

For more detailed information about WIL and to embark on your own company , visit <https://www.women-in-logistics.eu/>



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ECTA 2024 FINANCIALS



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

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

**REVIEW REPORT ON THE FINANCIAL STATEMENTS OF
THE EUROPEAN CHEMICAL TRANSPORTATION ASSOCIATION (ECTA) AISBL
FOR THE YEAR 01/01/2024-31/12/2024**

Report on the Financial Statements

We have reviewed the accompanying balance sheet of ECTA AISBL at December 31, 2024 and the income statements, for the period 01/01/2024-31/12/2024 with a balance sheet total of 517.199,92 € and a profit for the year of 24.643,39 €.

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, 2024, in accordance with the Belgian Generally Accepted Accounting Principles.

Grimbergen 26/09/2025

Audit Van Goolen Ltd.
Represented by
Van Goolen Geert
Certified auditor

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EXECUTIVE COMMITTEE on 31st December 2025



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 2025



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 2025



Steve Rowland
ECTA
United Kingdom



Stefan Kainbacher
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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Tobias Kaufmann
BERTSCHI
Switzerland

ECTA TEAM on 31st December 2025



Peter Devos
Managing Director



Steve Rowland
Responsible Care Director



Estelle Zink
Communication & Administration Manager

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ECTA MEMBER COMPANIES on 31st December 2025

ALFRED TALKE
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
E-B-TRANS
ENEBRO TRANS SL
ETC HOLLAND
EWALS CARGO CARE
FA CHEMICAL LOGISTIC
FINSTERWALDER TRANSPORT & LOGISTIK
FITOTRANS S.A.
FIVE LOGISTICS SRL

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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
INTERSPED LOJISTIK AS.
IMPERIAL CHEMICAL TRANSPORT
INTERMODAL TRASPORTI
İTT ULUSLARARASI TAŞIMACILIK
J.W. LIMPENS & ZN.
JCL LOGISTICS BENELUX
KARL SCHMIDT SPEDITION
KATOEN NATIE BULK TERMINALS NV
KOMBIVERKEHR GMBH & CO KG
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
SCHENK PAPENDRECHT
SCHILDECKER TRANSPORT
STAR CHEMICAL LOGISTIC
STOLT TANK CONTAINERS
SUTTONS GROUP
TESTA TIZIANO
TGL TET GLOBAL LOJ. NAK. SAN. VE TIC.
TIO LOJISTIK LTD STI.
TRANS ITALIA SPA
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

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

ALPEGA GROUP

APPANION LAB

ELEMICA

FORT VALE ENGINEERING LTD

INGERSOLL RAND BELGIUM N.V.

INTERMODAL TELEMATIC BV

KÄSSBOHRER FAHRZEUGWERK GMBH

LOADY GMBH

ODYSSEY LOGISTICS EUROPE BVBA

PELICAN WORLDWIDE BV

TRANSPOREON

RESPONSIBLE CARE MEMBER COMPANIES on 31st December 2025

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
HEBRAGTO
HERMANN BUSSMANN GMBH
HGK CHEMICALS LOGISTICS
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

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RINNEN BELGIE

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