



RESPONSIBLE CARE

Distributor Indices of Performance Bulletin - 2019

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 2019.

The report reveals no change in the number of accidents, but a slight increase in the Lost Time Accident rate. No convictions were recorded against CBA member companies in 2019.

CBA has published its Responsible Care Indices of Performance annually since 1993. The Indices for 2019, the twenty-seventh year of the report's publication, are based on returns from 93 companies employing 5,738 people.

Peter Newport, CBA's Chief Executive and Chair of CBA's Responsible Care Committee, said, "The chemical supply chain continues to demonstrate the safety of its distribution process. Just three transport incidents occurred in 2019 with CBA companies completing 1.25 million journeys to deliver their products, more than 3,000 separate journeys every day."

"Applying CBA's stricter reporting criteria, 30 on-site accidents occurred of which one third resulted from a manual handling process, or a slip, trip or fall. Whilst this is at a similar level to the last three years, it is still higher than we would like," he added.

Peter Newport
CBA Chief Executive
Chairman
CBA Responsible Care Committee

Reportable Injuries and Diseases

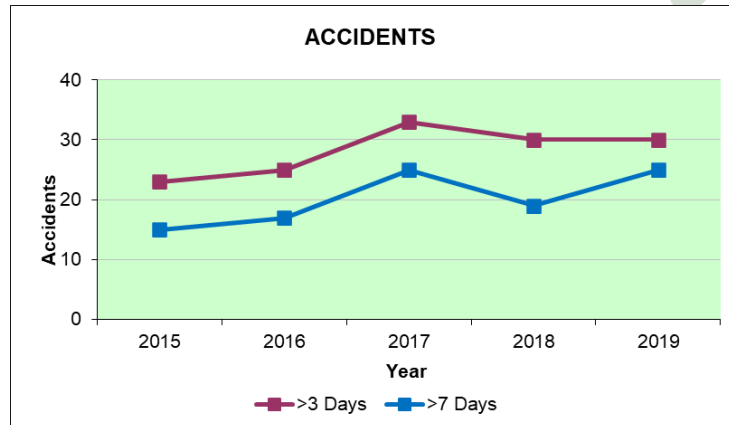
In this report, CBA publishes data for accidents resulting in incapacities of more than three days. This is a higher standard of data than required by RIDDOR (the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations). Maintaining this higher standard preserves the integrity of the time 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 2019, CBA member companies reported 30 accidents resulting in incapacities of more than three days – the same as the previous year (2018 – 30). Of these, twenty-five were reportable under the current RIDDOR criteria (2018 – 19).

In 2019, accidents resulting from a manual handling process or a slip, trip or fall accounted for 33% of the total. Seven accidents resulted from an exposure to a harmful substance (2018 – 5).

No fatalities were reported in 2019.

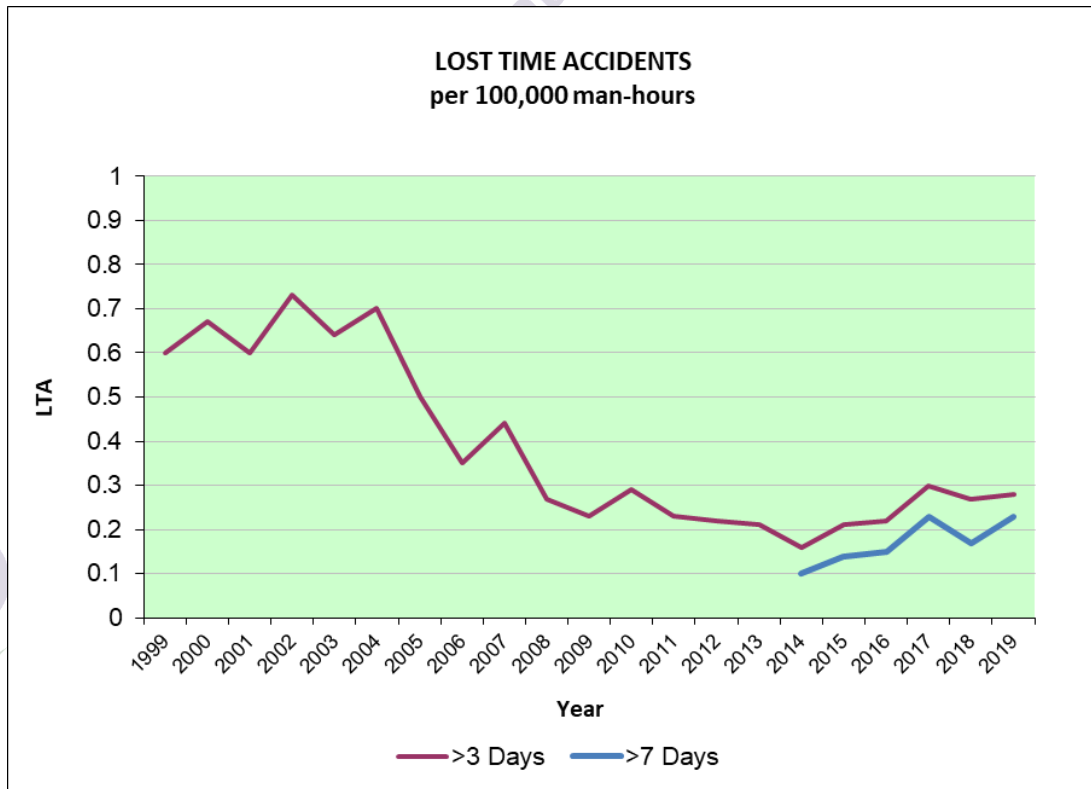


Year	Accidents	
	>3 Days	>7 Days
2015	23	15
2016	25	17
2017	33	25
2018	30	19
2019	30	25

Lost Time Accidents

The Lost Time Accident (LTA) rate, applying the stricter three-day absence criterion, increased to 0.28 (2018 – 0.27).

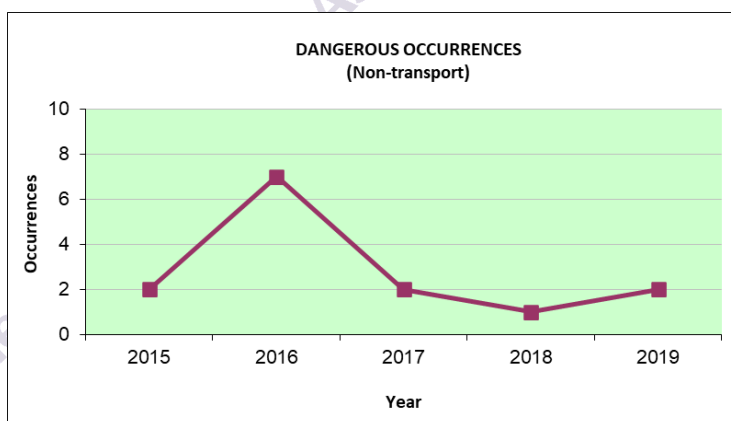
The LTA rate is the ratio of reportable accidents to 100,000 man-hours – the assumed number of hours worked by one person during their lifetime.



The Lost Time Accident (LTA) rate for just those accidents statutorily reportable under the RIDDOR reporting requirements was 0.23 (2018 – 0.17).

Dangerous Occurrences (Non-Transport)

There was a slight increase in the number of RIDDOR-reportable dangerous occurrences on members' premises, with two being reported in 2019 (2018 – 1).



Year	Occurrences
2015	2
2016	7
2017	2
2018	1
2019	2

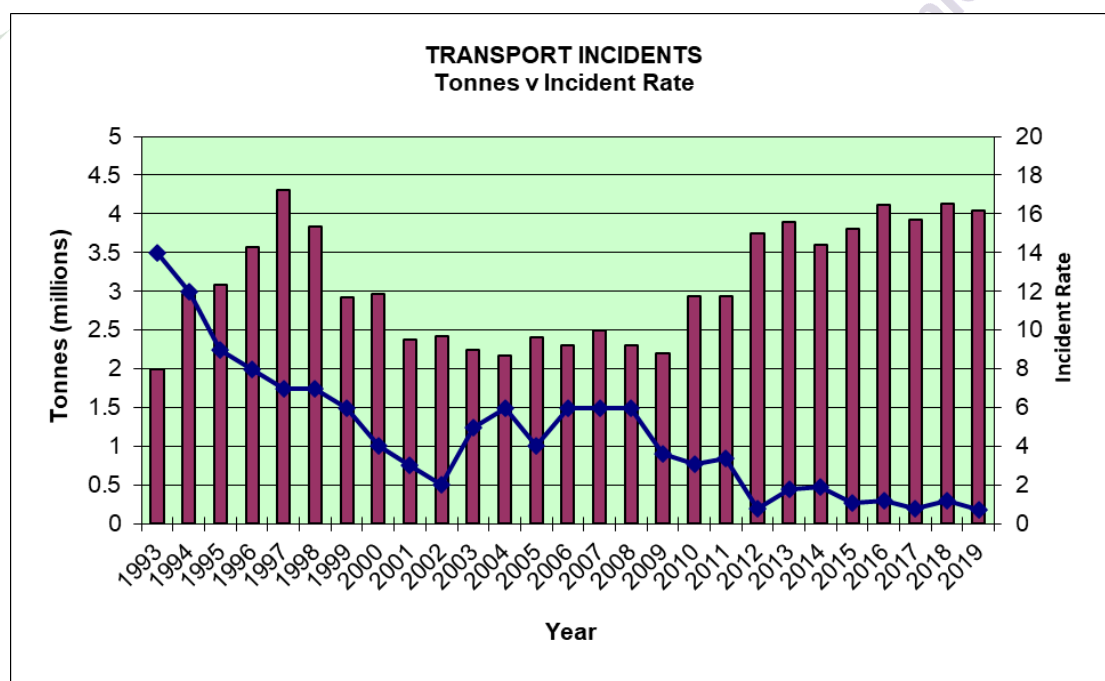
Transport Incidents

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 2019, CBA member companies made over one and a quarter million separate journeys to distribute over four million tonnes of chemicals. Three transport incidents were reported (2018 – 5). This equates to 0.7 transport incidents for every million tonnes of product distributed by CBA members in 2019 – a decrease on the previous year (2018 – 1.2).



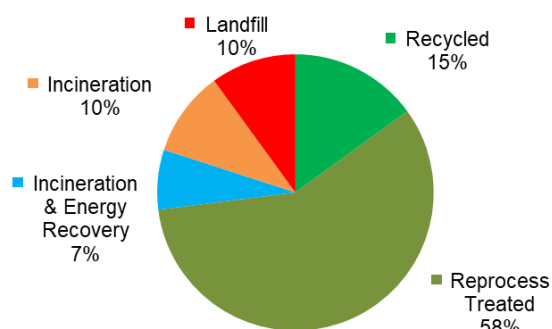
Analysis of Transport Incidents

TYPE OF TRANSPORT INCIDENT	2015	2016	2017	2018	2019
RTA – Spillage – No prosecution of Driver	1	0	0	0	0
RTA – No Spillage – No prosecution of Driver	0	2	1	2	1
RTA – No Spillage – Prosecution of Driver	0	1	1	0	0
RTA – Spillage – Driver prosecution status unknown	0	0	1	0	0
Leakage in Transit – No prosecution of Driver/Haulier	2	2	0	3	0
Leakage in Transit – Driver/Haulier prosecution status unknown	0	0	0	0	0
Vehicle Malfunction	0	0	0	0	0
Other	1	0	0	0	2
TOTAL	4	5	3	5	3

Special / Hazardous Waste

CBA members reported 9,000 tonnes of Special/Hazardous Waste in 2019 resulting from their own activities. Of this total, 22% (1,959 tonnes) was recycled, recovered or disposed of with energy recovery.

SPECIAL / HAZARDOUS WASTE - DISPOSAL ROUTES

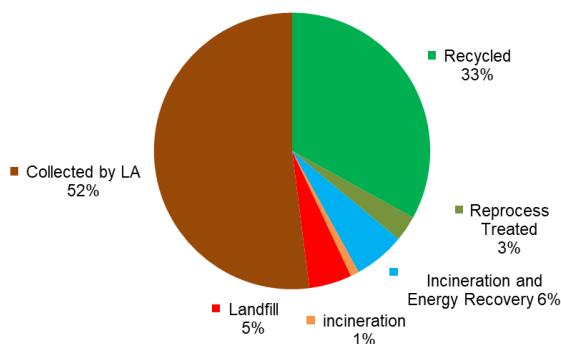


Disposal route	Tonnes
Recycled/Recovered	1,324
Reprocess Treated	5,203
Incineration & Energy Recovery	635
Incineration	914
Landfill	924
Total	9,000

Non-Hazardous Waste

CBA members generated 7,197 tonnes of non-hazardous waste in 2019. Of this total, 39% (2,805 tonnes) was recycled, recovered or disposed of with energy recovery.

NON-SPECIAL / HAZARDOUS WASTE - DISPOSAL ROUTES



Disposal route	Tonnes
Recycled/Recovered	2,408
Reprocess Treated	241
Incineration & Energy Recovery	397
Incineration	67
Landfill	326
Collected by LA, (fate unknown)	3,758
Total	7,197

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 no convictions recorded against CBA members in 2019 (2018 – 2).

No HSE prohibition notices were issued, but one HSE improvement notice was issued with respect to the Control of Major Accident Hazards regulations, and one Environment Agency notice with respect to the Environmental Permitting regulations.

	2015	2016	2017	2018	2019
Convictions	0	1	1	2	0
HSE Prohibition Notices	0	1	1	0	0
HSE Improvement Notices	2	4	6	4	1
Enforcement Notice by EA	0	0	1	0	1
Transport Prohibition Notices	17	5	5	6	13
Other	0	0	0	0	0

Of the thirteen transport Prohibition Notices in 2019, four were in respect of infringements of a minor nature that did not delay the vehicles' journeys and could be rectified later; nine required the infringement to be rectified immediately.