



THE EUROPEAN CHEMICAL TRANSPORT ASSOCIATION

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**ECTA**

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# ECTA WORKING GROUPS PROGRESS REPORT



## ● Ongoing Working Groups

### 1. Safety Training

Originally a DOW initiative, the BBS (Behaviour Based Safety) Working Group aims at developing minimum requirements for behaviour based driver's training, as well as for loading/unloading/load securement. The guidelines will be issued and promoted as a CEFIC/ECTA/EPCA Best Practice. Also, it is foreseen that the next SQAS Road revision (from 2004) will include the BBS recommendations.

► The section on drivers' training has been issued as CEFIC/ECTA Guidelines in October 2003.

► The section on loading/unloading/securement is almost finalised.

On the occasion of the ECTA Annual Meeting and Mini conference in Antwerp, April 2002, a Working Group on "Safety Training" has been launched. This Working Group set themselves as a goal to proceed to an inventory of the existing safety training programmes and attempt to identify the needs and gaps in this domain. This Working Group will coordinate with the BBS Working Group (see above). The Safety Training Working Group has so far set up a matrix on legal requirements for drivers in Europe.

### 2. Incident/accident reporting

The feasibility of the concept of a central database on "Incident/accident reporting", as a mean to sharing the learning, has been launched end of March 2003. In its pilot phase, only ECTA Road hauliers and CEFIC Logistics Committee members are being granted access to the platform. Participants are requested to anonymously report on near misses, incidents and accidents that their organizations have experienced. The central database is located on the EPCA website at [www.epca.be/incidentforum](http://www.epca.be/incidentforum) to guarantee neutrality of the reporting; also, EPCA Staff 'neutralizes' incoming reports before being made available on the website.

### 3. Human Resources

A working group has been launched on 21 November 2002 dealing with the human resources issue in the transport sector.

► The Working Group reckoned the necessity to involve the drivers themselves in the discussion. A workshop with the participation of drivers from ECTA member companies (France, Germany, Benelux) has been organised in Brussels on 5/6 September 2003. The Workshop confirmed a number of critical issues already identified by the Working Group which may explain the present lack of drivers in the chemical transport sector. Follow-up to the conclusions of the

workshop will be given by the working group with the aim to feed-back to EPCA members and to the relevant authorities.

### 4. Productivity Improvement

A Working Group has been set up to assess productivity improvement in chemical logistics. The kick-off meeting has been held on 25 April 2002 in Antwerp.

► In view of the importance of the subject, a survey has been launched to assess "good and bad practices in the relationship between shippers and logistics service providers". In this context, a questionnaire has been sent out to ECTA Road members.

► The results of the survey have been presented in a workshop at the EPCA Logistics Meeting in Monaco on 28 October 2003. The conclusions of same have been transmitted to ECTA members and the petrochemical industry.

### 5. Safety - Emergency Response

Within the context of increased need for mutual assistance amongst ECTA members and with respect to the CEFIC-ICE intervention programme, an "Emergency Response" working Group is making an inventory of equipment and manpower at transporters' sites all over Europe which could be made available in case of accident.

► Guidelines for Emergency Response in the framework of an extended ICE-scheme are being drafted. The new ECTA Emergency



Response scheme should be launched in the course of 2004 and should complement the existing ICE intervention scheme.

### 6. Security and Site Access

The Working Group has been launched in May 2002 with the aim to identify guidelines/ recommendations for increased security.

► The Working Group has issued guidelines for enhanced security during transportation and on site (January 2004).

### 7. SQAS Cleaning Technical Working Group

A Working Group has been set up in order to (i) revise the SQAS Tank Cleaning Questionnaire and (ii) adapt/complement the SQAS training for Road Assessors, to include Cleaning. The kick-off meeting was held in July 2002.

► The Working Group has revised the SQAS questionnaire and set up a training programme for assessors. First trainings and accreditation of assessors have started in October 2003.

► An information workshop on the revised SQAS Cleaning scheme has been held in Brussels on 4 February 2003. Within the new SQAS Tank Cleaning scheme, SQAS Tank Cleaning assessment reports will be centralised in a database owned by ECTA. Development costs have been paid by CEFIC and yearly maintenance costs will be paid by ECTA. The access to the database will be restricted to members of the SQAS Tank Cleaning Users Group (also open to non-ECTA members) at a yearly fee of 500€, as well as to the members of the SQAS Road Service Group (at no additional fee).

► A special Working Group should further develop a template on standard cleaning

requirements of the Chemical Industry, which should facilitate database users assess the quality of a specific tank cleaning station.

► Finally, an additional CEFIC/ECTA/EFTCO Working Group has been set up to develop a Unique European Cleaning Document.

### 8. Sub-Contracting

The Working Group was launched in November 2000. Participants endeavour to develop best practices with respect to subcontractors that should contribute to increased safety within the chemical transport sector.

Further meetings of the Working Group will be held starting from November 2003. Aim is to issue guidelines by the end of 2004 and to implement same via the revised SQAS-Road.

### 9. Rail Working Group

Representatives of the most important railway companies in Europe meet in this working group to discuss and set up best practices regarding a number of issues as for example standardisation of equipment, standard performance measurement, as well as Tracking & Tracing.

The Rail Working Group has met to comment on the results of the EPCA Rail Benchmarking study, which were presented at the EPCA Logistics Meeting in Berlin on 31 October 2001 and which highlighted the need for increased transparency within the rail sector in Europe.

► The last meeting has taken place on 6 May 2003. Action plan comprises inventory of emergency response and security scheme at Rail companies participating in the working group, and investigation of the "Hermes" system.



## ● Finalized Working Group Projects

### 1. Road - Standardisation of Equipment

"Guidelines for the Standardisation of Road Transport Equipment" for the transport of liquids, powders and granulates as well as packaged chemicals have been developed and printed. Feedback from ECTA, EPCA and CEFIC members has indicated that special efforts are still needed regarding the standardisation of couplings.

► The revised version has been issued in August 2003.

### 2. Rail Working Group / Standardisation of Equipment

Guidelines have been developed by the participants to this Working Group on the "Requirements for the design, construction and testing of Standard Rail Tank Cars for the carriage of liquid chemicals in bulk".

► A brochure on "Standard rail tank cars for the carriage of liquid chemicals in bulk: requirements for design, construction and testing" has been issued in August 2003.

### 3. Standard Delivery Performance Measurement

Guidelines for a standardised reporting system of delivery performances have been

developed and are based on reporting by exception, i.e. only the shipments that deviate from industry requirements are reported. The proposed system aims at continuous delivery performance improvements via identification of the weak points of the supply chain in this respect. Special efforts are being made to promote and implement the ECTA standards in contractual relationships between producers and their logistics service providers. A revised version has been issued in April 2002.

► The ECTA/CEFIC standards for delivery performance measurement will be incorporated in the revised version of the Chem-E standards developed by CIDX (new version not yet issued). A special newsletter on this issue has been published on the Internet and is included in the guidelines.

### 4. 16 Hours Operation

The Working Group has delivered its final report in May 2000 as a result of two and a half years investigations on the advantages of increased loading/unloading periods. The report clearly indicates that increased loading/unloading periods largely contribute to reduce peaks during loading periods, to less traffic during rush hours and to less stress for the drivers, thus to more safety during the transport.

► The results of this working group have been compiled into structured guidelines and have been published in April 2002 under joint ECTA/EPCA/CEFIC auspices.

### 5. Safety in the Supply Chain

The Safety Working Group has been launched in October 2000, focusing on improved safety conditions within the whole supply chain, i.e. encompassing loading-unloading sites. Four sub-Working

Groups have been set up, as follows: Safety Awareness and Behaviour, Standard Code of Practice, Drivers Training, Accident/Incident Reporting and Central Database.

A set of guidelines have been issued in April 2002 as joint ECTA/EPCA/CEFIC initiatives, as follows:

1. "Guidelines for Safety Awareness and Behaviour in the Supply Chain" - best practices to increase safety awareness and safe behaviour and to promote effective communication: sharing the learning throughout the whole supply chain (applicable to producers and transport companies).

2. "Recommendations on Safety, Health and Environmental Management Practices for Logistics Service Providers" - for continuous improvement in the safety and environmental performance of the logistics service providers. Similar recommendations exist for chemical shippers.

*Guidelines for downloading and updated information are available from [www.ecta.be](http://www.ecta.be).*

*Last update: January 2004.*

