

RC UPDATE



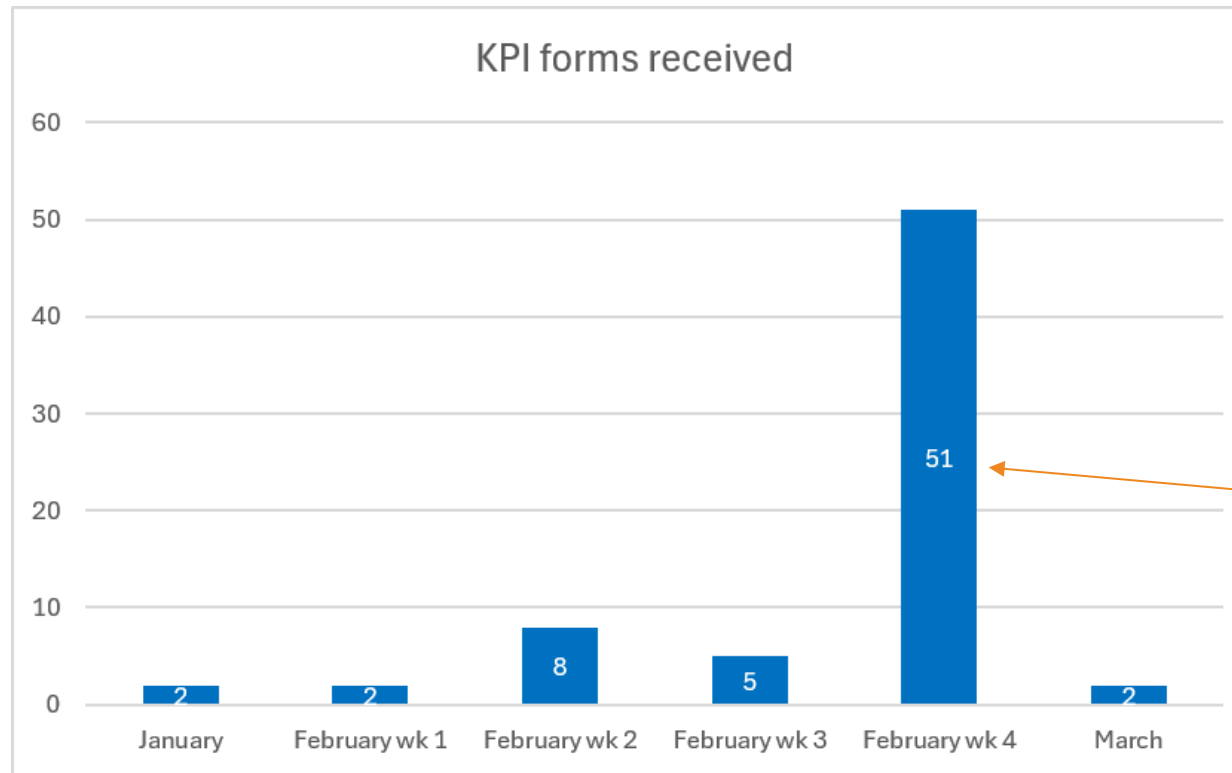
Life imitating art !!

RC LOGO-LEGAL CHALLENGE



- Could be considered a “sustainability label” under EU Directive 2024/825
- Aimed at preventing businesses misleading consumers
- Enforcement risk for LSPs is low as they are B2B
- Next steps – Cefic have revised the guidelines for use of the RC logo. Expect to finalise by mid October

2025 KPI RESULTS

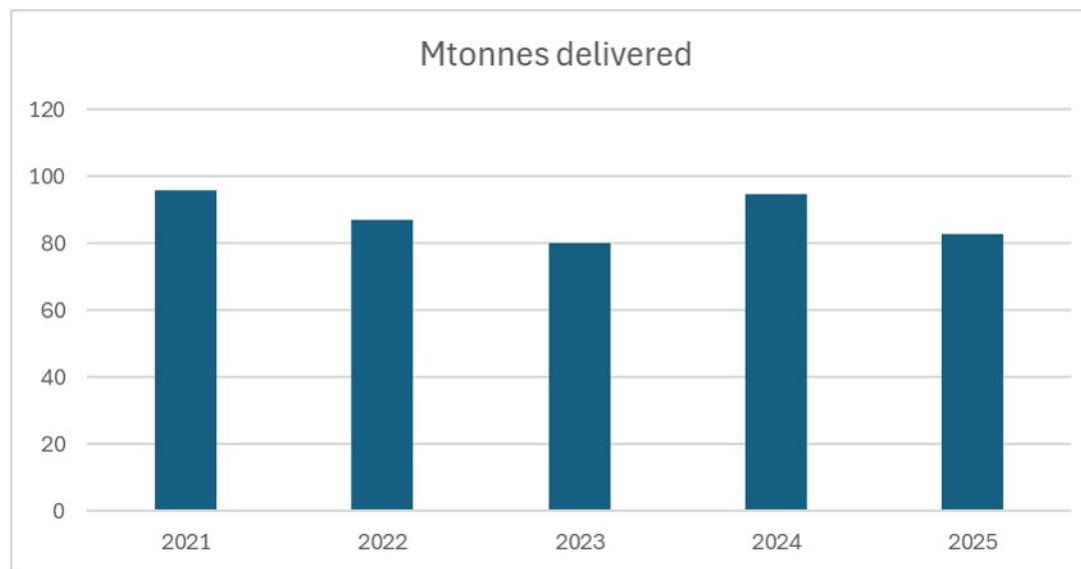


22 on last day !!

2025 KPI RESULTS

Tonnage delivered		KMs driven	Orders delivered
Year	Mtonnes	Million KMs	000 orders
2021	96	2717	4036
2022	87	2781	3803
2023	80	2354	3534
2024	94.7	2498	4282
2025	82.7	2327	3977

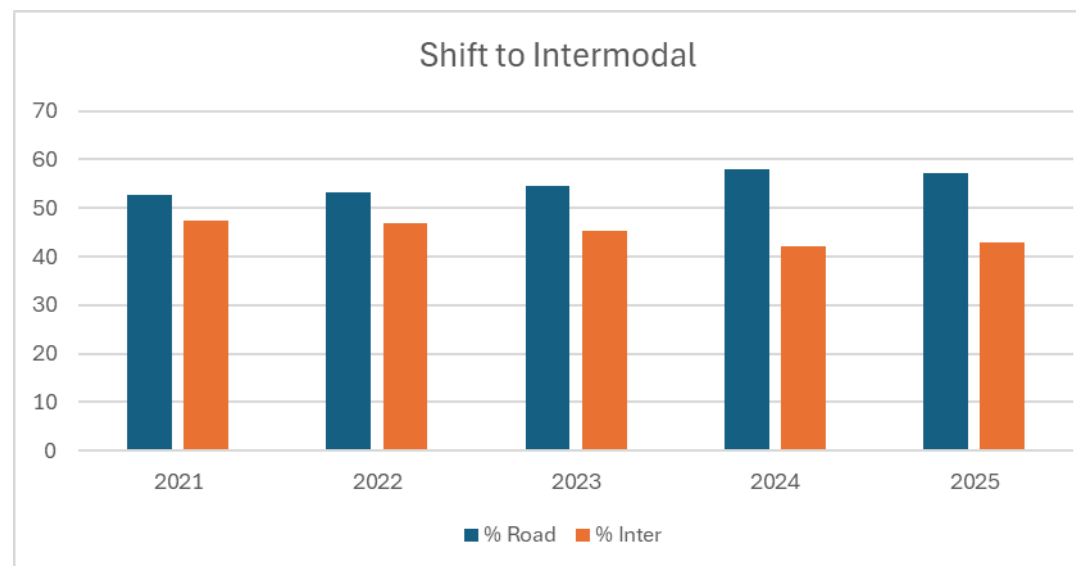
25 vs 24 87% 93% 93%



2025 KPI RESULTS

Shift to Intermodal

Year	% Road	% Inter
2021	52.6	47.4
2022	53.1	46.9
2023	54.6	45.4
2024	58.0	42.0
2025	57.1	42.9



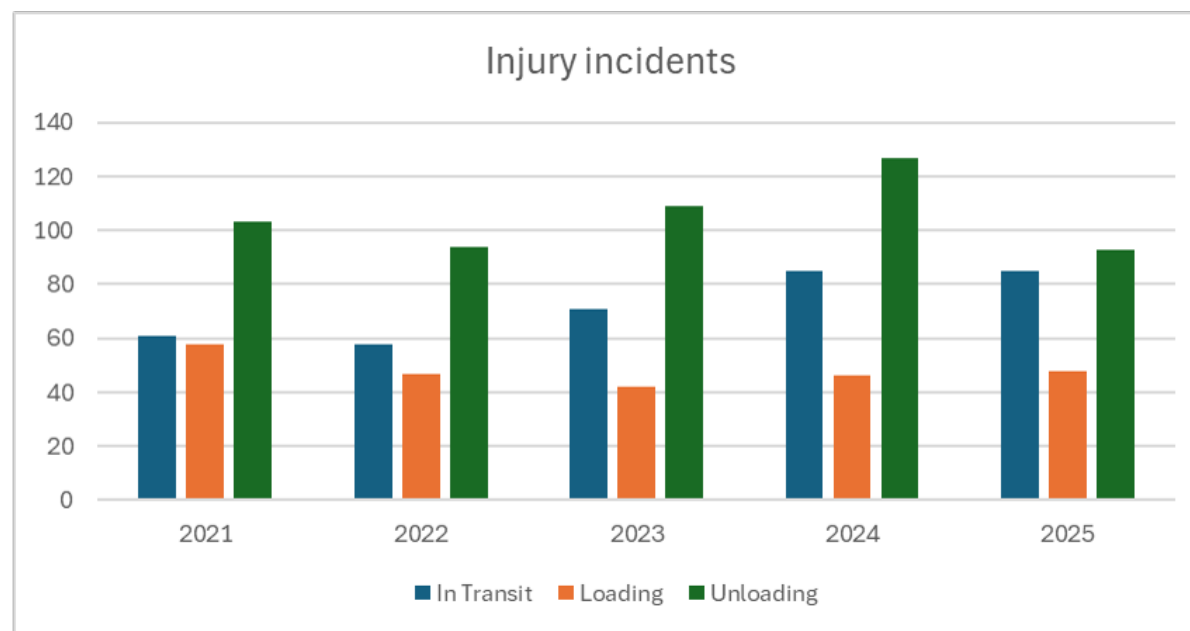
A slight shift back to intermodal in 2025

2025 KPI RESULTS

Injury incidents

Year	In Transit	Loading	Unloading
2021	61	58	103
2022	58	47	94
2023	71	42	109
2024	85	46	127
2025	85	48	93

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
2025		0.036	0.012	0.023
		106%	109%	77%



2025 KPI RESULTS

Fatalities reported in 2025

Type	Country	Summary
In Transit	Spain	Car crashed head on into truck. Car driver had fallen asleep
In Transit	Spain	Car crashed into back of truck due to inappropriate speed
In Transit	UK	Truck hit a pedestrian who was walking in an unlit road at night
In Transit	Netherlands	Car driver braked suddenly and car ended up under the truck chassis
In Transit	Italy	Truck driver swerved to avoid a head on collision with a car, he lost control and vehicle overturned resulting in a fire and the death of the truck driver
In Transit	Greece	Ferry passenger run over by the terminal shunter. Passenger was in a restricted area. Terminal safety procedures reviewed and updated.
In Transit	France	Driver distracted by a wasp and veered into oncoming lane causing a head on collision with a car whose front passenger died. Training updated to always stop if distracted.

2025 KPI RESULTS

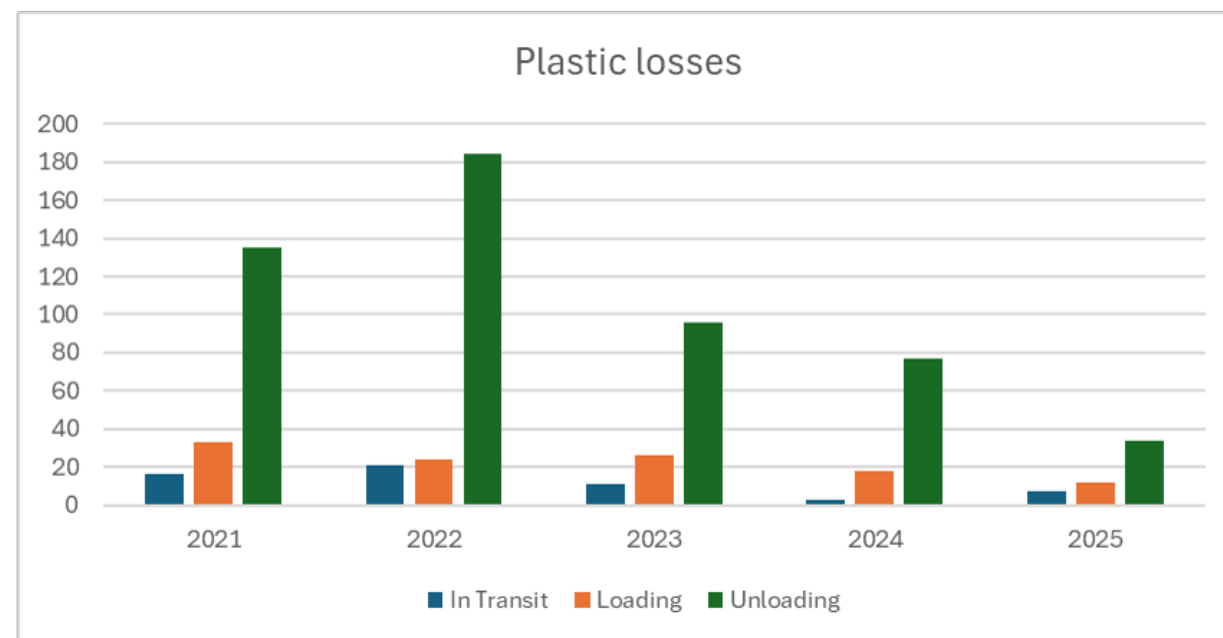
Plastic losses

Year	In Transit	Loading	Unloading
2021	16	33	135
2022	21	24	184
2023	11	26	96
2024	3	18	77
2025	7	12	34

Plastic losses per million (dry bulk)

KMs

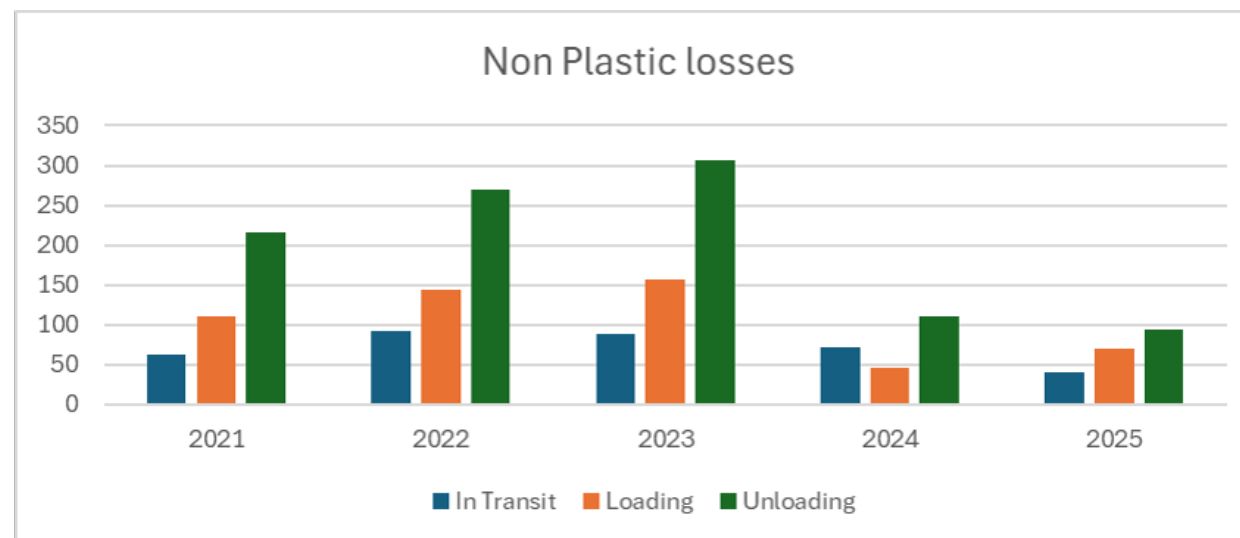
Year	In Transit	Loading	Unloading
2023	0.010	0.025	0.091
2024	0.003	0.016	0.068
2025	0.006	0.011	0.031
	200%	69%	46%



2025 KPI RESULTS

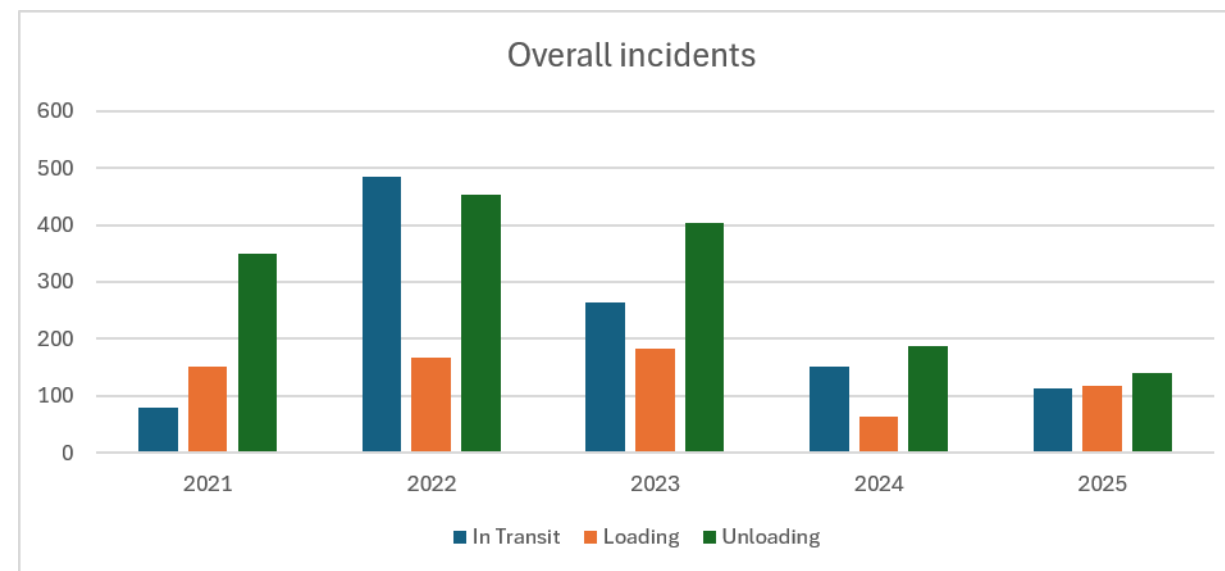
Non-Plastic losses

Year	In Transit	Loading	Unloading
2021	63	110	216
2022	92	143	270
2023	88	156	307
2024	71	46	111
2025	40	70	93



2025 KPI RESULTS

Overall incidents (excluding fatalities & LTIs) - LFL			
Year	In Transit	Loading	Unloading
2021	79	152	349
2022	484	167	454
2023	265	182	403
2024	151	64	188
2025	113	118	140



Rollovers :

59% were baffled tanks

47% due to driving style/speed/braking

18% due to weather

12% due to mechanical failure

2025 KPI RESULTS

Vehicle fleets by engine type (owned fleet)				
	2025		2024	
Engine	Number	%	Number	%
Euro VI	11,693	96.1%	12,493	95.4%
Euro V	259	2.1%	392	3.0%
Euro I-IV	78	0.6%	54	0.4%
Alt fuel	137	1.1%	157	1.2%
TOTALS	12,167	100%	13,096	100%

Alt Fuel
127 are LNG/Hydrogen
10 are BEV/Hybrid

Vehicle fleet including FIS				
	2025			
Engine	Own	FIS	TOTAL	%
Euro VI	11,693	9,394	21,087	96.8%
Euro V	259	158	417	1.9%
Euro I-IV	78	46	124	0.6%
Alt fuel	137	17	154	0.7%
TOTALS	12,167	9,615	21,782	100%

Alt Fuel
139 are LNG/Hydrogen
15 are BEV/Hybrid

2025 KPI RESULTS

Vehicle fleets by fuel type						
2025						
Own			FIS		TOTAL	
Fuel	Litres	%	Litres	%	Litres	%
Diesel	1,291,098,932	99.01%	200,443,440	99.93%	1,491,542,372	99.13%
HVO	11,770,230	0.90%	134,890	0.07%	11,905,120	0.79%
Bio diesel	338,920	0.03%	400	0.00%	339,320	0.02%
Bio gas	809,826	0.06%	-	0.00%	809,826	0.05%
TOTAL	1,304,017,908		200,578,730		1,504,596,638	100.00%

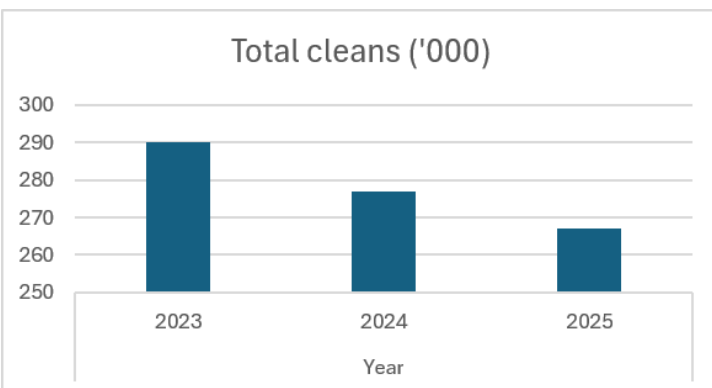
2025 KPI RESULTS

Emissions

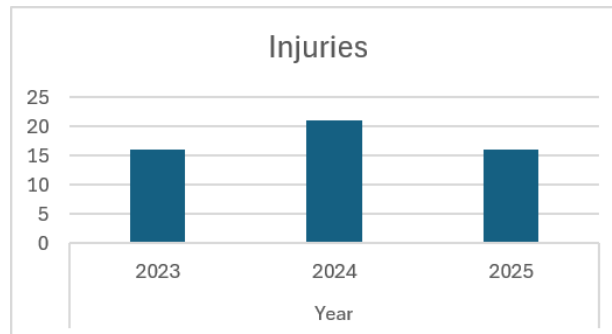
- 85% working with data level 3 or 4
- Total emissions = 1.84 million tonnes – top 7 companies account for 42%
- Intensity range (Ave excluding outliers)
 - High = 89
 - Low = 33
- 91% have plans to get ZEVs

2025 KPI RESULTS - CLEANING

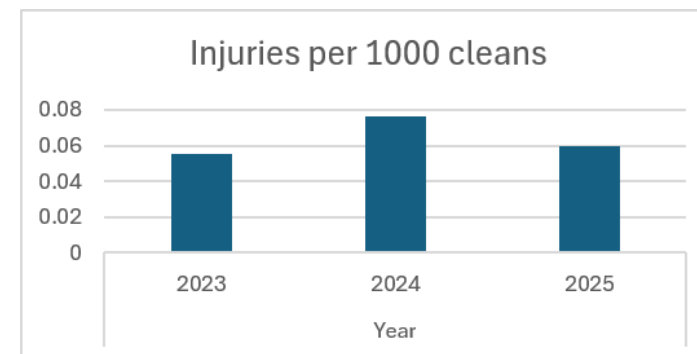
	Year		
	2023	2024	2025
Total cleans ('000)	290	277	267



	Year		
	2023	2024	2025
Injuries	16	21	16



	Year		
	2023	2024	2025
Injuries per 1000 cleans	0.055	0.076	0.06

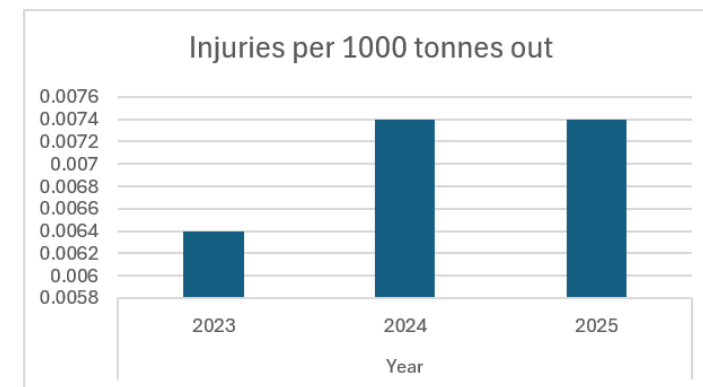
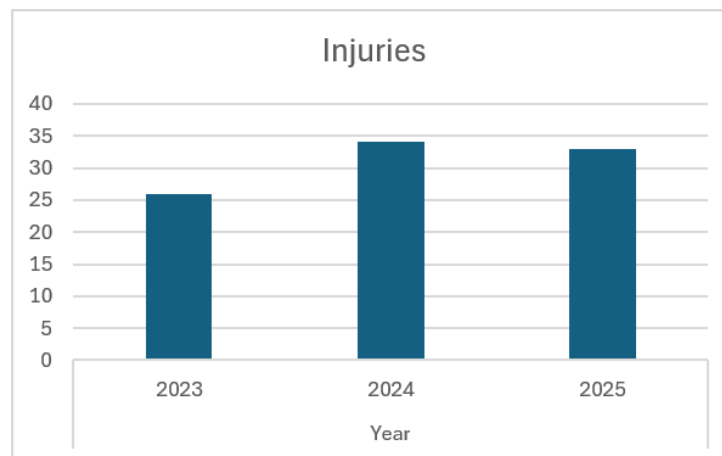
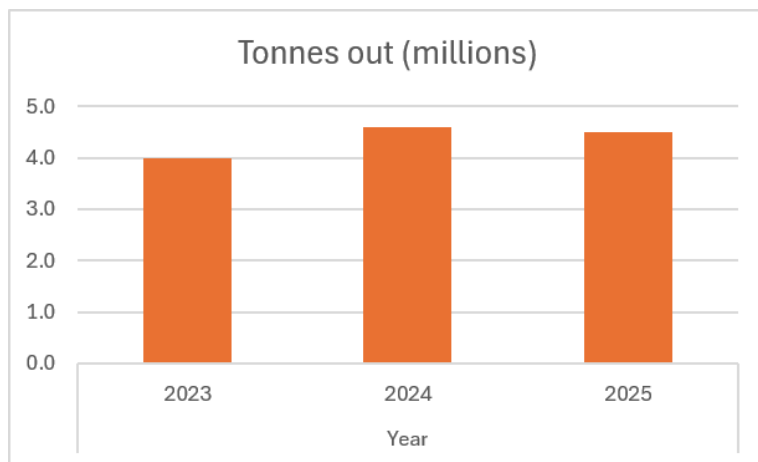


2025 KPI RESULTS – W/HOUSE

	Year		
	2023	2024	2025
Tonnes out (millions)	4.0	4.6	4.5

	Year		
	2023	2024	2025
Injuries	26	34	33

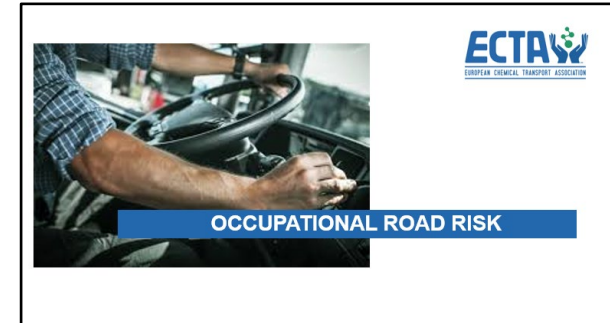
	Year		
	2023	2024	2025
Injuries per 1000 tonnes out	0.0064	0.0074	0.0074



WEBINAR PROGRAM



- 22 April 26
- 4.5 out of 5
- 35 participants



- 18 May 26
- 4 out of 5
- 35 participants

- Next one planned for 21st October
 - CO2 calculations & SQAS – Case study from Bruhn Spedition & Shipzero
- November – New KPI forms & how to complete them

BEST PRACTICE GUIDELINES

- Subcontractor Management & Safe (un)Loading of Road Freight Vehicles are both in final stages of revision – last round of WG meetings planned with publication expected in Q4
- Alternative Fuel Vehicles – looking at risks and mitigation for BEV and Hydrogen vehicles at loading & unloading sites.
- Ground Operated Vent Valves – ECTA draft being finalised ready for submission to Cefic in September for final formatting and approval.
- Load Securing – finalising WG members with work to start in Q4

NEW KPI FORMS

- One change requested by Board – separate product loss incidents for transport company vs loading/unloading site responsibility
- Publish 2026 KPI forms by end October
- Run online training in November
- Stick to end of February deadline again



OTHER ECTA team topics

ECTA DIGITAL STANDARDS

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

Digital Intermodal guideline Communications



- The intermodal digitalization guidelines got distributed last year
- Available on ECTA website

BEST PRACTICES, GUIDELINES & GUIDANCE PUBLICATIONS

ECTA UIRR ERFA BEST PRACTICE GUIDELINE: GENERAL PRINCIPLES FOR STANDARDIZED DIGITAL DATA SHARING IN INTERMODAL FREIGHT TRANSPORT

View the update on the ECTA-Cefic-FECC Best Practice Guideline on working at height in the chemical logistics supply chain.

ECTA UIRR ERFA BEST PRACTICE GUIDELINE: STANDARDIZED DIGITAL BOOKING, GATE-IN AND GATE-OUT

View the new ECTA UIRR ERFA Best Practice Guideline: Standardized Digital Booking, Gate-In and Gate-Out. Download now!

[Read Article](#)

ECTA UIRR ERFA BEST PRACTICE GUIDELINE: STANDARDIZED DIGITAL DATA SHARING IN INTERMODAL FREIGHT TRANSPORT

View the new ECTA UIRR ERFA Best Practice Guideline: Standardized Digital Data Sharing in intermodal freight transport. Download now!

[Read Article](#)



- Follow up webinar organized in May 2026 in collaboration with UIRR-ERFA-ECTA

Equipment digital standards for tankcontainers

ITCO – ECTA slide

ECLIC update – ECTA annual meeting 2025



New digital processes will become a site wide standard and provide benefits for carriers and BASF

Digital process

① Trusted Carrier (CTC)

② ECLIC

③ Loady

④ Pre-check

⑤ Smart Filling



Benefits

- Automated gate processing with reduced turnaround times
- Prevention of truck rejection due to prohibited assets and/or driver
- Prevention of truck rejection due to wrong/missing cleaning certificate
- Faster equipment checks with digital proof of cleaning standard
- Reduce excessive generalized transport requirements
- Structured and up-to-date master data e.g. pre-load restrictions
- Early rejections to reduce time loss due to idle times on site
- Digital process for payload optimization and document handling

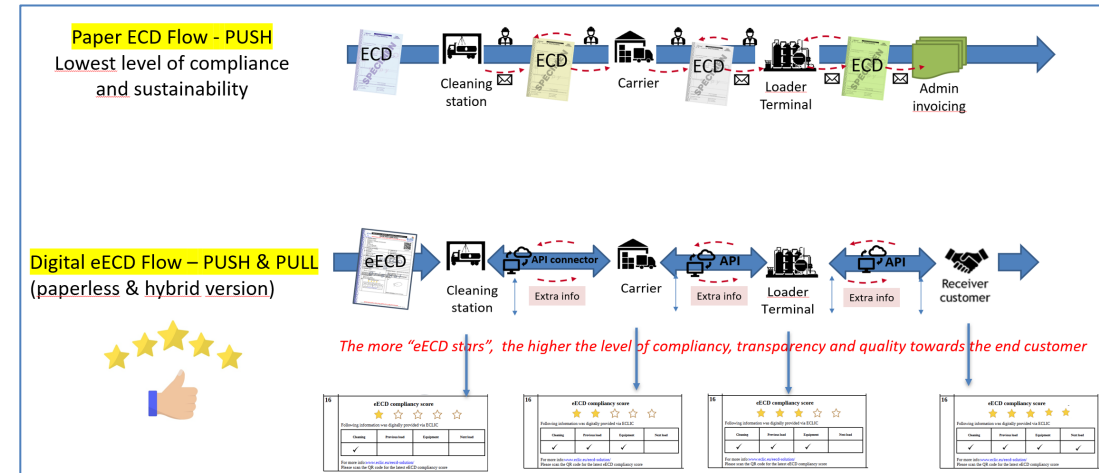


Expectations towards carrier



- Register your vehicle, equipment, and drivers through the CTC portal
- Link BASF badge with CTC wallet app
- Provision of ECLIC eECD & ePPL documents
- Request digital certificates from cleaning stations, support further roll-out of ECLIC
- Utilization of pre-loading restrictions checks
- Utilization of tendering platform
- On-time arrival & utilization of pre-check facilities
- E-Certificates through ECLIC for seamless process integration

Digital Collaboration in tankcleaning via the ECLIC community



The electronic EFTCO Cleaning document eECD Use Case (non competitive process)
Part of SQAS revision 2025



What's next?

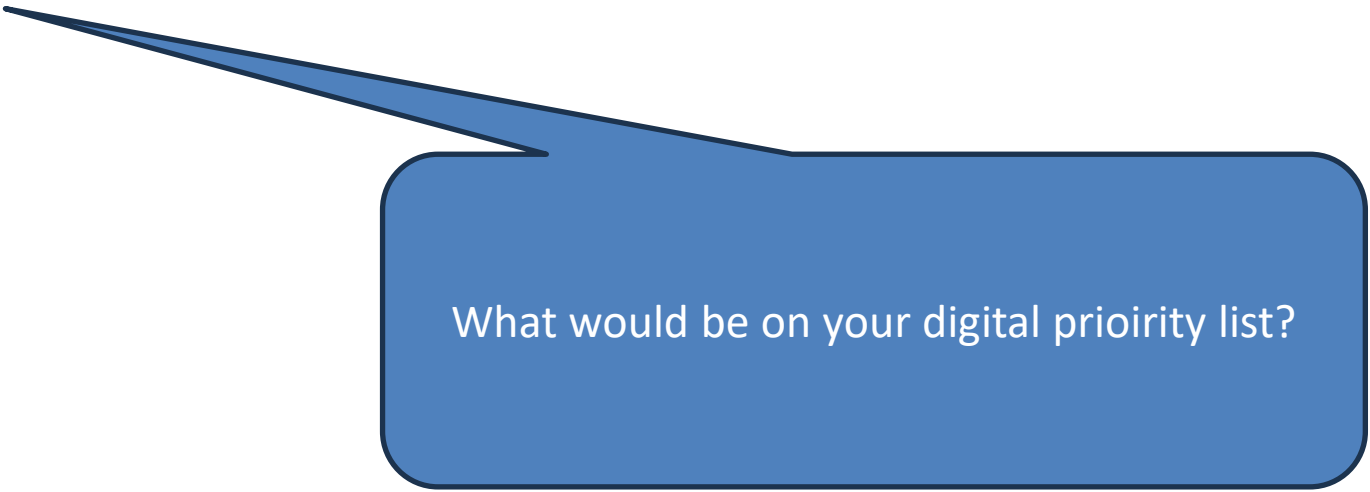
- From data standards to “industry standardized API interfaces”
 - Connect once – connect all
- eECD-ePPL further rolled out as part of BASF Boost LU
- 260% eECD usage growth over the last 3 months
 - **1 ECLIC e-Document (eECD/ePPL/eECO) is now processed/handled every minute!**
- Automation and integration Focus in Q4 '26 on
 - eECD/ePPL usage increase
 - eECD API integrations
 - eECD process automation

to prepare for scale up in 2027

- eECD for food pilot in Belgium

ECTA digitalization webinars 2027

- Use of Artificial Intelligence in transport
- NIS2
- eCMR – DecA - eFTI



What would be on your digital priority list?

WOMEN IN LOGISTICS

Improve Male Female Balance in Chemical Logistics

- Logistics Leadership
- Truck Drivers
- Logistics Operators

L^{♂♀}GISTICS

WIL MEMBERS UPDATE

Meet our board members

 Dow	 H.Essers	 Hoyer Group	 ExxonMobil	 Den Hartogh	 Bertschi
 Alisan Logistics	 Cefic	 Eastman	 ECTA	 International Flavors & Fragrances, Inc.	 LyondellBasell Industries NV

 TRANSPORTES A MARTIN	 Van Moer Logistics	 Pape Logistics GmbH & Co. KG	 NTG Nordic Transport Group	 Panalon SA	 Bay Logistik GmbH + Co. KG
 Katoen Natie	 Chemical Express	 Cascione Autotrasporti SRL	 AnnLee BV	 Canil	 GCA Tankmasters BV
 Lanfer Logistik	 Customaite /AE	 Rinnen			



LSP BERTSCHI WIL EVENT (WIL MEMBERS ONLY)



Event date: 04.11.2026 (10:00 – 16:00)

Event Location: Port of Antwerp Bruges Event Hall Marc van Peer

Participants: On Invitation from WIL

Audience: WIL Board members, WIL Board deputies, New member companies, Potential member companies, EU Commission Women in Transport representatives

Topic: Inside-out



Inside-out

We believe in co-opetition: learning from each other to move faster together. By sharing success stories and innovative practices among member companies, we foster cross-industry collaboration and scalable strategies.

WIL PILLAR INITIATIVES

WIL Pillars	Initiatives
Leadership	WIL leadership mentoring program (on going)
Operators	WIL Operator satisfaction survey (in preparation for October '26)
Drivers	- ESPROG WG kickoff – Women well-being – Conference March 2027 - Best practice toolkit - Driver profile – case studies
Policies	- Women in Transport – EU platform for change - EU quality jobs act – employment rules



Q&A