



# ECTA ANNUAL REPORT 2022 RESPONSIBLE CARE REPORT 2021

**The European Chemical Logistics Association**

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# ECTA ANNUAL REPORT 2022, RC REPORT 2021

## PREFACE TO THE ECTA ANNUAL REPORT 2022

Dear Reader,

ECTA is pleased to present you its Annual Report for 2022 while reflecting back on the Responsible Care statistics of 2021. You all might remember 2021 as a year of disruption facing the covid Pandemic challenges, the new digital ways of working together from home and all its related complexity of various restrictions imposed by national and/or international authorities. At the start of 2022, we all assumed, we would get some relief and time to digest these post-covid challenges however the opposite came true.

In 2022, different new waves of disruptions emerged, starting with the UA crisis followed by record high, fluctuating fuel prices and inflation rates of more than 10%. Besides, the structural problem of driver shortage got worse reaching levels whereby chemical cargo could no longer be delivered on time to customers. At the same time, the sustainability trend towards decarbonization of transport & logistics and the trend of digitalization required a continued attention. More and more customers are asking transport companies for more visibility of ETA arrivals times, a closer digital collaboration and more transparency on CO2 transport emissions. In summary, 2022 was a year where business disruptions got the norm and where ECTA members had to collaborate closer with their customers than ever before and this to become more agile, creative and innovative to fulfill all logistics demands and without losing sight on responsible care and safety.

In this ECTA annual report, we explain the progress made in 2022 as part of the ECTA Responsible Care Program while looking back at the ECTA 2021 RC KPI's. As sustainability remains a key focus point for the next decade, ECTA launched in 2022 its zero emissions knowledge platform where information and expertise about sustainability solutions and trends is being shared. Next, we zoom on the new ECTA driver shortage Working Group that was kicked off in 2022 and where we further explain the ECTA driver shortage positions papers and action plan. In terms of digitalization, the ECTA digitalization workgroup continued their efforts towards more common industry data definitions and issued, in 2022, two new ECTA digital best practice guidelines in the area of transport order invoicing standards and truck and driver digital data standards. In Addition, an update is given on the ECLIC community initiative whereby the electronic EFTCO Cleaning Document 2.0 project got approved and is prepared for launch mid 2023. We conclude this annual report with the update of the growing ECTA organization and ECTA members.

We very much appreciate the continued support from all our members 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

Evert de Jong  
ECTA Responsible Care Director

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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 having 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 logistic and associated sectors fields, 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 an industry 4.0 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, been embracing the-strategy to:
    - a) raise the profile of ECTA within the European Chemical logistics arena
    - b) become a larger voice within the chemical transport logistics field.
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Our full Mission Statement can be viewed on the ECTA website: [www.ecta.com](http://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.

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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.

## ECTA Responsible Care Program

### *Objectives and specificities*



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 territory. ECTA members indeed operate cross-border transport services all over Europe and the ECTA RC Scheme integrates this specificity. 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. The launch of the ECTA RC Scheme can be downloaded from the public area of the ECTA website: [www.ecta.com](http://www.ecta.com).

Between 2015 and 2020 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 2025*

The current Responsible Care Program celebrated its 10<sup>th</sup> anniversary in 2019. The ECTA Board of Directors then supported the ECTA Team's planning to take the program into the future under the title

#### ***ECTA Responsible Care 2025.***

This move to embrace most of the current focal points in society coincided with the review that was planned by the European Chemical Association Cefic in 2019. ECTA will endeavor that the ECTA RC 2025 stays in line with Cefic's RC program.

The review of ECTA's RC documents carried out in 2022 included:

## ECTA ANNUAL REPORT 2022, RC REPORT 2021

- The ECTA KPI Reporting Form for Transport was expanded by the road incidents (in transit) which were taken out for the previous year. This change back to include these categories of incidents was requested by the ECTA Board of Directors. The TC/WH KPI report forms remained unchanged
  - The implementation of Annual Responsible Care certificates, to be issued per 1<sup>st</sup> of March 2022 for those ECTA RC members that have sent in timely their Annual RC KPI Reports for the year 2021 proven very successful. This approach will reflect which RC members met the basic reporting requirements and will be made visible as such on ECTA's website. It ensured that a much higher number of RC members sent in their KPI reports in time. The practice will be continued for the 2022 KPI reports.
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## ECTA Responsible Care 2025 Charter

*(as presented during ECTA's Annual Meeting at Dusseldorf in November 2019)*

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. For that reason, ECTA's Board of Directors has decided that specific areas of attention in the program need to be redefined or to be made more specific. This amended program is called 'ECTA Responsible Care 2025'.

The key focus areas for expanded definition are:

- **The limitation of waste.** Because of its importance to the Chemical Logistics Industry the transport and handling of plastics has been named a focus area and 'Operation Clean Sweep' has been adopted as an implementation method of the relevant aspect for the ECTA Responsible Care 2025 program.
- **The limitation of emissions.** During the last 10 years important new technology has been presented, and the coming years this is expected to continue. ECTA will treat emission improvement initiatives of its members as a focus area and coordinate and support more specific targets. ECTA will promote efforts and result actively, sharing with other stakeholders.
- **The limitation of injury incidents.** During the first years of ECTA's Responsible Care Initiative we have seen less incidents occurring but recent years a continued decrease has not been realized. ECTA will strengthen links with our Responsible Care Members to obtain incident data in a timelier manner, thus creating better options for analysis and new improvement actions.
- **Preparation towards digital - zero paper.** In the next decade the RC journey to switch from logistics paper flows to digital data driven message flows will need to be further prepared as an enabler to further improve safety & sustainability.

We, the European Chemical Logistics 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 2025 program become the proof of the better choices made.

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## RC ORGANIZATION 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. The ECTA *Technical & Responsible Care Committee* did not meet physically in 2020. In 2021 the committee met once, coinciding with the hybrid RC Workshop held in Brussels in October 2021. The ECTA *Technical & Responsible Care Committee* is chaired by the ECTA Responsible Care Director.
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 and ECTA's website. Besides, results are shared and discussed at the ECTA RC workshop and ECTA Annual meeting.

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## ECTA RC PLAN 2021-2022

Find below the ECTA 2022 focus areas as part of the ECTA Responsible Care Plan

<ul style="list-style-type: none"> <li>Actively promote SQAS 2022 as the best auditing methodology for chemical logistics, in cooperation with Cefic.</li> </ul>	
<ul style="list-style-type: none"> <li>Actively support / participate in the efforts to get SQAS accepted as an equivalent external audit system in line with the requirements of Operation Clean Sweep (OCS)</li> </ul>	 
<ul style="list-style-type: none"> <li>Create, update and promote the ECTA Zero Emissions Knowledge Platform</li> </ul>	
<ul style="list-style-type: none"> <li>Communicate News and Updates on Responsible Care items via the quarterly Newsletter</li> </ul>	
<ul style="list-style-type: none"> <li>Organize ECTA's Annual Responsible Care Workshop</li> </ul>	
<ul style="list-style-type: none"> <li>Revision of ECTA's Responsible Care KPI Reporting Forms to reflect ECTA RC 2025 finetuning requirements</li> </ul>	

# ECTA ANNUAL REPORT 2022, RC REPORT 2021

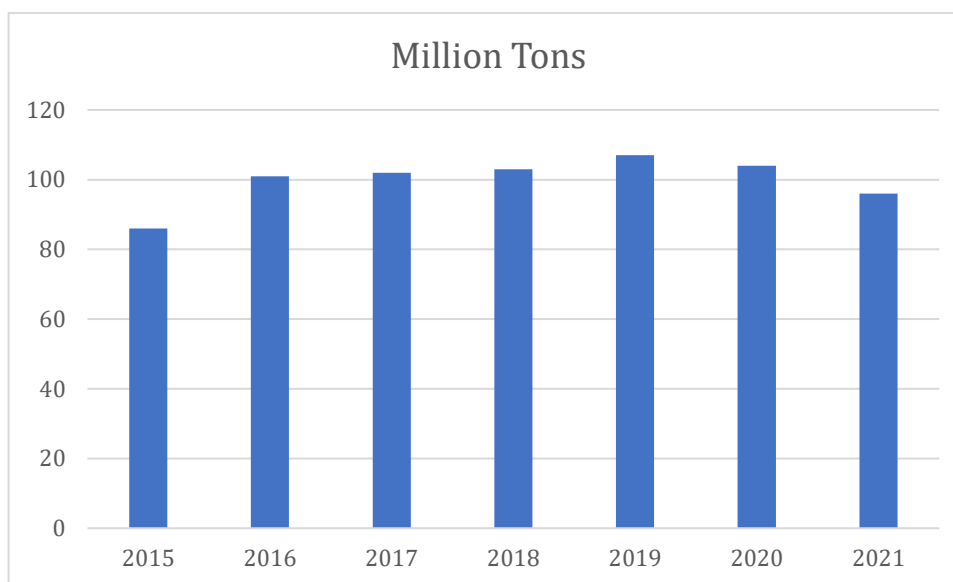
## CONSOLIDATION OF 2021 KPI REPORTS OF ECTA RC MEMBERS

Summary Table 2021

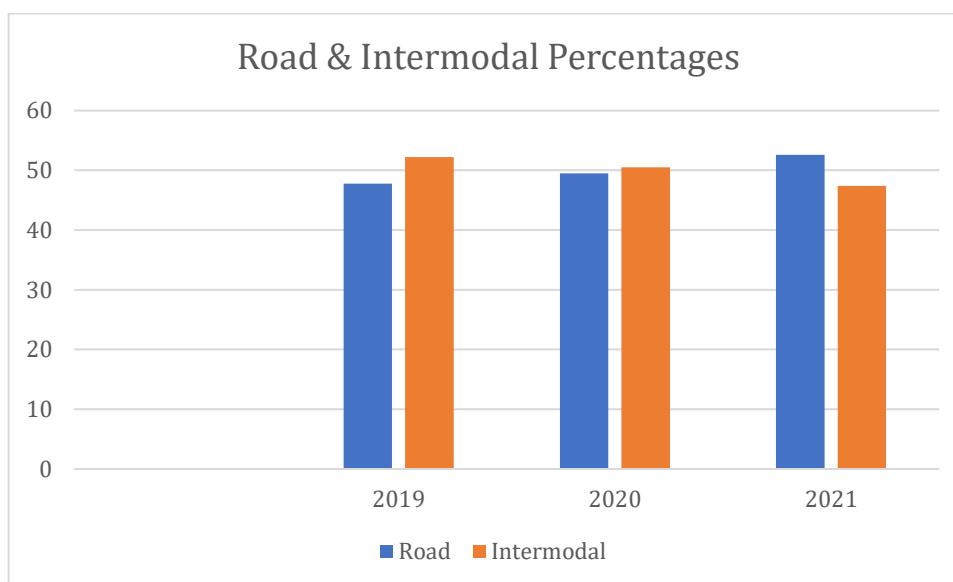
Nr	Description	2021 Value
1	Number of kilometers (mln kms p.a.)	2718
1a	Number of moves	4,036,002
2	Tons carried for the year	89,437,833
3	Number of employees – incl subc drivers	39016
4	Mode of transport used	
4a	Road	52.57%
4b	Intermodal	47.43%
5	Number of incidents this year, in transit	140
6	Number of incidents this year, at loading points	210
6a	Number of incidents this year, at unloading points	454
7	Split of truck used for chemical transport	
7.1	EURO VI	83.09%
7.2	EURO V	13.88%
7.3	EURO < V	1.58%
7.4	Alternative Energy Engines (non-Diesel)	1.45%

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## A. Total Tonnages carried by ECTA RC Members.

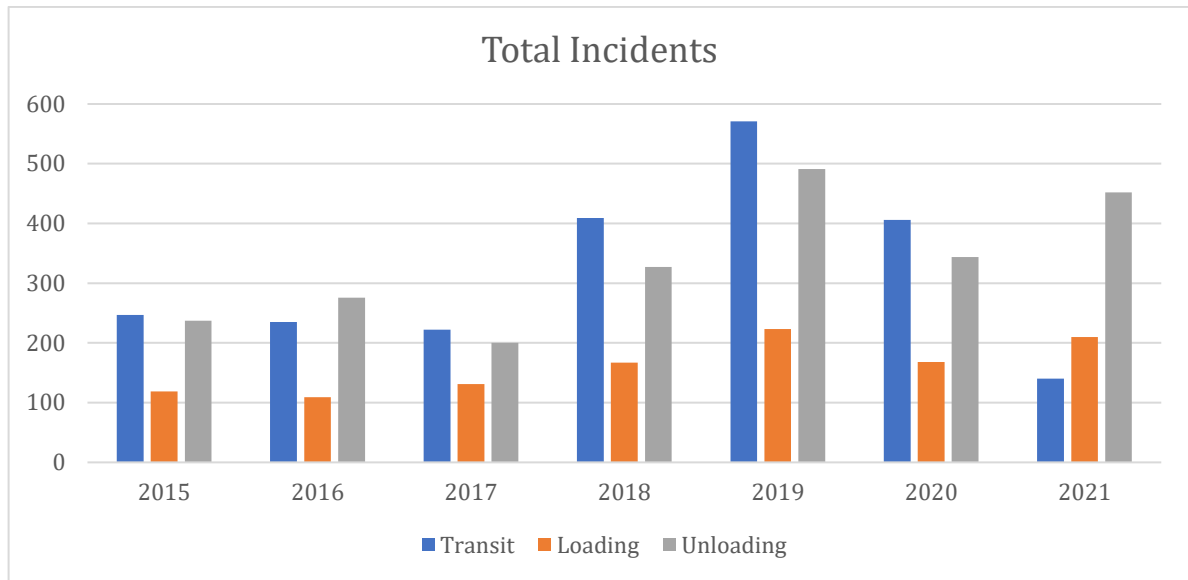


## B. ROAD & Intermodal percentages of Ton-KMs by ECTA's RC Members.

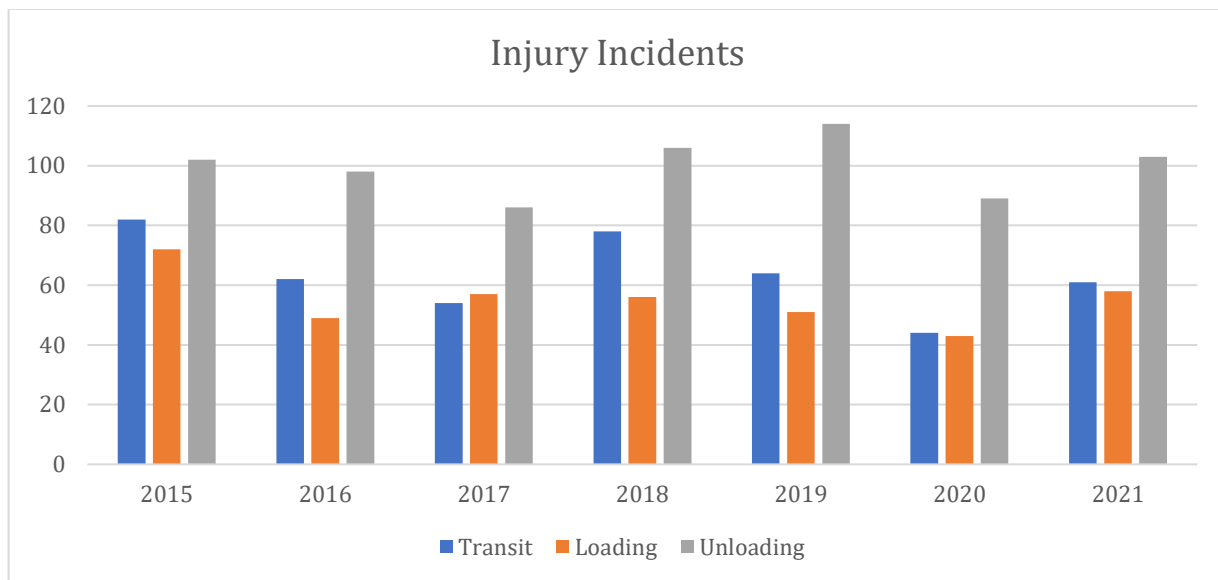


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## C. Incidents in Transit, at Loading and Unloading Points



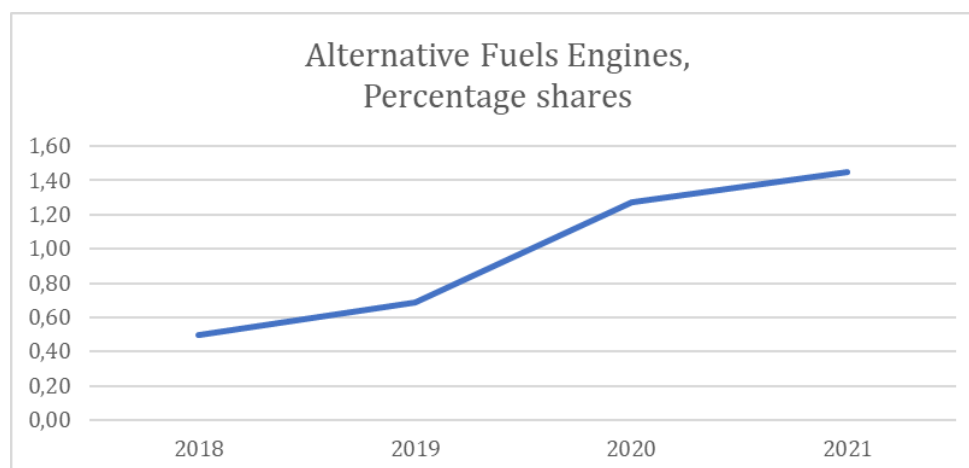
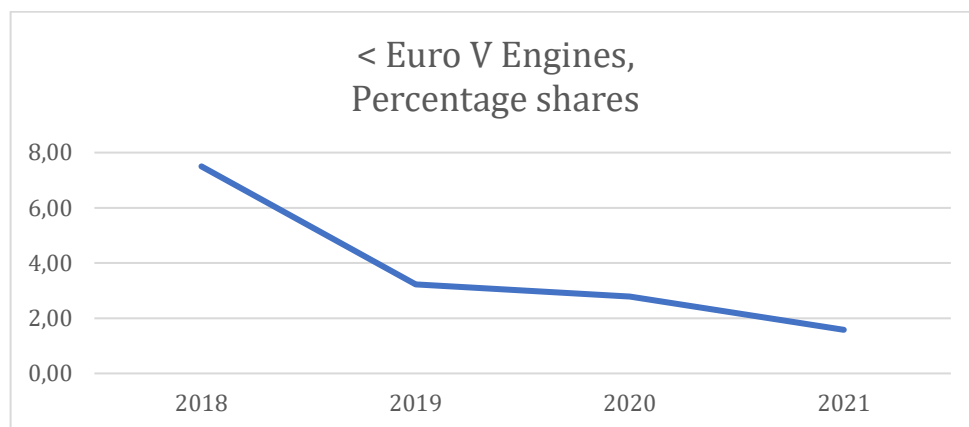
## D. Injury/Lost Time Incidents as subsection to the previous graph (C).



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## E. Truck Fleet changes related to the engine types

Engine types in percentages	2018	2019	2020	2021
Alternative. Fuels	0,50	0,69	1,27	1,45
EURO V and higher	92,00	96,09	95,95	96,97
< Euro V	7,50	3,22	2,78	1,58



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## ZERO EMISSIONS KNOWLEDGE PLATFORM

In July 2022 the ECTA Zero Emission Knowledge Platform was created, supported by a group of ECTA members' representatives and other industry experts. The objective for the platform is two-fold:



- to share expert knowledge by creating a library of documents related to transport & logistics emissions
- to provide an interactive communication platform between ECTA members and other interested parties to exchange “hands-on” experiences and points of view.

The Platform provides articles, documents, references, relevant data, legislative frameworks, case studies and much more regarding Emission reduction, technical innovations for the future and alternative transport modes.

The Platform idea is formed under the umbrella of ECTA's Responsible Care program with the aim to share practical knowledge around transport and logistics decarbonization journeys and to increase the overall sustainability level in chemicals transport.

The Platform's content is categorized in six Subdirectories, each with its own focus on Emission Reduction. With several interaction possibilities, users can give feedback, start or join forum conversations and share content with the Platform or colleagues outside the Platform.

Link: [ECTA Knowledge Platform](#) | [ECTA - European Chemical Transport Association](#)

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## THE 2022 ECTA DRIVER SHORTAGE WORK GROUP



To give the driver shortage topic the right level of focus and priority, ECTA decided in June 2022 to launch a separate ECTA workgroup on “driver shortage”. The shortage of chemical truck drivers has passed a threshold level and becomes a real industry challenge to move chemicals across Europe.

ECTA is not alone with this viewpoint. In Nov 2022, an IRU survey stated that the overall shortage of truck drivers in Europe will increase from 425.000 to 1 Million in the next 5 years. Given the average age of a truck driver in Europe is 47 years old, driver shortage will remain a chronic, structural problem for the next decade and its more than time to improve the chemical truck driver job image, job attractiveness and productivity.

To further increase the awareness of the criticality of the driver shortage problem, the new 2022 ECTA workgroup did publicize in the summer of 2022 an ECTA position paper on driver shortage which can be found [here](#). This position paper describes the driver shortage problem and highlights that unreliable and long waiting times at loading and unloading sites, is a collaborative industry problem that requires immediate attention from all stakeholders.

Even though, the problem of driver shortage was already extensively investigated in 2019 by a former Cefic-ECTA work group (see [Cefic-ECTA best practice guideline with recommendations to tackle the impact of driver shortage in European chemical transport](#)), the situation post-covid got only worse mainly due to a lack of understanding and engagement amongst the shippers. Some shippers show really good intentions, e. g. with a “shippers of choice” program, however these programs got deprioritized given the many other business challenges and supply priorities.

To increase that shippers’ engagement level and to drive all stakeholders towards actions, the ECTA work group initiated a driver shortage action plan which is built around the loading and unloading places, whereby

1. An ECTA APP tool will be created to provide chemical drivers with the possibility to register data about loading and unloading sites in Europe. These data will be used to do a ranking and identify



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the best and worst in class. Specific attention is given to the problem of unacceptable delays at loading and unloading sites.

2. The daily job of a chemical truck driver is not well understood by all stakeholders. ECTA will define a communication plan and strategy to communicate more about the positive aspects of being a chemical truck driver while promoting industry best practices. ECTA started doing that at its 2022 ECTA annual meeting and through its new social media communication channels.

3. ECTA will communicate the factual findings described in 1. to individual chemical stakeholders. Summaries of the findings will also be shared with all ECTA members and – through social media – with the professional public.

4. ECTA will actively support chemical producers in their efforts to come to structural improvements and to bring down the waiting times outside the gate and on the premises of loading and unloading sites. ECTA further expects that individual chemical companies take responsibility for communication and improvement towards the companies to which loading and/or unloading activities are contracted out. A typical example here is a “shippers of choice” program.

With the above action plan, the ECTA work group wants to ensure that the chemical industry is not losing more qualified drivers due to job dissatisfaction, unpredictable, long residence times and poor working conditions. ECTA reaches out to all stakeholders to join forces to improve the truck driver job image, job attractiveness and productivity. The driver shortage problem is a big industry opportunity where each of the chemical stakeholders needs to take responsibility and consider truck drivers as a very valuable and scarce resource.

A copy of the last ECTA follow up communication position paper can be found [here](#).

A composition of the ECTA work group participants can be found [here](#).

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## ECTA DIGITALIZATION STRATEGY - ECTA DIGITAL WORK GROUP

Since 2017, digitalization in chemical logistics, forms a separate strategic pillar within ECTA. Last year, the ECTA Board has assigned an ECTA Vice President digitalization role to ensure the digital transformation topic gets the right focus. 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. 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.

In 2022, the ECTA digitalization focus is on digital collaborations amongst all chemical logistics actors. Establishing common data definitions and data standards are a pre-requisite for multi-actor supply chain interoperability. Besides the need for data exchange in a shared, secured and trusted transport and logistics dataspace is growing amongst the chemical stakeholders and the EU governments.

As part of the ECTA digitalization strategy, ECTA has continued to support the ECLIC digital community initiative. ECLIC is a not-for-profit association founded in 2018 by ECTA, essenscia and EFTCO to facilitate data exchanges through a data sharing platform while focusing on the EFTCO cleaning documents and related Use Cases. Post covid, the industry awareness is growing that smart, data driven collaborations can effectively contribute as a solution towards the broader zero emissions – zero accidents – zero paper EU strategy.

As part of the SQAS 2022 revisions, extra digital requirements have been embedded into the Responsible Care program and extra digitalization questions have been added to the SQAS 2022 PAD or pre-assessment document which should help logistics service providers to prepare for the industry wide digital transformation.

Supporting the above digital strategy, ECTA continued in 2022 with its ECTA digital work group as summarized by the picture below:

Participants	<ul style="list-style-type: none"><li>• ECTA Workgroup &amp; Project Management Office<ul style="list-style-type: none"><li>– Chairman: <b>Joep Aerts</b>, ECTA VP digitalization (Den Hartogh)</li><li>– WG Project Lead: <b>Michelle Slobbe</b> (Den Hartogh)</li><li>– ECTA Project coordination: <b>Peter Devos</b> (ECTA)</li></ul></li><li>• Subteam lead : <b>invoicing data standards</b>: <b>Cedric Walti</b> (Bertschi)<ul style="list-style-type: none"><li>– Jonathan Richards (Suttons)</li><li>– Thies Grage (HOYER)</li><li>– Uwe Meuer (Talke)</li><li>– Tayfun Oezcan (VTG)</li></ul></li><li>• Subteam lead : <b>Truck and driver data standards</b>: <b>Marrit Hopmans</b> (Van Den Bossche)<ul style="list-style-type: none"><li>– Kris Messelier (Fockedeey)</li><li>– Peter Viebig (Vervaeke)</li><li>– Matthias Leibetseder (LKW Walter)</li><li>– Peter Devos (ECTA)</li></ul></li></ul>
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Figure 1: ECTA digital workgroup members on May 2022.

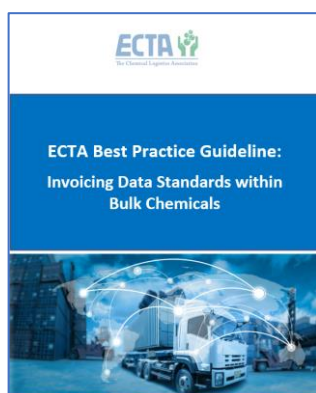
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Over the last 3 years, the ECTA digital workgroup did issue the following ECTA best practice guidelines.

- ECTA transport visibility best practice guideline (2020)
- ECTA transport visibility KPI framework for supplier data quality (2020)
- ECTA best practice guideline on documents eCMR and eECD (2021)
- ECTA guideline on equipment master data standards (2021)
- ECTA guideline on order data standards within bulk chemicals (2021)

This year, the ECTA Digital work group has elaborated on 2 new topics being the **Transport Order Invoicing Data Standards within bulk chemical** and the **Truck and driver data standards**.

## A. Transport Order Invoicing Data Standards within Bulk Chemicals



At the start of 2022, the ECTA digitalization workgroup started to work on a new ECTA guideline “Invoicing data standards within bulk chemicals” .

Today, no standardized invoice data exchange within bulk supply chains is in place. In addition, a lot of the required data is in an unstructured form, which leads to inefficiencies in logistics processes across the supply chain partners. Hence, the opportunity lays in defining a more uniform order data exchange standard for the chemical bulk transport sector and the various process scenarios of proforma invoices, debit notes and credit notes. By standardizing the terms used and by documenting the related data with sample messages, this ECTA best practice guideline aims to provide a

foundation that can be used in the current interface standardization work and for future initiatives.

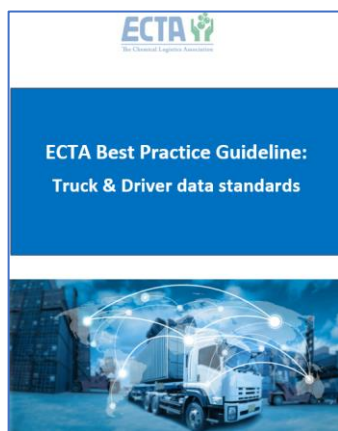
The objective of this guideline on transport order invoice data standards is to complement the existing ECTA guidelines and give the involved stakeholders additional guidance how to facilitate electronic data exchange in this area. This guideline is focused on the chemical dry and liquid bulk transports with specific attention to the invoice information exchange. From a transport mode point of view, movements by road, rail and sea are included.

A copy of this ECTA Best practice Guideline can be found [here](#).

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## B. ECTA Best practice guideline on Truck and Driver data standards



Complimentary to the former ECTA best practice guideline on equipment master data, at the start of 2022, the ECTA digitalization workgroup started to work on a new ECTA guideline **“truck & driver data standards”**.

Because logistics processes are becoming more connected and data driven and because the number of different IT platforms is increasing, data interfaces and involved parties within the transport and logistics chain, there is growing need for standardization of data. This is especially true when personal data, like truck and driver data is being shared. At this moment, different standards for truck and driver data are used within the transport sector. As a result, there are many different data definitions,

rules and data requests from each platform provider or company. This lack of truck and driver data harmonization and standardization, results in a lot of manual work, data input mistakes, different IT interfaces and complexity and extra costs.

The objective of this new ECTA guideline is to provide a well defined standard set of truck and driver data that carriers are able to share. Furthermore, the aim is to provide a recommendation for digitalizing truck and driver data, while complying with GDPR regulations and with respect for truck data ownership and data sharing purpose. In terms of scope, this ECTA best practice guideline covers road transport of bulk and packed goods in the chemical industry.

The new ECTA best practice guideline on equipment master data can be read [here](#).

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## C. Update on Best Practice Guideline on EQUIPMENT MASTER DATA STANDARDS



During Q3 2020, the ECTA digitalization workgroup reviewed the existing equipment master data guideline.

Because there was some remaining ambiguity about the next physical ADR inspection dates to comply with ADR inspection rules, a revision and clarification has been added to this guideline. This revision is described in appendix 1.

The updated ECTA best practice guideline on equipment master data can be read [here](#).

We sincerely thank the ECTA digital work group for their 2022 active contributions to share their insights and knowledge to further digitalize the chemical logistics chain.

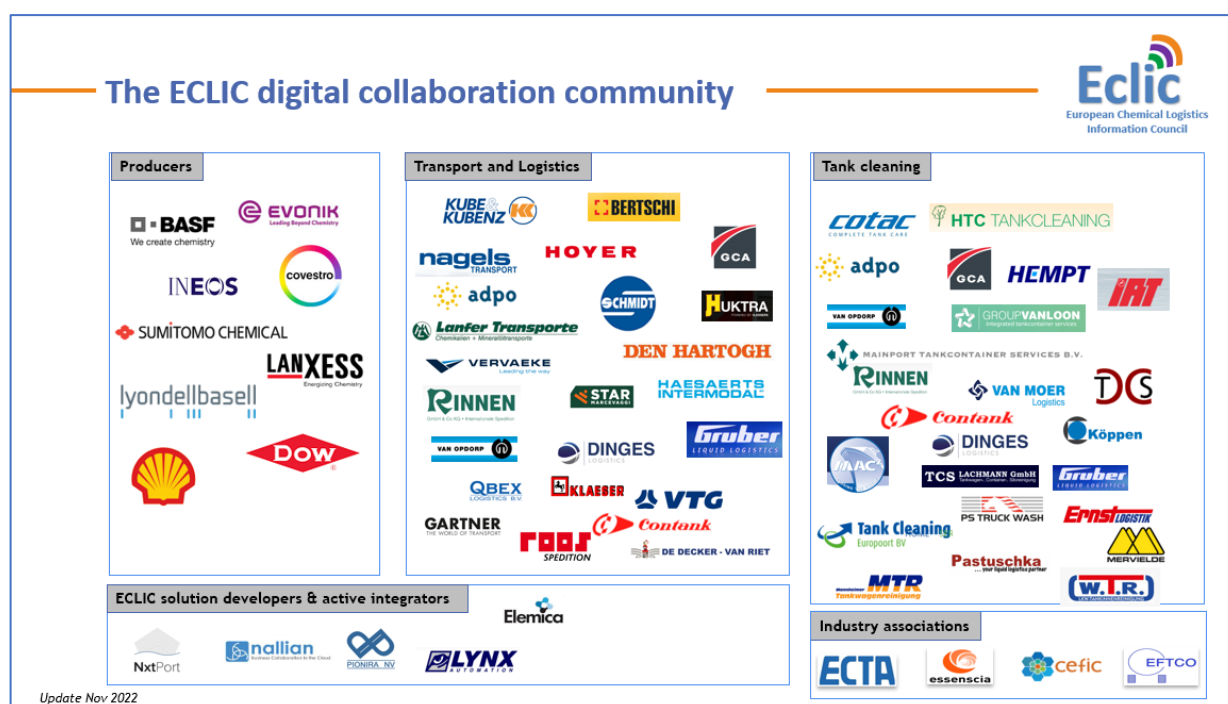
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## D. ECLIC – Preparing the launch of the eECD 2.0 hybrid industry solution

As co-founder of ECLIC, ECTA continued to support the ECLIC project initiative in close cooperation with essenscia-Cefic and EFTCO. In 2022, the ECLIC digital collaboration community has been gradually growing to reach a community size of more than 50 participating companies working digitally together exchanging close to 100.000 different types of e-documents and spread over more than 800 users.

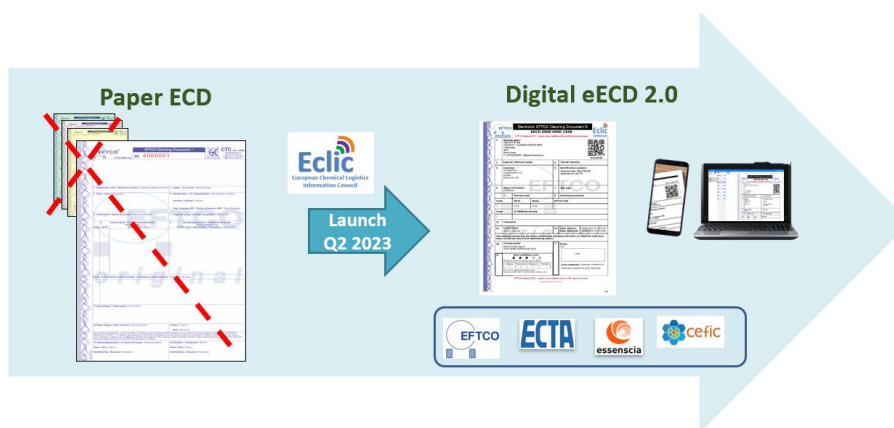
An overview of the ECLIC community is visualized in the picture below.



ECLIC started with its eECD Use case to exchange the electronic EFTCO Cleaning Document or eECD. Over the years, ECLIC has extended its solutions to exchange previous load documents (=ePPL), cleaning orders (eECO), depot declarations (eDD), equipment master data (eEQUIP) and eSDS data electronically.

# ECTA ANNUAL REPORT 2022, RC REPORT 2021

While the number of exchanged e-documents doubled in 2022, the ECLIC community still feels that paper based logistics processes are still the norm today and a smarter solution is required to make the full digital transition in a larger community. Therefore, to simplify the use and to further speed up the transition from existing paper based EFTCO Cleaning Document to a more future proof and sustainable industry solution, ECLIC did prepare the project path in 2022 to build the hybrid eECD 2.0 industry



solution. This new eECD 2.0 hybrid solution is considered as a gamechanger within chemical logistics because the current problem of coexistence between paper and digital is solved by creating a single “hybrid”

document with a unique QR code on a valid EFTCO paper copy. With eECD 2.0 each actor can decide to use the digital eECD 2.0 paper copy or the full enabled digital solution and digitalize at an own digital speed or in line with the speed of the end customer. The ECLIC community brought the funds together mid 2022 and the IT developments of the eECD 2.0 solution have started in Q4 2022. The plan is to launch the eECD 2.0 solution mid 2023.

# ECTA ANNUAL REPORT 2022, RC REPORT 2021

## ECTA 2021 FINANCIALS



IBR  
IRE  
IBRn°. 1.396

**Geert Van Goolen**  
Certified Auditor  
Kerkstraat 152  
1851 Grimbergen (Humbeek)

**THE EUROPEAN CHEMICAL TRANSPORT  
ASSOCIATION ( ECTA )**

**REVIEW REPORT ON THE FINANCIAL STATEMENTS  
OF THE  
INTERNATIONAL ASSOCIATION  
THE EUROPEAN CHEMICAL TRANSPORT ASSOCIATION  
FOR THE YEAR 01/01/2021-31/12/2021**

### **Report on the Financial Statements**

We have reviewed the accompanying balance sheet of ECTA at December 31, 2021 and the income statements, for the period 01/01/2021-31/12/2021 with a balance sheet total of 326 002,67 € and a profit for the year of 93 898,27 €.

#### 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 as at December 31, 2021, in accordance with the Belgian Generally Accepted Accounting Principles.

Grimbergen-07/11/2022

Van Goolen Geert  
Certified auditor



# ECTA ANNUAL REPORT 2022, RC REPORT 2021

## EXECUTIVE COMMITTEE on 31st December 2022



President  
Andreas Zink  
LKW WALTER  
Austria



Vice President Digitalization  
Joep Aerts  
DEN HARTOGH  
The Netherlands



Vice President Sustainability  
Konstantin Kubenz  
KUBE & KUBENZ  
Germany



Treasurer  
Klaus Wessing  
VTG Tanktainer GmbH  
Germany

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# ECTA ANNUAL REPORT 2022, RC REPORT 2021

## ECTA BOARD on 31st December 2022



Damla Alisan  
ALISAN INTERNATIONAL LOGISTICS  
Turkey



Kees de Rijke  
DE RIJKE GROUP  
Netherlands



Alphonse Laffont  
SAMAT GROUP  
France



André van den Broek  
ALFRED TALKE  
Germany



Hans Jörg Bertschi  
BERTSCHI AG  
Switzerland



Luc Haesaerts  
HAESAERTS INTERMODAL  
Belgium

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# ECTA ANNUAL REPORT 2022, RC REPORT 2021



Alberto MARENZANA  
MRZ Group  
Italy



Antonio MONTERO  
PAÑALON  
Spain



John SUTTON  
SUTTONS GROUP  
United Kingdom



Annick VIDAL  
GROUPE CHARLES ANDRE  
France



Ingo WIESE  
HOYER  
Germany

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# ECTA ANNUAL REPORT 2022, RC REPORT 2021

## ECTA TECHNICAL AND RC COMMITTEE on 31st December 2022



Evert de Jong  
ECTA  
Brussels



Bernhard Haidacher  
LKW WALTER  
Austria



Thijs van Oosterhout  
GROUP CHARLES ANDRE  
France



Jaap van Welij  
HOYER  
Netherlands



Louis Dodd  
SUTTONS GROUP  
United Kingdom



Renate Fassbender  
ALFRED TALKE  
Germany



Michael Vetter  
BERTSCHI  
Switzerland

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# ECTA ANNUAL REPORT 2022, RC REPORT 2021

## ECTA TEAM on 31st December 2022



Peter Devos  
Managing Director



Evert de Jong  
Responsible Care Director



Estelle Zink  
Communication & Administration Manager

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# ECTA ANNUAL REPORT 2022, RC REPORT 2021

## ECTA MEMBER COMPANIES on 31st December 2022

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ALFRED TALKE
ALISAN INTERNATIONAL TRANSPORT AND TRADE
ANNEBERG TRANSPORT
BALTRANSA
BAY LOGISTIK
BERTSCHI
BLOMQUIST TRANSPORT
BRUHN SPEDITION
BULKHAUL
BV DE DECKER - VAN RIET
CHEMICAL EXPRESS
COLCEAR LOGISTICS GROUP SRL
COMPAÑÍA IBÉRICA DE TRANSPORTES ESPECIALES
CON.A.P.
CONSAR
CONTANK
CURT RICHTER
DB CARGO BTT
DE RIJKE GROUP
DEN HARTOGH LIQUID LOGISTICS
DLM COOP
DLOG SOLUTIONS
DSV ROAD
EAST-WEST INTERMODAL LOGISTICS PLC.
E-B-TRANS
ENEBRO TRANS SL
ETC HOLLAND
EUROTTER LOGISTYKA SP. Z O.O. SP. KA
FERRARI ALDO TRASPORTI
FINSTERWALDER TRANSPORT & LOGISTIK
FITOTRANS
FORWARDIS
GADOT
GCA LOGISTIQUE
GLOBAL SPEDITION S.L.U.
GÖKBIL TRANSPORT STORAGE LOGISTICS
GREIWING LOGISTICS FOR YOU

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## ECTA ANNUAL REPORT 2022, RC REPORT 2021

GROUPE SAMAT  
GRUBER GMBH & CO. KG  
H. ESSERS  
H. FREUND  
H. J. van BENTUM B.V. INT. TRANSPORT  
HAESAERTS INTERMODAL  
HEBRAGTO  
HERMANN BUSSMANN  
HOYER  
HUPAC INTERMODAL  
IAT A/S  
IMPERIAL Chemical Transport  
INTERMODALTRASPORTI  
J.W. LIMPENS & ZN.  
JCL LOGISTICS BENELUX  
KARL SCHMIDT SPEDITION  
KIITOSIMEON OY  
KOEPPEN GMBH  
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  
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  
SUTTONS TANKERS LIMITED

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# ECTA ANNUAL REPORT 2022, RC REPORT 2021

TANK MANAGEMENT

TESTA TIZIANO

TGL TET GLOBAL LOJ. NAK. SAN. VE TIC.

TRANSPORT GHEYS

TRANSPORT MERVIELDE

TRANSPORTES A. MARTIN

TRANSPORTES BELDA

TRANSPORTS FOCKEDEV

TRANSPORTS VERVAEKE

VAN DEN BOSCH TRANSPORTEN

VAN MOER CLEANING & REPAIR

VAN OPDORP TRANSPORTGROEP

VERBRUGGE INTERNATIONAL WEGTRANSPORTEN

VOS BULK LOGISTICS

VTG TANKTAINER

XPO HOLDING TRS EUROPE

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# ECTA ANNUAL REPORT 2022, RC REPORT 2021

## ECTA ASSOCIATED MEMBERS on 31st December 2022

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ADVANCED POLYMER COATINGS

ALPEGA

ELEMICA

DRUMCLIP

GARDNER DENVER BELGIUM NV

KÄSSBOHRER FAHRZEUGWERK GMBH

MAINPORT TANKCONTAINER SERVICES BOTLEK BV

ODYSSEY LOGISTICS EUROPE BVBA

PELICAN WORLDWIDE BV

SHIPPEO

TRANSICS INTERNATIONAL BVBA

TRANSPOREON

INTERMODAL TELEMATIC BV

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## RESPONSIBLE CARE MEMBER COMPANIES on 31st December 2022

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ALFRED TALKE

ALISAN INTERNATIONAL TRANSPORT AND TRADE

BALTRANSA

BAY LOGISTIK

BERTSCHI

BRUHN SPEDITION

BULKHAUL

CHEMICAL EXPRESS

COMPAÑÍA IBÉRICA DE TRANSPORTES ESPECIALES

CON.A.P.

CONSAR

CONTANK

CURT RICHTER

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## ECTA ANNUAL REPORT 2022, RC REPORT 2021

DB CARGO BTT  
DE RIJKE GROUP  
DEN HARTOGH LIQUID LOGISTICS  
ENEBRO  
FERRARI ALDO TRASPORTI  
FINSTERWALDER TRANSPORT & LOGISTIK  
FITOTRANS  
GCA LOGISTIQUE  
GÖKBIL TRANSPORT STORAGE LOGISTICS  
GROUPE SAMAT  
GRUBER GMBH & CO KG  
H. FREUND  
H. J. van BENTUM INT. TRANSPORT  
HAESAERTS INTERMODAL  
HERMANN BUSSMANN GMBH  
HOYER  
IMPERIAL CHEMICAL TRANSPORT  
JCL LOGISTICS BENELUX B.V.  
KARL SCHMIDT SPEDITION  
KOEPPEN GMBH  
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  
RINNEN BELGIE  
SCHENK PAPENDRECHT  
SCHILDECKER TRANSPORT  
STAR CHEMICAL LOGISTIC  
SUTTONS TANKERS LIMITED  
TANK MANAGEMENT

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# ECTA ANNUAL REPORT 2022, RC REPORT 2021

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TIZIANO TESTA

TGL TET GLOBAL LOJ. NAK. SAN. VE TIC.

TRANSPORTES A. MARTIN S.L.

TRANSPORTS VERVAEKE

VAN DEN BOSCH TRANSPORTEN

VOS BULK LOGISTICS

VTG TANKTAINER

XPO HOLDING TRS EUROPE

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