



RESPONSIBLE CARE

Distributor Indices of Performance Bulletin - 2017

Introduction

CBA's latest report on the safety, health, and environmental performance of its distributor member companies reveals they completed over one and a quarter million separate journeys to distribute nearly four million tonnes of chemicals in 2017.

The report reveals an increase in the number of accidents and in the Lost Time Accident rate. One conviction was recorded against a CBA member company in 2017.

CBA has published its Responsible Care Indices of Performance annually since 1993. The Indices for 2017, the twenty-fifth year of the report's publication, are based on returns from 89 companies employing 5,825 people.

Andrew Beck, Chairman of CBA's Responsible Care Committee, said, "Accident levels have shown a year-on-year rise, though the long-term trend remains downward. It is also pleasing to note that transport incidents continue to fall despite the total tonnage delivered maintaining its historically high levels."

A handwritten signature in black ink that reads "A. Beck". The signature is fluid and cursive, with a long, sweeping underline.

Andrew Beck

Chairman

CBA Responsible Care Committee

Reportable Injuries and Diseases

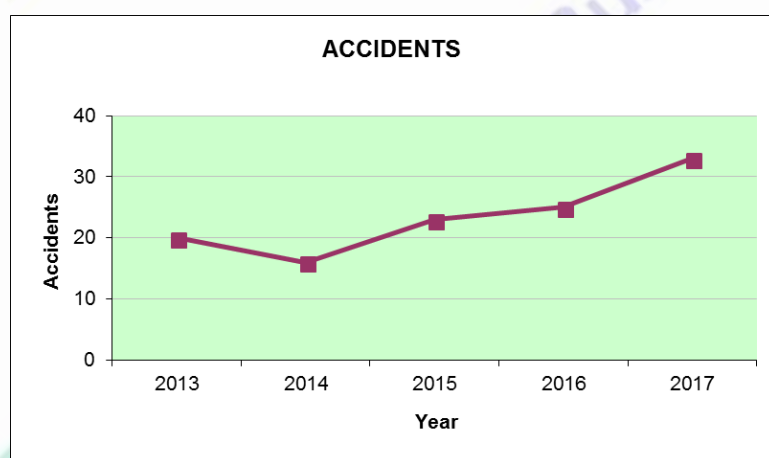
In this report, CBA publishes data for accidents resulting in incapacities of more than three days. This is a higher standard of data than required by RIDDOR (the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations). Maintaining this higher standard preserves the integrity of the time series CBA has established over the last 25 years.

Historically, RIDDOR required incapacities of more than three days to be reported. In 2012, the Health and Safety Executive changed this threshold to incapacities of more than seven days.

Using this stricter criterion, in 2017, CBA member companies reported 33 accidents resulting in incapacities of more than three days – an increase on the previous year (2016 – 25). Under the current RIDDOR seven-day criterion, twenty-five accidents would be reportable (2016 – 17).

In 2017, accidents resulting from a manual handling process or a slip, trip or fall accounted for 33% of the total. Eight accidents resulted from an exposure to a harmful substance (2016 – 6).

No fatalities were reported in 2017.

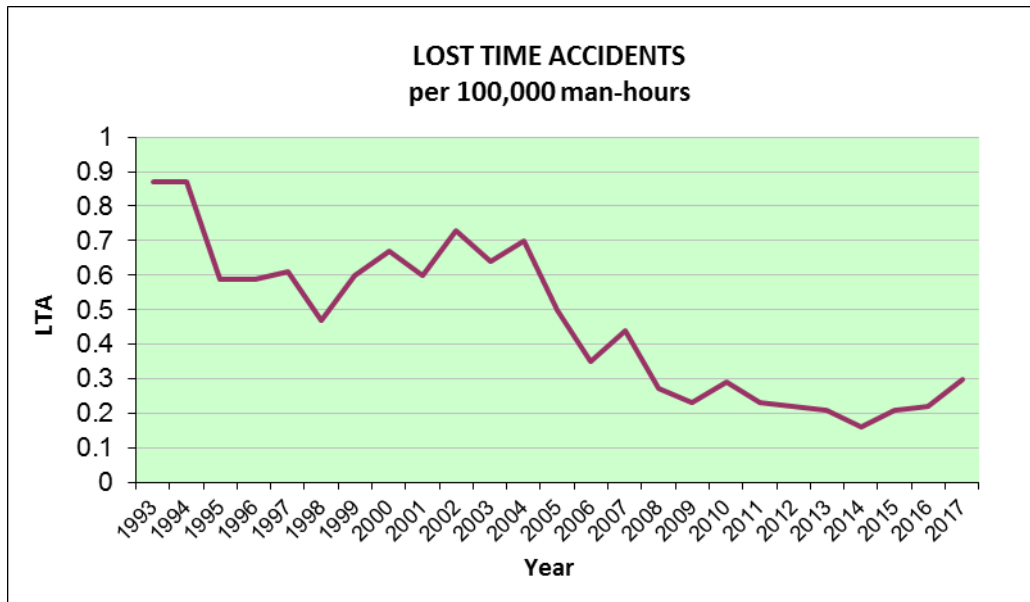


Year	Accidents
2013	20
2014	16
2015	23
2016	25
2017	33

Lost Time Accidents

The Lost Time Accident (LTA) rate, applying the stricter three-day absence criterion, increased to 0.30 (2016 – 0.22).

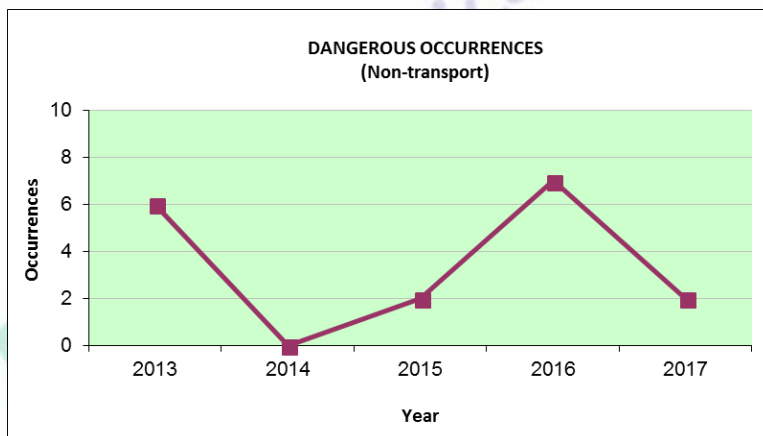
The LTA rate is the ratio of reportable accidents to 100,000 man-hours – the assumed number of hours worked by one person during their lifetime.



The Lost Time Accident (LTA) rate for just those accidents statutorily reportable under the RIDDOR reporting requirements was 0.23 (2016 – 0.15).

Dangerous Occurrences (Non-Transport)

There was a decrease in the number of RIDDOR-reportable dangerous occurrences on members' premises, with two being reported in 2017 (2016 – 7).



Year	Occurrences
2013	6
2014	0
2015	2
2016	7
2017	2

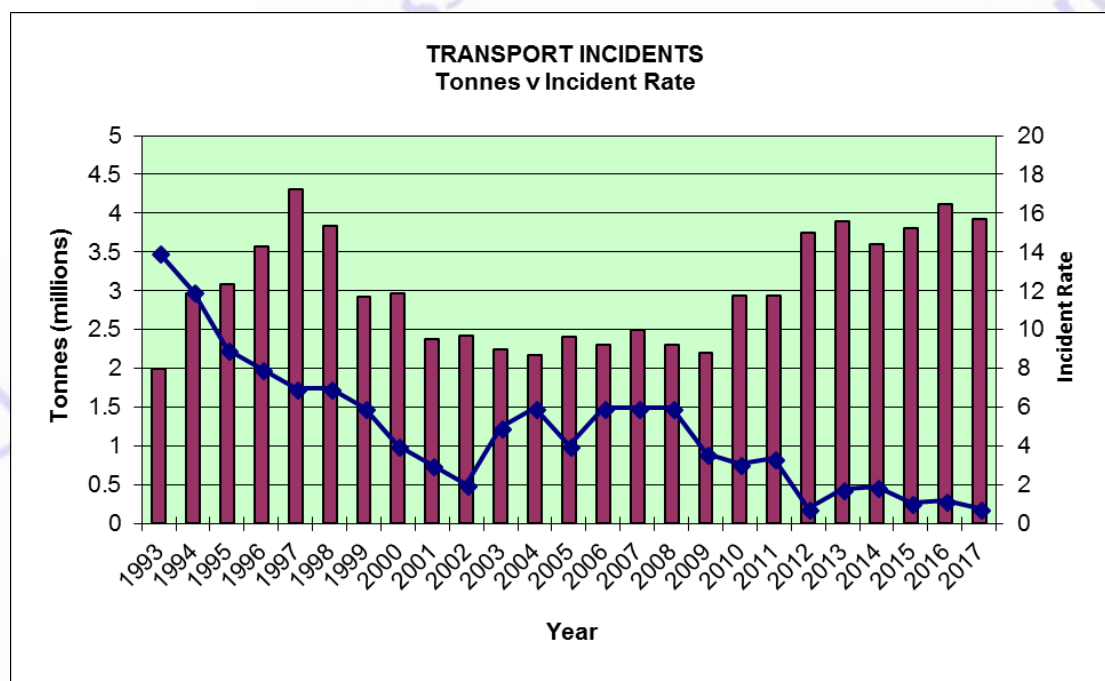
Transport Incidents

Incidents involving transport are the key measure of the industry's performance. CBA's data goes beyond the thresholds for Department for Transport and RIDDOR-reportable incidents and includes any transport incident requiring the attendance of the emergency services.

Such incidents can include minor traffic accidents, mechanical breakdown or a simple puncture repair. CBA reports all such incidents regardless of fault in relation to their cause.

Even after applying these stricter criteria, the number of transport incidents continues at a historically low level – a notable achievement by the industry and one that shows the long-term impact of CBA’s Responsible Care programme.

In 2017, CBA member companies made over one and a quarter million separate journeys to distribute nearly four million tonnes of chemicals. Three transport incidents were reported (2016 – 5). This equates to 0.77 transport incidents for every million tonnes of product distributed by CBA members in 2017 – a decrease on the previous year (2016 – 1.2).



Analysis of Transport Incidents

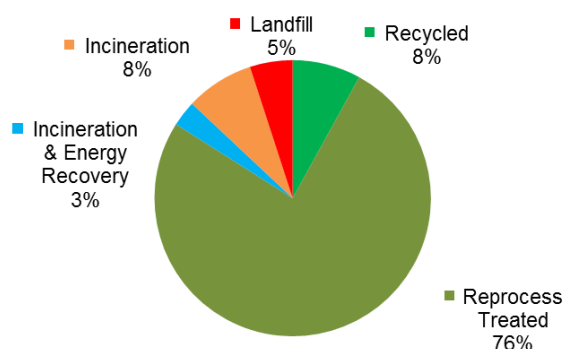
The majority of incidents (67%) arose from a road traffic collision that did not involve the spillage of chemicals.

COMPANY	2013	2014	2015	2016	2017
RTA – Spillage – No prosecution of Driver	1	1	1	0	0
RTA – No Spillage – No prosecution of Driver	3	2	0	2	1
RTA – No Spillage – Prosecution of Driver	0	0	0	1	1
RTA – Spillage – Driver prosecution status unknown	0	0	0	0	1
Leakage in Transit – No prosecution of Driver/Haulier	1	0	2	2	0
Leakage in Transit – Driver/Haulier prosecution status unknown	0	0	0	0	0
Vehicle Malfunction	2	1	0	0	0
Other	0	3	1	0	0
TOTAL	7	7	4	5	3

Special / Hazardous Waste

CBA members reported 12,743 tonnes of Special/Hazardous Waste in 2017 resulting from their own activities. Of this total, 11% (1,475 tonnes) was recycled, recovered or disposed of with energy recovery.

SPECIAL / HAZARDOUS WASTE - DISPOSAL ROUTES

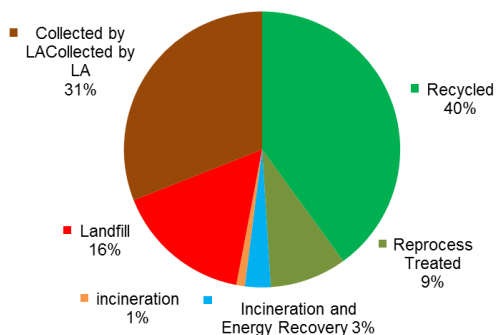


Disposal route	Tonnes
Recycled/Recovered	1,078
Reprocess Treated	9,722
Incineration & Energy Recovery	397
Incineration	953
Landfill	593
Total	12,743

Non-Hazardous Waste

CBA members generated 8,858 tonnes of non-hazardous waste in 2017. Of this total, 43% (3,841 tonnes) was recycled, recovered or disposed of with energy recovery.

NON-SPECIAL / HAZARDOUS WASTE - DISPOSAL ROUTES



Disposal route	Tonnes
Recycled/Recovered	3,570
Reprocess Treated	771
Incineration & Energy Recovery	271
Incineration	82
Landfill	1,397
Collected by LA, (fate unknown)	2,767
Total	8,858

Enforcement

CBA member companies report convictions, Prohibition and Improvement Notices as well as any Enforcement Notices issued by the Environment Agency (or its devolved counterparts).

There was one conviction recorded against CBA members in 2017 (2016 – 1). This arose from a prosecution by the Health & Safety Executive for offences under the Provision and Use of Work Equipment Regulations 1998.

An HSE prohibition notice and six HSE improvement notices were issued in respect to breaches of the Health & Safety at Work Act. One improvement notice was issued by the Environment Agency in respect to a breach of the Control of Major Accident Hazards Regulations.

	2013	2014	2015	2016	2017
Convictions	0	1	0	1	1
HSE Prohibition Notices	15	0	0	1	1
HSE Improvement Notices	6	5	2	4	6
Enforcement Notice by EA	0	1	0	0	1
Transport Prohibition Notices	3	6	17	5	5
Other	1	2	0	0	0

Of the five transport Prohibition Notices in 2017, two were in respect of infringements of a minor nature that did not delay the vehicles' journeys and could be rectified later; three required the infringement to be rectified immediately.