



# Towards a sustainable rail freight transport system

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# Cefic: The voice of the chemical industry in Europe



- Based in Brussels since 1972
- Representing large, medium and small chemical companies in Europe, **630 members** – **1.2 million jobs** – **16%** of world chemicals production
- One of the most active networks of the business community: companies + national federations + industry (sector) associations
- **96 %** of European chemical companies are **SMEs**
- Network of **more** than **5,000** chemical industry **experts**
- **€ 542 billion** of **EU sales** in 2017
- EU chemical **trade surplus** of **€ 48,1** billion in 2017

Europe -  
a world  
player:  
world  
chemicals  
sales by region

Chemicals:  
the leading EU  
manufacturing  
sector in terms  
of **value-added**  
**per employee**

“The chemical  
industry is placed  
at the beginning  
of the product  
supply chain”  
(Hans Bender,  
VP External Relations,  
Procter & Gamble)

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[www.twitter.com/Cefic](https://www.twitter.com/Cefic)

# Towards a Sustainable Chemical Transport & Logistics

Collaboration for a safer, cleaner and smarter transport & logistics system



## Sustainable Transport & Logistics

People

*Safety*

**Transport safety is our license to operate,**

We are committed to maintaining responsible operations, end-to-end

- Risk Management
- Safety Guidelines
- TDG Regulations Management
- SQAS : Logistics service providers assessment
- ICE : emergency intervention

Planet

*Environment*

**We strive for a low emission transport system,**

taking systematic steps for making optimal use of all transport modes

- Multimodal optimisation : resource and asset optimization
- Shift to rail and inland navigation
- Shifting to more energy efficient transport modes

Profit

*Efficiency and reliability*

**We make our transport system smarter,**

through collaboration and digitalization

- Collaboration for data sharing
- Digitalisation, harmonisation and integration of processes

# Cefic Position on European Rail Freight and Rail Freight Corridors (RFCs)



March 2019

## Cefic Position on European Rail Freight and Rail Freight Corridors

### Key messages

1. Availability and reliability of rail freight services translates into security of supply for the chemical industry and its customers. The chemical industry is committed to making optimal use of rail freight and has already exhausted most modal shift opportunities. Reliability and flexibility of rail freight is however lagging behind that of road transport. Therefore the chemical industry is finding it difficult to further increase modal shift without jeopardising service levels. Hence drastic improvement is required, before being able to achieve further modal shift.
2. To improve the effectiveness of rail freight quality management, a uniform punctuality KPI should be put in place, measuring punctuality end-to-end, along the entire rail transport chain. Such measurement must include a clear identification of the causes of delays, showing what kind of event or which party has caused certain delays and to what extent.
3. If freight trains are delayed, it is crucial for shippers to receive proactive information with a reliable revised estimated time of arrival (ETA), so to be able to inform the consignee of goods and to make adequate contingency plans. The information in the transport chain has to be managed in a professional and cooperative way by all stakeholders.
4. The key to improving the reliability as well as efficiency of international rail freight is to improve cross-border interoperability: "No national barriers, one language, less regulation, one highway!"
5. Cefic welcomes the 2016 Rotterdam Ministerial Declaration and the commitments expressed in the corresponding 2016 Rotterdam Sector Statement "Boosting International Rail Freight". In order to speed up the implementation of the sector priorities, Cefic highly welcomes that a progress report has been prepared, reviewing the progress made in the implementation of the sector priorities. Moving forward, it will be important that individual project initiatives, corresponding with the priorities, will continue to be managed systematically and followed up in an open dialogue, with all sector stakeholders, including European Commission, DIG MOVE and end users of rail freight.
6. The Rail Freight Corridors (RFCs) are vital platforms to initiate and lead the changes required from national Ministers of Transport and Infrastructure Managers to move towards one standard infrastructure for international rail freight to become easier, more reliable and efficient (key objective

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## 1. Freight trains must be on time

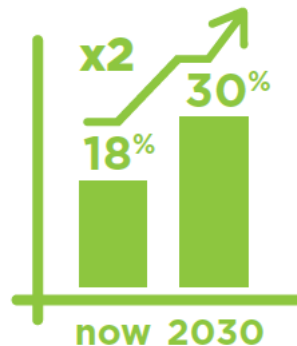
- Drastic improvement of reliability and efficiency
- Uniform punctuality KPIs, including clear identification delay causes
- Reliable revised estimated time of arrival (ETA)

## 2. Driving a train must become as easy as driving a truck

- Cross-border interoperability : "No national barriers: one language, less regulation, one highway!".
- Follow up of the 2016 Rotterdam Ministerial Declaration and corresponding 2016 Rotterdam Sector Statement "Boosting International Rail Freight"

## 3. We need more Europe in Europe

- More power to the RFCs : revision of Regulation 913/2010
- Close missing links and put in place diversionary routes



# A chemical producers safety management system in practice



## Leadership, Commitment & Accountability

- Management commitment & personal accountability
- Clear assignment of roles, responsibilities, authorities and accountabilities
- Transport & logistics Community

## Operating Procedures & Industry Guidelines

- HSEQ requirements and safe operating procedures
- Industry guidelines and safe operating procedures

## Service Provider Selection & Management

- Systematic evaluation, selection and management of logistics service providers (e.g. using Cefic SQAS)
- Warehouse and tank storage assessments

## Compliance

- Awareness and full implementation of all regulatory, corporate and industry requirements

## Risk Assessment & Management

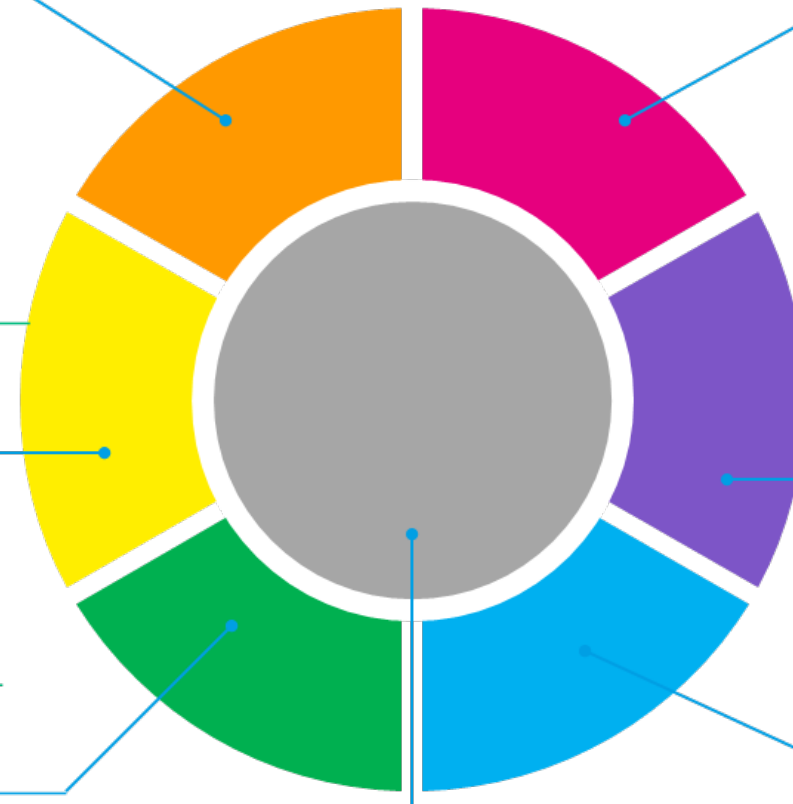
- Systematic identification of distribution safety hazards: causes, probabilities and consequences
- Development and implementation of prevention and mitigation measures

## Emergency Response & Mitigation

- Clear lines of communication & effective support during incidents

## Incident Reporting, Investigation & Analysis

- Ensure processes are in place for analyzing and sharing learnings from company and industry incidents and significant near misses



# Safety in rail freight transport



The chemical industry feels accountable for the safety of its rail transport chains  
BUT requires every stakeholder to deliver on their specific responsibilities



## 1. Harmonisation and integration

- Harmonising railway regulations and operating procedures
- Reducing risk for human error, one common safety standard and rule set, end-to-end, throughout Europe and even intercontinentally.

## 2. Digitalisation and automation

- Reducing risk for human error while increasing efficiency
- Providing transparency and digital control = end-to-end real-time based optimisation of railway execution

## 3. Collaboration

- Further shift-to-rail requires a true collaborative yet competitive strive for a safe, reliable and efficient, customer-oriented railway system



# Thank you for your attention!

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HSE, Responsible Care and Supply Chain

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