Towards a sustainable rail freight transport system

Joost Naessens
Director Transport & Logistics
European Chemical Industry Council – Cefic
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

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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)

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

Source: Covestro GmbH
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!

Joost Naessens  
Director Transport & Logistics  
HSE, Responsible Care and Supply Chain  
Tel. +32.2.436.94.13  
jna@cefic.be  

European Chemical Industry Council - Cefic aisbl  
Rue Belliard 40, Box 15, B-1140 Brussels, Belgium  
www.cefic.org