



RESPONSIBLE CARE

Distributor Indices of Performance Bulletin - 2020

Introduction

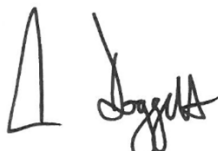
The Chemical Business Association's annual report on the safety, health, and environmental performance of its distributor member companies shows they completed over one million separate journeys to distribute nearly four million tonnes of chemicals in 2020.

The report reveals a significant fall in the number of accidents and therefore in the Lost Time Accident Rate. For the second year running, no convictions were recorded against CBA member companies.

Tim Doggett, CBA's Chief Executive and Chair of CBA's Responsible Care Committee, said, "For most of 2020, the UK was subject to measures to reduce the transmission of Covid-19 with many companies using restricted numbers of operational personnel. As we return to previous working arrangements, we must remain vigilant to maintain this positive trend."

"Though the year-on-year trend in transport incidents show a small rise, the long-term trend continues to fall, despite CBA companies reporting wider categories of incident than are required by regulations," he added.

This report is based on returns from 94 companies employing 5,868 people.



Tim Doggett

CBA Chief Executive

Chair

CBA Responsible Care Committee

Reportable Injuries and Diseases

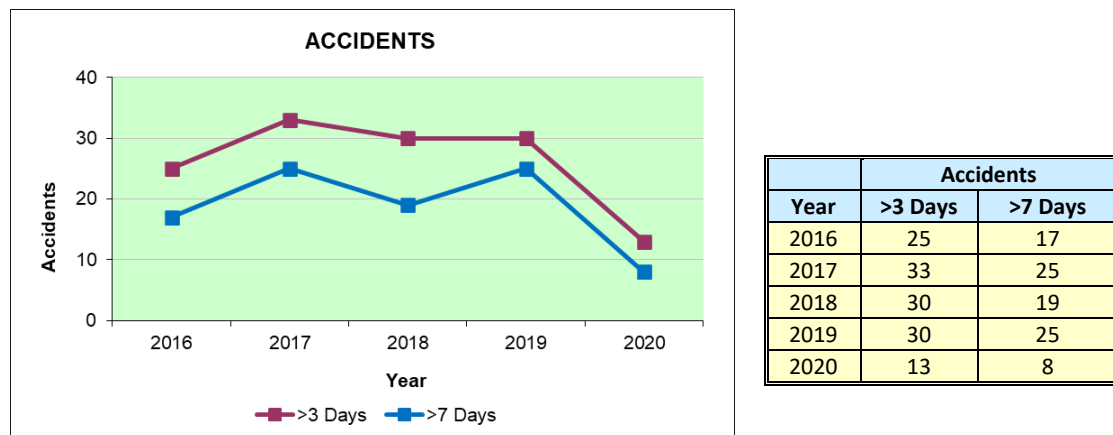
In this report, CBA publishes data for accidents resulting in incapacities of more than three days. This is a higher standard of data than required by RIDDOR (the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations). Maintaining this higher standard preserves the integrity of the time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

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 2020, CBA member companies reported 13 accidents resulting in incapacities of more than three days, far less than the previous year (2019 – 30). Of these, eight were reportable under the current RIDDOR criteria (2019 – 25).

In 2020, accidents resulting from a manual handling process, or a slip, trip or fall accounted for 69% of the total. Two accidents resulted from an exposure to a harmful substance (2019 – 7).

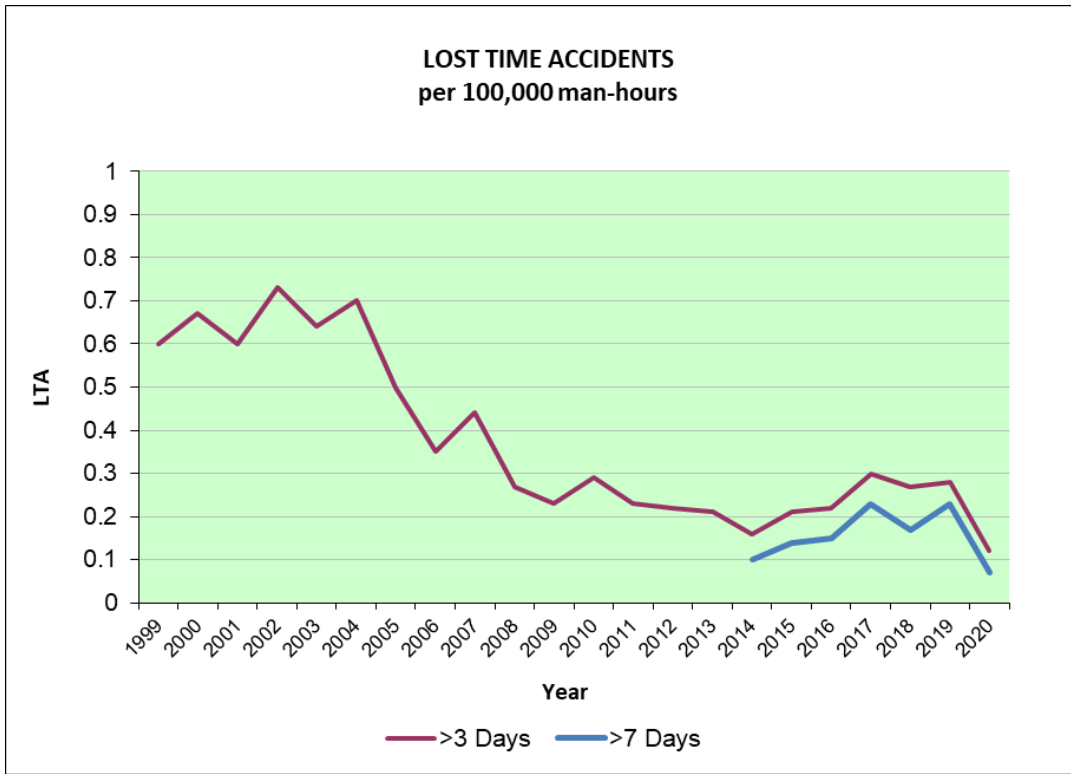
No fatalities were reported in 2020.



Lost Time Accidents

The Lost Time Accident (LTA) rate, applying the stricter three-day absence criterion, decreased to 0.12 (2019 – 0.28).

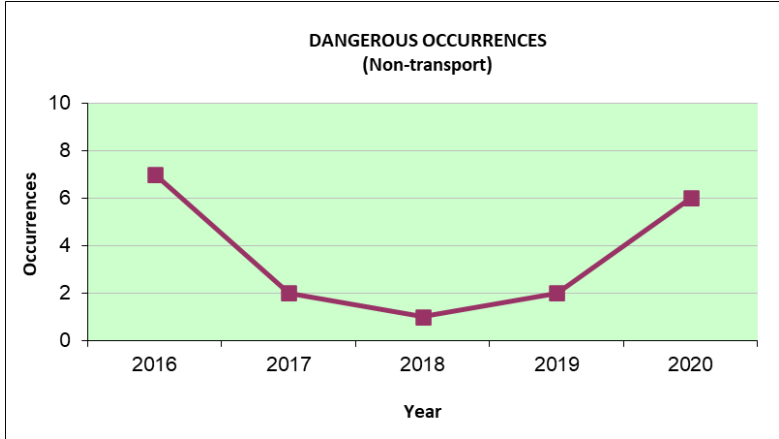
The LTA rate is the ratio of reportable accidents to 100,000 man-hours – the assumed number of hours worked by one person during their lifetime.



The Lost Time Accident (LTA) rate for just those accidents statutorily reportable under the RIDDOR reporting requirements was 0.07 (2019 – 0.23).

Dangerous Occurrences (Non-Transport)

There was an increase in the number of RIDDOR-reportable dangerous occurrences on members’ premises, with six being reported in 2020 (2019 – 2).



Year	Occurrences
2016	7
2017	2
2018	1
2019	2
2020	6

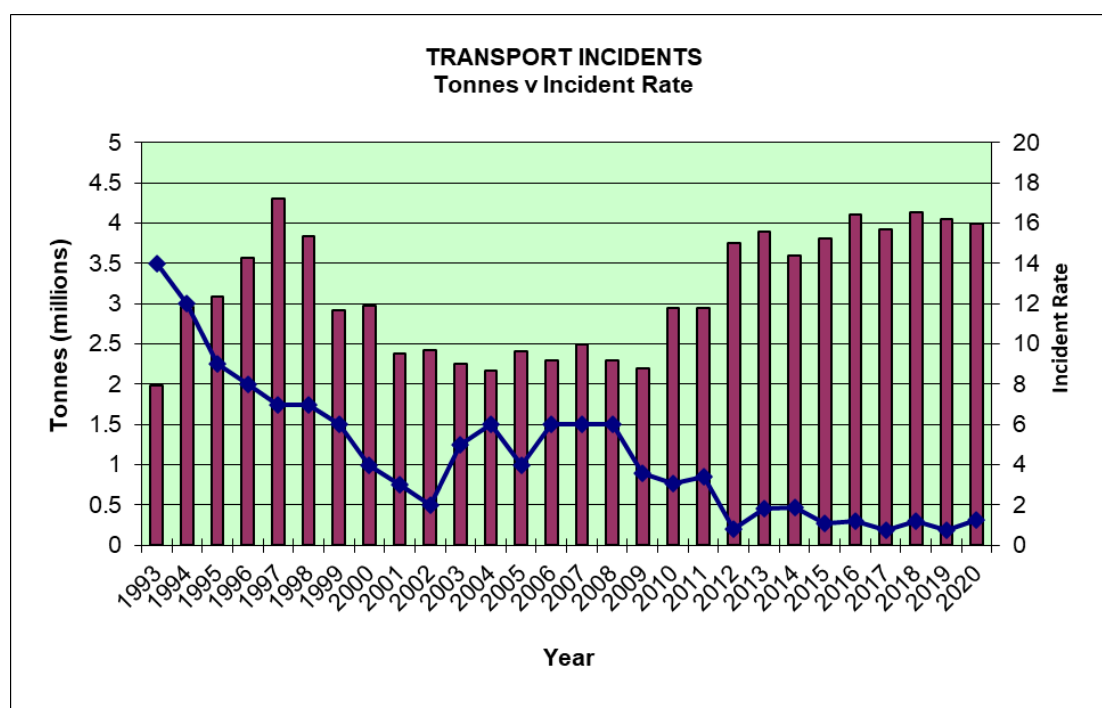
Transport Incidents

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 2020, CBA member companies made over one million separate journeys to distribute nearly four million tonnes of chemicals. Five transport incidents were reported (2019 – 3), of which three involved the spillage of chemicals. This equates to 1.2 transport incidents for every million tonnes of product distributed by CBA members in 2020 – an increase on the previous year (2019 – 0.7).

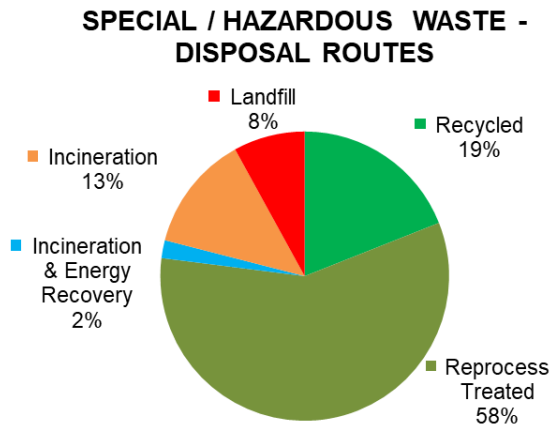


Analysis of Transport Incidents

TYPE OF TRANSPORT INCIDENT	2016	2017	2018	2019	2020
RTA – Spillage – No prosecution of Driver	0	0	0	0	0
RTA – No Spillage – No prosecution of Driver	2	1	2	1	0
RTA – No Spillage – Prosecution of Driver	1	1	0	0	0
RTA – Spillage – Driver prosecution status unknown	0	1	0	0	1
Leakage in Transit – No prosecution of Driver/Haulier	2	0	3	0	2
Leakage in Transit – Driver/Haulier prosecution status unknown	0	0	0	0	0
Vehicle Malfunction	0	0	0	0	2
Other	0	0	0	2	0
TOTAL	5	3	5	3	5

Special / Hazardous Waste

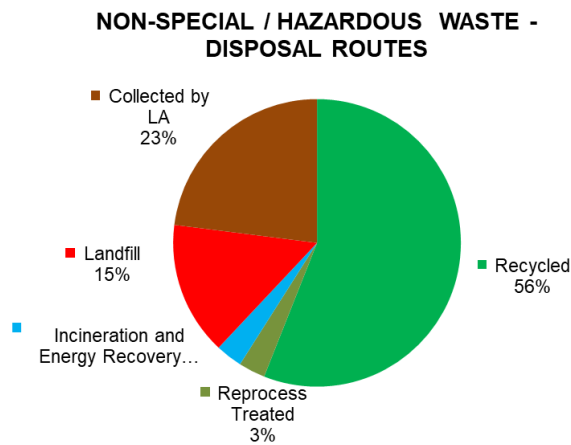
CBA members reported 5,910 tonnes of Special/Hazardous Waste in 2020 resulting from their own activities. Of this total, 21% (1,256 tonnes) was recycled, recovered or disposed of with energy recovery.



Disposal route	Tonnes
Recycled/Recovered	1,150
Reprocess Treated	3,400
Incineration & Energy Recovery	106
Incineration	772
Landfill	482
Total	5,910

Non-Hazardous Waste

CBA members generated 9,586 tonnes of non-hazardous waste in 2020. Of this total, 59% (5,625 tonnes) was recycled, recovered or disposed of with energy recovery.



Disposal route	Tonnes
Recycled/Recovered	5,381
Reprocess Treated	259
Incineration & Energy Recovery	244
Incineration	11
Landfill	1,468
Collected by LA, (fate unknown)	2,223
Total	9,586

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 2020 (2019 – 0).

An HSE Prohibition Notice was issued with respect to the Provision and Use of Work Equipment Regulations. Six HSE Improvement Notice were issued with respect to the Control of Major Accident Hazards regulations, the Provision and Use of Work Equipment Regulations, Management of Health & Safety at Work Regulations, and the Personal Protective Equipment at Work Regulations.

	2016	2017	2018	2019	2020
Convictions	1	1	2	0	0
HSE Prohibition Notices	1	1	0	0	1
HSE Improvement Notices	4	6	4	1	6
Enforcement Notice by EA	0	1	0	1	0
Transport Prohibition Notices	5	5	6	13	7
Other	0	0	0	0	0

Of the seven transport Prohibition Notices in 2020, two were related to infringements of a minor nature that did not delay the vehicles' journeys and could be rectified later; five required the infringement to be rectified immediately.