



RESPONSIBLE CARE

Distributor Indices of Performance Bulletin - 2018

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 over four million tonnes of chemicals in 2018.

The report reveals a decrease in the number of accidents and in the Lost Time Accident rate. Two convictions were recorded against CBA member companies in 2018.

CBA has published its Responsible Care Indices of Performance annually since 1993. The Indices for 2018, the twenty-sixth year of the report's publication, are based on returns from 89 companies employing 5,758 people.

The Chairman of CBA's Responsible Care Committee, Andrew Beck said, "It's good news that the Lost Time Accident Rate has shown a year-on-year fall but, in historic terms, there is still room for improvement. However, it is pleasing to note the decline in the number of individual accidents and the long-term trend in Transport Incidents."

A handwritten signature in black ink, appearing to read 'A. Beck', is written over a white rectangular background.

Andrew Beck
Chairman
CBA Responsible Care Committee

Reportable Injuries and Diseases

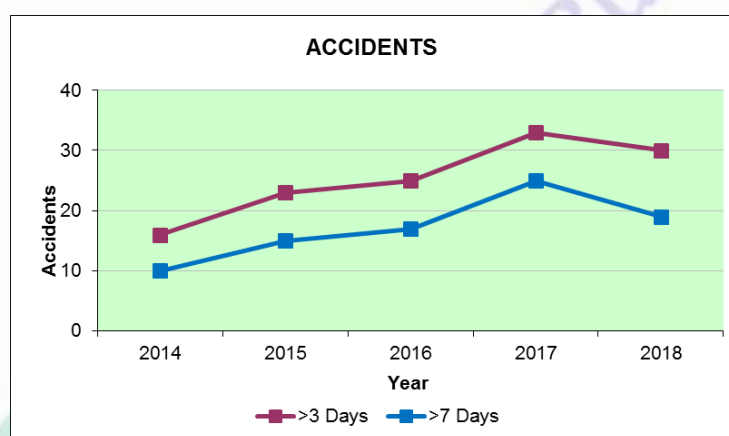
In this report, CBA publishes data for accidents resulting in incapacities of more than three days. This is a higher standard of data than required by RIDDOR (the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations). Maintaining this higher standard preserves the integrity of the time series CBA has established over the last 26 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 2018, CBA member companies reported 30 accidents resulting in incapacities of more than three days – a decrease on the previous year (2017 – 33). Under the current RIDDOR seven-day criterion, nineteen accidents would be reportable (2017 – 25).

In 2018, accidents resulting from a manual handling process or a slip, trip or fall accounted for 43% of the total. Five accidents resulted from an exposure to a harmful substance (2017 – 8).

No fatalities were reported in 2018.

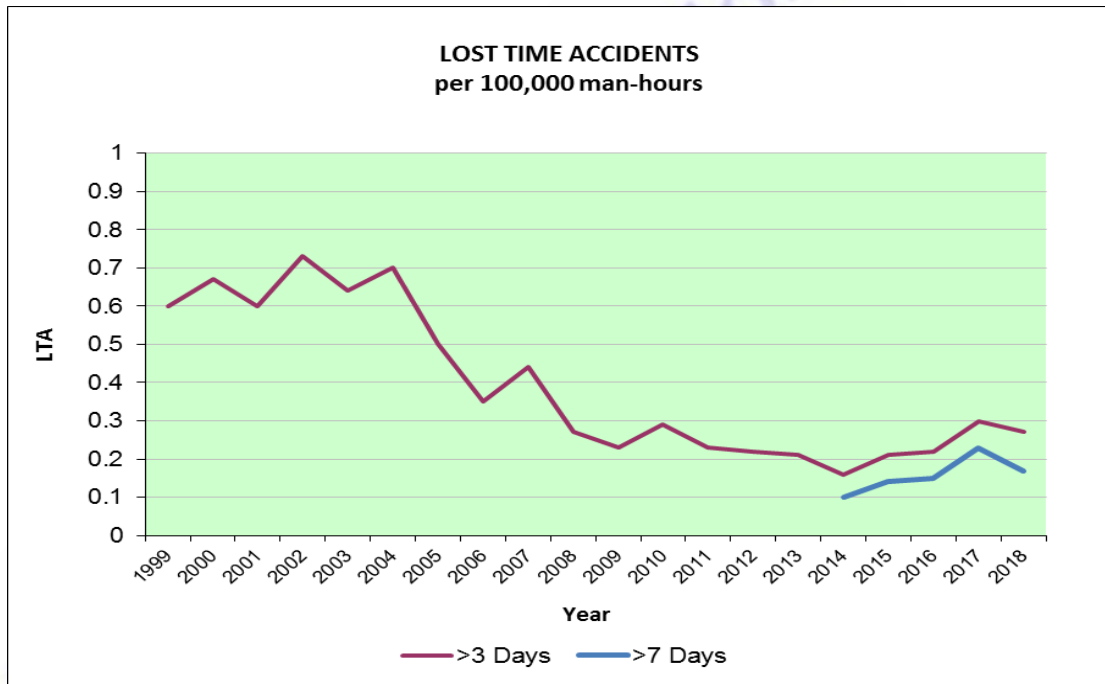


Year	Accidents	
	>3 Days	>7 Days
2014	16	10
2015	23	15
2016	25	17
2017	33	25
2018	30	19

Lost Time Accidents

The Lost Time Accident (LTA) rate, applying the stricter three-day absence criterion, decreased to 0.27 (2017 – 0.30).

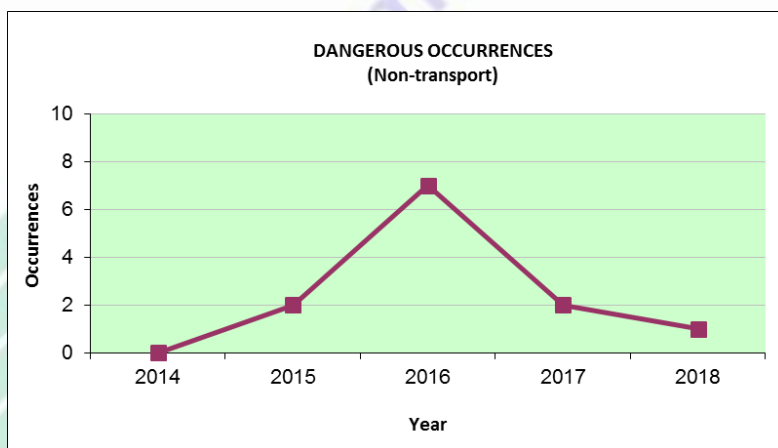
The LTA rate is the ratio of reportable accidents to 100,000 man-hours – the assumed number of hours worked by one person during their lifetime.



The Lost Time Accident (LTA) rate for just those accidents statutorily reportable under the RIDDOR reporting requirements was 0.17 (2017 – 0.23).

Dangerous Occurrences (Non-Transport)

There was a decrease in the number of RIDDOR-reportable dangerous occurrences on members' premises, with just one being reported in 2018 (2017 – 2).



Year	Occurrences
2014	0
2015	2
2016	7
2017	2
2018	1

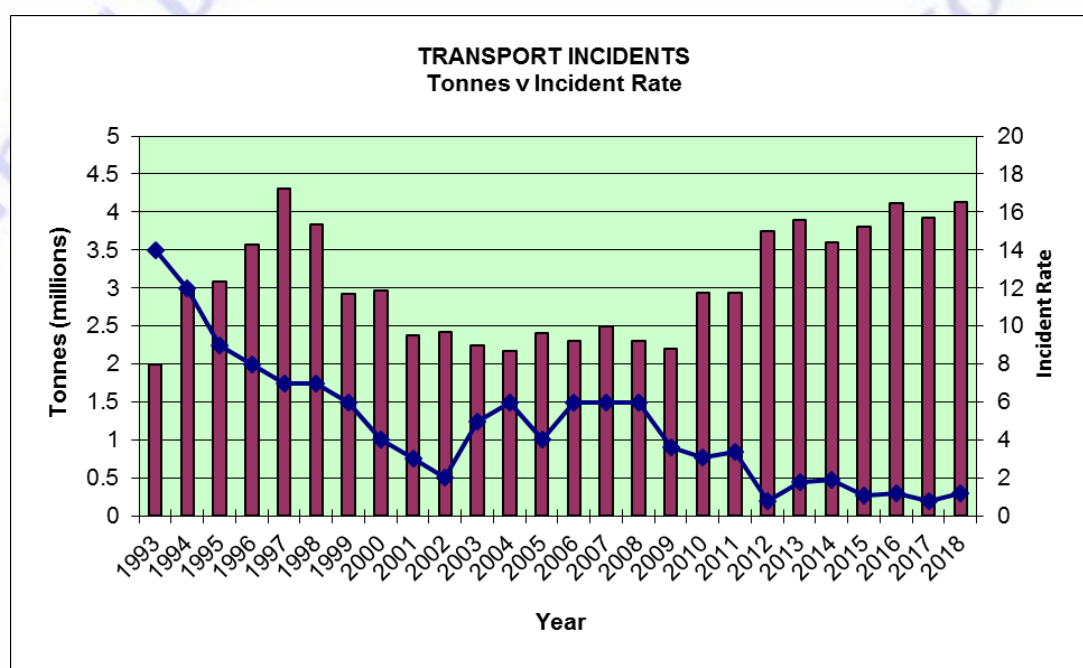
Transport Incidents

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 2018, CBA member companies made over one and a quarter million separate journeys to distribute over four million tonnes of chemicals. Five transport incidents were reported (2017 – 3). This equates to 1.2 transport incidents for every million tonnes of product distributed by CBA members in 2018 – an increase on the previous year (2017 – 0.77).



Analysis of Transport Incidents

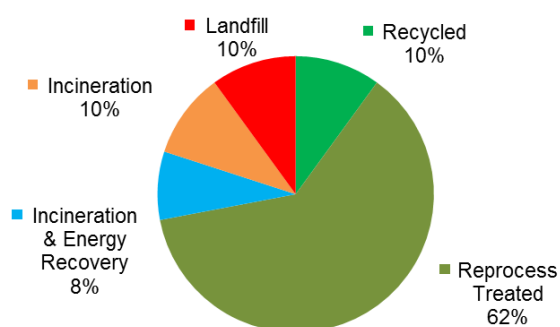
The majority of incidents (60%) arose from a leakage in transit.

TYPE OF TRANSPORT INCIDENT	2014	2015	2016	2017	2018
RTA – Spillage – No prosecution of Driver	1	1	0	0	0
RTA – No Spillage – No prosecution of Driver	2	0	2	1	2
RTA – No Spillage – Prosecution of Driver	0	0	1	1	0
RTA – Spillage – Driver prosecution status unknown	0	0	0	1	0
Leakage in Transit – No prosecution of Driver/Haulier	0	2	2	0	3
Leakage in Transit – Driver/Haulier prosecution status unknown	0	0	0	0	0
Vehicle Malfunction	1	0	0	0	0
Other	3	1	0	0	0
TOTAL	7	4	5	3	5

Special / Hazardous Waste

CBA members reported 10,121 tonnes of Special/Hazardous Waste in 2018 resulting from their own activities. Of this total, 18% (1,814 tonnes) was recycled, recovered or disposed of with energy recovery.

SPECIAL / HAZARDOUS WASTE - DISPOSAL ROUTES

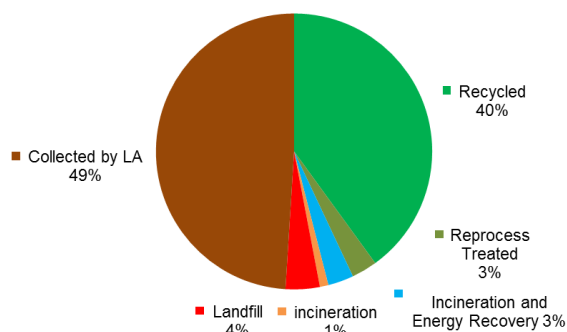


Disposal route	Tonnes
Recycled/Recovered	968
Reprocess Treated	6,264
Incineration & Energy Recovery	846
Incineration	1,071
Landfill	972
Total	10,121

Non-Hazardous Waste

CBA members generated 6,603 tonnes of non-hazardous waste in 2018. Of this total, 43% (2,828 tonnes) was recycled, recovered or disposed of with energy recovery.

NON-SPECIAL / HAZARDOUS WASTE - DISPOSAL ROUTES



Disposal route	Tonnes
Recycled/Recovered	2,649
Reprocess Treated	218
Incineration & Energy Recovery	179
Incineration	58
Landfill	279
Collected by LA, (fate unknown)	3,220
Total	6,603

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 were two convictions recorded against CBA members in 2018 (2017 – 1). One arose from a prosecution by the Health & Safety Executive for offences under the Provision and Use of Work Equipment Regulations 1998. The second arose from a prosecution by HM Revenue & Customs for exporting goods contrary to a prohibition or restriction.

No HSE prohibition notices were issued, but four HSE improvement notices were issued in respect to breaches of the Health & Safety at Work Act.

	2014	2015	2016	2017	2018
Convictions	1	0	1	1	2
HSE Prohibition Notices	0	0	1	1	0
HSE Improvement Notices	5	2	4	6	4
Enforcement Notice by EA	1	0	0	1	0
Transport Prohibition Notices	6	17	5	5	6
Other	2	0	0	0	0

Of the six transport Prohibition Notices in 2018, four were in respect of infringements of a minor nature that did not delay the vehicles' journeys and could be rectified later; two required the infringement to be rectified immediately.