



GUIDELINES KPI

ECTA will collect Key Performance Indicators (KPIs) appropriate to testify on the performance in critical areas related to Responsible Care (RC): health, safety and environment.

The objective is to define KPIs which are available in the transport companies and which can be provided without adding additional administrative burden to the companies. The goal is to collect data, aggregate this information and obtain an overview of the total efforts done by the RC companies. It will be possible to check the continuous improvements made by individual LSP and the industry as a whole to prevent accidents.

These guidelines intend to promote the reporting of transport accident/incident data according to common definitions and criteria.

The data should cover all European transportation, including intermodal and third party subcontractors used.

Product incidents and accidents require investigation and may require cooperation with customers and other commercial partners. It is also important to identify and register non-conformances (any deviation from planned activities within a management system) and to develop a corrective/preventive action program so that a system is in place to manage the non-conformances found.

Do keep records on specific accidents.

The reports will be provided on an annual basis to ECTA secretariat to help demonstrate that the transport organization is implementing RC as designed. Confidentiality of the data will be guaranteed.

The following KPIs will be measured:

- Number of km per year for chemical goods transportation in Europe (mio.km/year)
- Total of employees
- Mode of transport used
- Number of accidents/incidents with motor vehicles for this year – whilst in transit
- Number of accidents/incidents at loading/unloading points for this year
- Number of training hours per drivers per year

- Split of trucks used for chemical transport between the Euro categories
- Fuel consumption per ton km
- CO₂ production per ton km (when possible to collect).

1. Number of km per year for chemical goods transportation in Europe (mio.km/year)

Performance Measure

Total million kilometres (of all modes) executed for the chemical industry.

Purpose

Reflects the total number of km (road and intermodal) done by the LSP for the chemical industry. This KPI allows relative accident/incident data to clarify the importance of the RC scheme.

Definitions

Chemicals: All chemical products, including not only finished products, but also samples, raw materials, intermediates, wastes, etc., whether or not classified as dangerous according to the UN Recommendations for the Transport of Dangerous Goods (Cefic definition).

Chemical Goods: the definition applied by Cefic and ICCA is accepted by the ECTA Group, meaning that includes all products made by chemical producers, for instance includes fine chemicals, organic chemicals, sulphuric acid and minerals. There is no restriction to Petrochemicals, but fuel distribution, gas transports (excepted chemical gases) are not included in the chemical transport market under ECTA RC scheme.

Reporting Instructions

Calculate all km for chemical producers, irrespective of the modal choice of the transport. Include km estimates for intermodal legs.

Includes all modes and transit between loading and final destination, includes trips to and from terminals, cleaning stations and includes empty legs.

2. Total of employees

Performance Measure

Number of employees in the RC LSP.

Purpose

Shows how many people are employed by the RC LSP and indicates the number of people who are in contact with the concept of Responsible Care.

Definitions

As applied in social legislation to calculate FTE (Full Time Equivalent).

Reporting Instructions

FTE equivalent. Use figures of annual reports.

3. Mode of transport used

Performance Measure

Gives percentage split of transport modes used.

Purpose

To follow up the environmental choices made in logistics for chemical products. Allows comparisons with other segments on total average.

Definitions

Road is transport handled under drivers' care from loading to unloading sites.

Intermodal transport: Movement of goods (in one and the same loading unit or a vehicle) by successive modes of transport without handling of the goods themselves when changing modes. Other used terms are multimodal transport or combined transport.

European Conference of Ministers of Transport (ECMT) defines multimodal (intermodal) transport as the "carriage of goods by at least two different modes of transport".

For transport policy purposes the ECMT restricts the term combined transport to cover: "Intermodal transport where the major part of the European journey is by rail, inland waterways or sea and any initial and/or final leg carried out by road are as short as possible".

Reporting Instructions

There should only be two categories: road and intermodal. Report as a percentage; the total must be 100%.

4. Number of accidents/incidents with motor vehicles for this year – whilst in transit

Performance Measure

This KPI measures accidents whilst in transit on the road.

Purpose

To be able to calculate an industry average, identify weak points and improve quickly.

Definitions (definitions according to Cefic)

Accidents: Any occurrence involving a commercial motor vehicle on highway, national or local roads resulting in a fatality, injury to a person requiring immediate treatment away from the scene of the accident, disabling damage to a vehicle requiring it to be towed from the scene, loss of product or involvement of authorities.

Transport: The "in-transit" transport of chemicals by motor vehicles between the site of a supplying company and that of the final destination, excluding transport activities at loading and unloading premises of the supplying chemical company and the final destination.

Death: when death results from the accident (up to 30 days after the accident) irrespective whether or not the chemical product contributed to the death.

Injury: where the injury requires intensive medical treatment, or requires a stay in hospital of at least one day, or results in the inability to work for at least three consecutive days irrespective of whether or not the chemical product contributed to the injury.

Loss of product: any release of product

- Dangerous goods – release of product of more than 50 kg or litres;
- Non-dangerous goods – release of more than 1000 kg or litres.

Damage: any damage exceeding EURO 50.000 to the property of any party (including environmental cleaning up), resulting from the transport accident/incident, irrespective of whether or not the chemical product contributed to the damage.

Involvement of authorities: direct involvement of the authorities or emergency services in the transport accident/incident or the evacuation of persons or closure of public traffic routes for three hours or more caused by the transport accident/incident.

Reporting Instructions

This KPI does not apply to rail, shipping or barge movements. This KPI applies to all intermodal road movements.

All inputs must be reported in numbers

As the LSP cannot be held responsible for all accidents/incidents happening on the road, the reporting of accidents/incidents should be split between those caused by external parties (external cause) and those caused under the responsibility of the LSP (own fault).

Subcontractors are to be counted as well within the data supplied by the main LSP.

5. Number of accidents/incidents at loading/unloading points for this year

Performance Measure

This KPI measures accidents/incidents that occur at the loading and unloading points.

Purpose

To be able to calculate an industry average, identify weak points and improve quickly.

Definitions (definitions according to Cefic)

Accidents: Any occurrence involving a commercial motor vehicle on highway, national or local roads resulting in a fatality, injury to a person requiring immediate treatment away from the scene of the accident, disabling damage to a vehicle requiring it to be towed from the scene, loss of product or involvement of authorities.

Transport: The "in-transit" transport of chemicals by motor vehicles between the site of a supplying company and that of the final destination, excluding transport activities at loading and unloading premises of the supplying chemical company and the final destination.

Death: when death results from the accident (up to 30 days after the accident) irrespective whether or not the chemical product contributed to the death.

Injury: where the injury requires intensive medical treatment, or requires a stay in hospital of at least one day, or results in the inability to work for at least three consecutive days irrespective of whether or not the chemical product contributed to the injury.

Loss of product: any release of product

- Dangerous goods – release of product of more than 50 kg or litres;
- Non-dangerous goods – release of more than 1000 kg or litres.

Damage: any damage exceeding EURO 50.000 to the property of any party (including environmental cleaning up), resulting from the transport accident/incident, irrespective of whether or not the chemical product contributed to the damage.

Involvement of authorities: direct involvement of the authorities or emergency services in the transport accident/incident or the evacuation of persons or closure of public traffic routes for three hours or more caused by the transport accident/incident.

Reporting Instructions

Number of accidents/incidents at loading/unloading points are reported in the same manner as number of accidents/incidents with motor vehicles, the LSP should maintain distinction between own responsibility (own fault) and external parties (external cause).

6. Number of training hours per drivers per year

Performance Measure

This KPI measures the number of training hours per driver per year.

This KPI allows the LSP to express the impact of investments in training.

Purpose

To be able to measure the importance of personnel training for the movement of chemical goods.

Definitions

ADR: "European Agreement Concerning the International Carriage of Dangerous Goods by Road", Volume II, by the United Nations, applicable as from 1 January 2009 (as amended).

BBS: Behaviour Based Safety training, refers to the ECTA/CEFIC documents "Behaviour Based Safety – Guidelines for safe driving of road freight vehicles" from October 2003 as well as "Behaviour Based Safety – Guidelines for the safe loading and unloading of road freight vehicles" from November 2004 (issue 2 from March 2007).

European Directive 2003/59/EC – Initial qualification and periodic training for drivers of road vehicles for the carriage of goods or passengers

Reporting Instructions

All training hours can be included for example ADR training, load securing, internal training, defensive driving, BBS, statutory training, etc.

7. Split of trucks used for chemical transport

Performance Measure

This KPI reflects the percentage of trucks of each Euro category used, allows ECTA to measure the implementation levels of new technologies.

Purpose

The purpose of this KPI is to keep a track of the overall evolution of new engine technology.

Definitions

EEV – Enhanced Environmentally friendly Vehicle: term used in the European emission standards for the definition of a "clean vehicle" >3.5 tonne in the category M2 and M3. The standard lies between the levels of Euro V and Euro VI.

The classifications for vehicle types are defined by:

- Commission Directive 2001/116/EC of 20 December 2001, adapting to technical progress Council Directive 70/156/EEC on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers.
- Directive 2002/24/EC of the European Parliament and of Council of 18 March 2002 relating to the type approval of two or three-wheeled motor vehicles and repealing Council Directive 92/61/EEC.

Reporting Instructions

Report as a percentage; the total must be 100%.

8. Fuel Consumption per ton km

Performance Measure

This KPI measures the litres consumed by engine EURO category per ton/km carried.

Purpose

To measure the environmental improvement change within the LSP achieved by eg. Euro engine change, trainings etc...

Definitions

The fuel consumed per ton carried per km moved.

Reporting Instructions

The LSP should report data that includes all fuel consumed for all road movements, this should be related to goods carried.

9. CO₂ production per ton km

This section is still to be developed with the input of CEFIC with regard to formulas that could be used to report the required data.