



FEDERCHIMICA
CONFINDUSTRIA

Best Practices for Chemical Logistics in Italy

Carlo Meregaglia - Federchimica

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FEDERCHIMICA

CONFINDUSTRIA

Federchimica represents 1300 companies, with over 100.000 employees, grouped into 16 Associations and 41 product-oriented groups. Federchimica is member of Confindustria (General Confederation of the Italian Industry) and CEFIC (European Chemical Industry Council).

Federchimica cooperates with the **Province of Novara** in ECRN network as logistics expert.

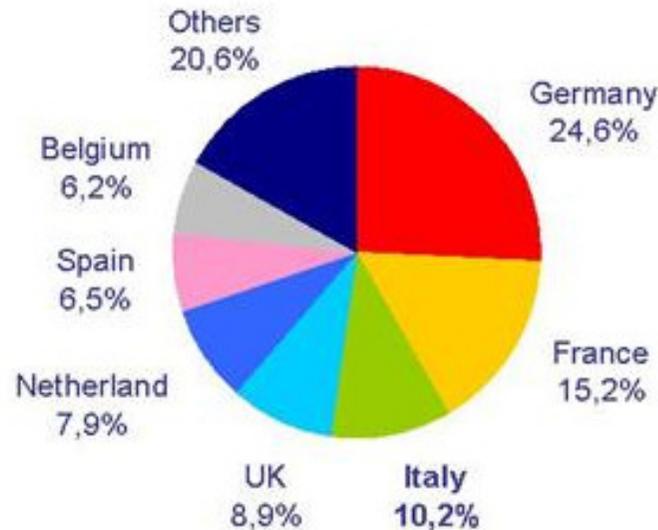


Chemical production in Italy

Italy, with a turnover of 57 billion Euros, is the third largest European producer of chemicals. Approx 3000 companies are involved with 126000 staff

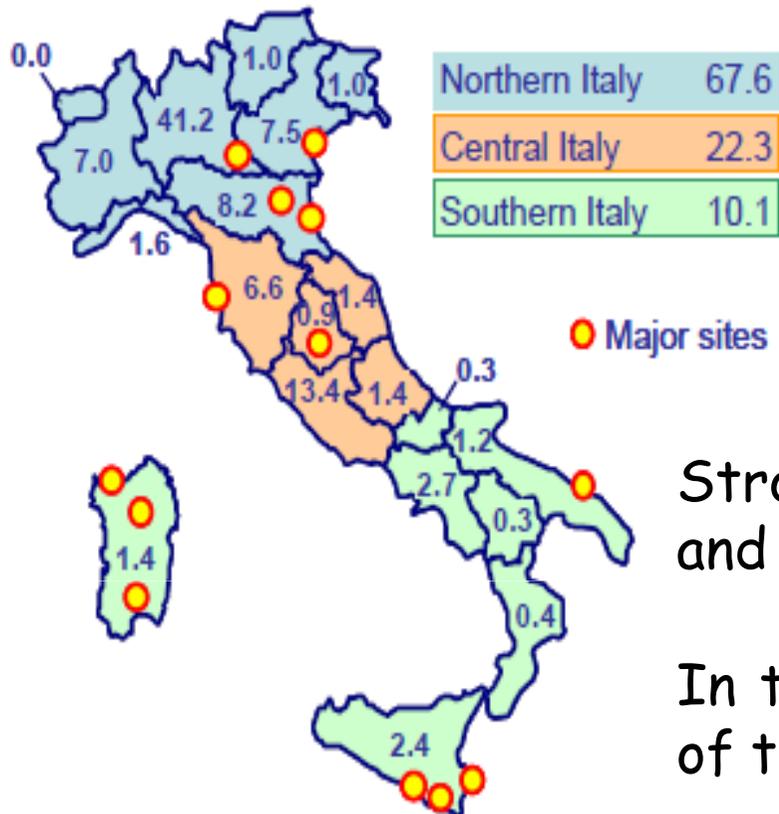
Many chemical foreign companies have production sites in Italy for its location in the center of the Mediterranean and for the presence of a significant manufacturing base for consumer goods.

Italy is the third European chemical producer



Source: Cefic, Federchimica, 2009

Distribution of chemical employment and major sites



Note: chemicals and pharmaceuticals
Source: Federchimica, Istat

Strong regional imbalance between North and South.

In the North there are several phenomena of traffic congestion

In the South insufficient quality of services and lack of infrastructures.

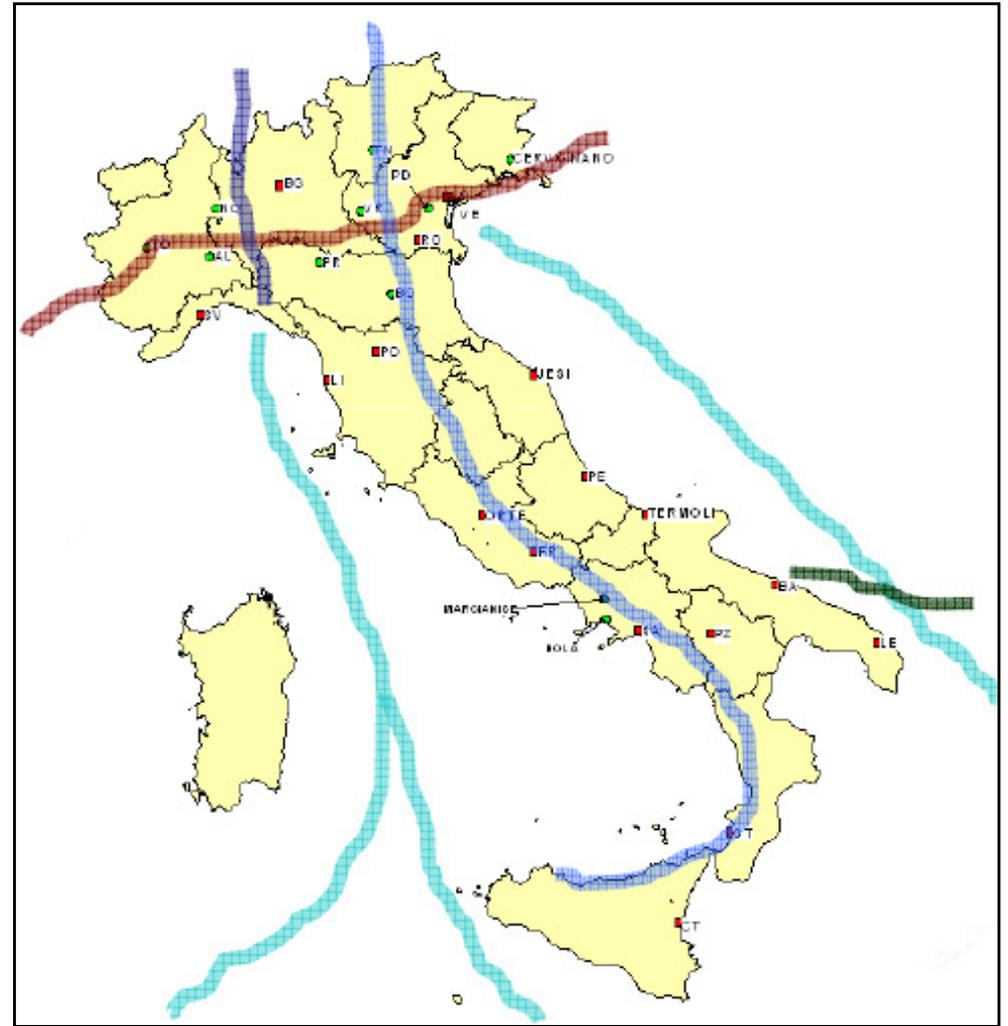
Heavy traffic congestions are frequent around major cities and through the 12 main crossing points along the Alps.

Ports and Interports

In Italy there are 263 sea ports, but only 26 of them have a considerable traffic, mainly located along the Tyrrhenian.

The EU promotes the motorways of the sea and the Italian ports constitute the gateway to the markets of Central Europe.

The 22 largest interports, mainly located in the North (Novara, Bologna, Verona, Padova, Torino), provide intermodal corridors to the peninsula.



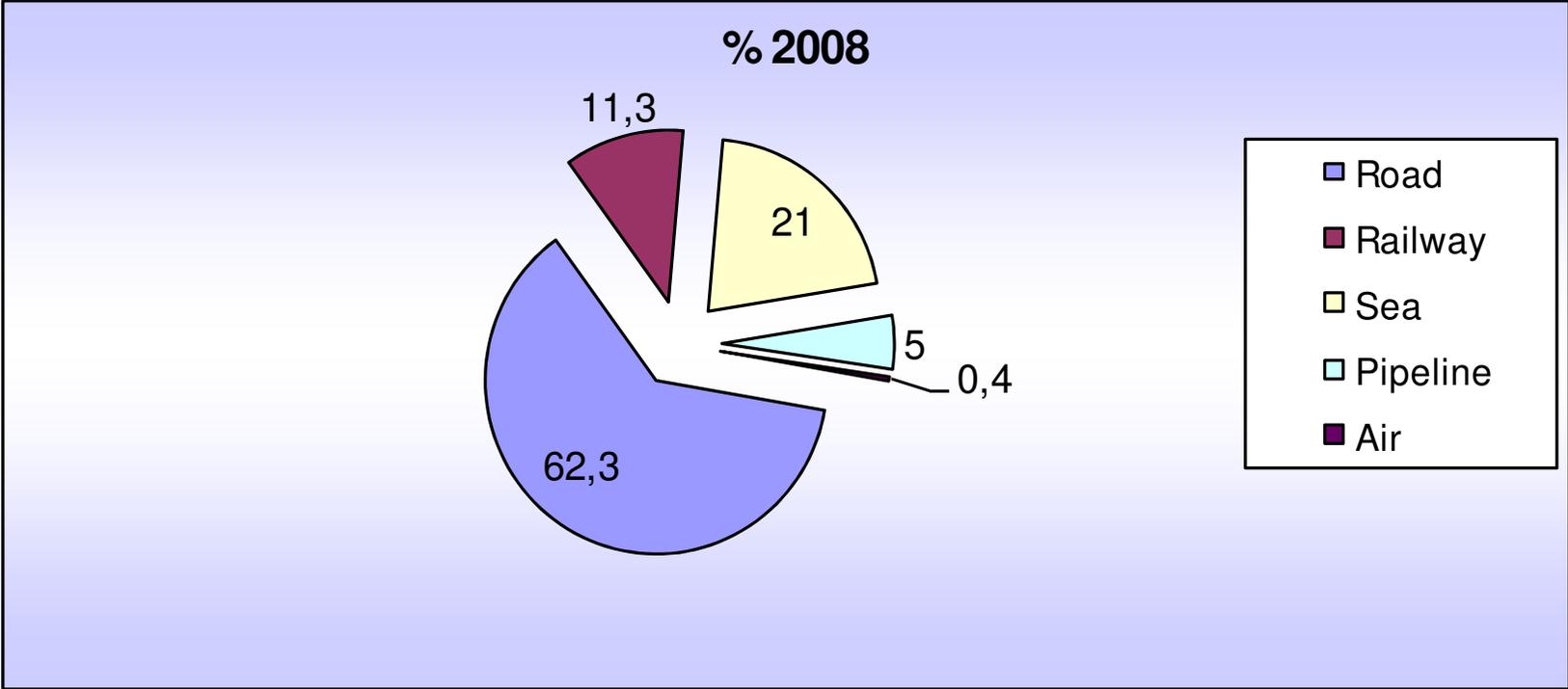
Costs of Road Transport in Europe

€/km

COUNTRY	January 2007	January 2008	Increase % January 2007- January 2008
ITALY	1.514	1.539	1.65%
GERMANY	1.394	1.437	3.08%
FRANCE	1.402	1.455	3.78%
SPAIN	1.136	1.183	4.14%
POLAND	0.954	1.043	9.33%
AUSTRIA	1.354	1.485	9.68%
HUNGARY	0.976	1.029	5.43%
SLOVENIA	1.168	1.202	2.91%
RUMANIA	0.792	0.893	12.75%

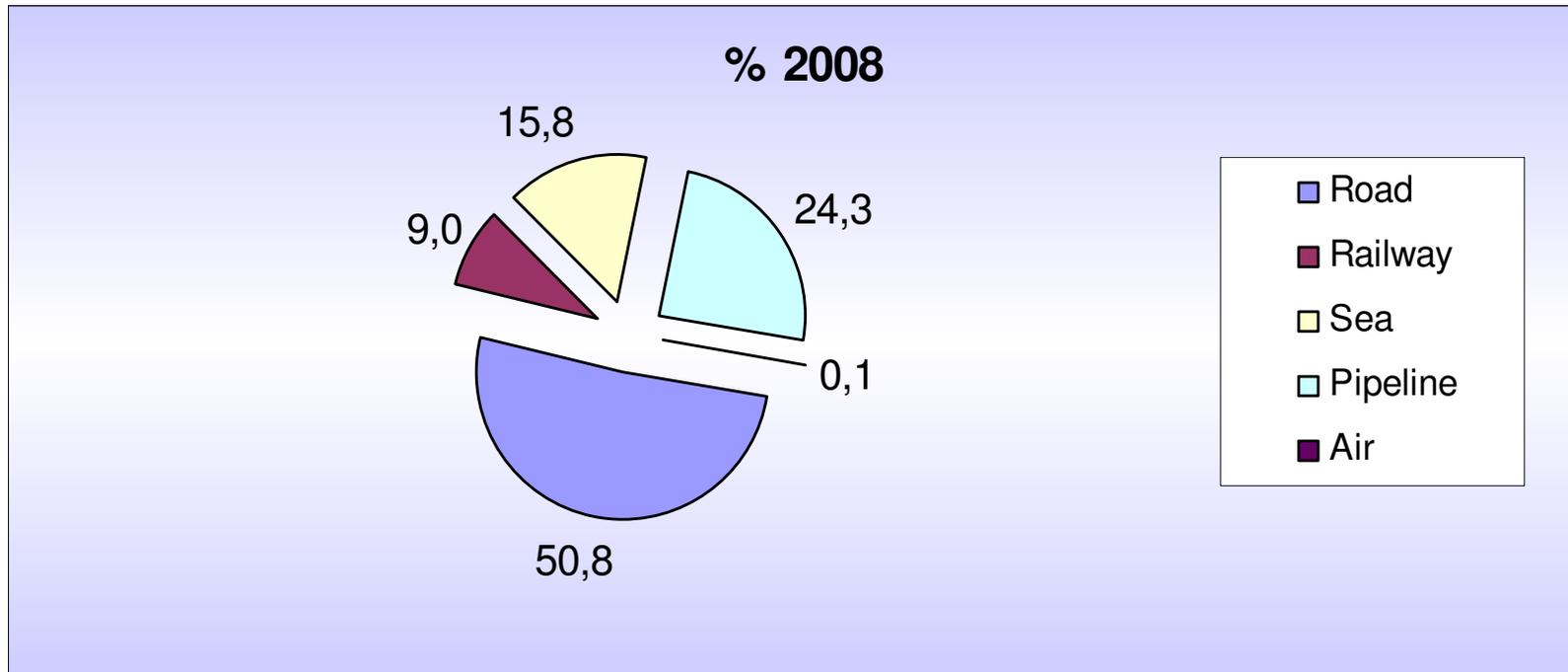
Source: CSST (Centro Studi Sistemi di Trasporto S.p.A.)

Modes of transport in Italy for all goods



Source: Federchimica - Responsible Care®; Italian Transport Department.

Modes of transport in Italy for chemicals among the companies of Responsible Care



Infrastructures in Europe

COUNTRY	HIGHROADS 2005		RAILWAYS 2005	
	km/100.000 inhabitants	km/1.000 km ²	km/100.000 inhabitants	km/1.000 km ²
ITALY	11	22	28	55
GERMANY	15	35	46	107
FRANCE	17	20	47	54
SPAIN	27	33	34	29
POLAND	1	2	51	62
AUSTRIA	20	20	69	68
HUNGARY	6	7	79	85
RUMANIA	1	1	51	46
EU-27	13	14	45	51

Need for actions and improvements

- Motorways of the sea and improvements in the alpine crossings
- Intermodal nodes and interports connected with the harbours and airports
- Infrastructures around the metropolitan nodes
- Dedicated freight corridors outside urban areas
- Innovation and training in information technology to enhance safety and vehicles performance

LOSAMEDCHEM PROJECT

- The project concerns the transport of chemical goods and the related logistics in the Mediterranean area.
- It is financed by the European Program INTERREG 4 B MED.
- The Province of Novara acts as lead partner, based on the experience with INTERREG 4B Central Europe CHEMLOG, focused on the same themes of effectiveness and safety of chemicals transportation, supported by the European Chemical Regions Network.
- The Province of Novara has long traditions in chemical manufacturing and it is also a logistic knot at the intersection of the European Corridors 5 and 24.

MAIN OBJECTIVES OF LOSAMEDCHEM

- To promote cooperation among chemical districts and main harbor area bordering on the Mediterranean shorelines
- To foster the development of sea motorways
- To improve the integration among harbors and their hinterland, to sustain intermodality
- To promote transfer of know-how and to foster safety consciousness/technologies
- To reinforce the railway/waterway transportation for chemical goods, at expense of road transportation

INFRASTRUCTURES

3 sub- projects:

1. To study the structure and the evolution of the traffic routes in the E.U.'s Countries bordering on the Mediterranean - railways, motorways, waterways, pipelines
2. To identify the bottlenecks and their solutions in technical and economic terms
3. To evaluate the impact of the main logistic projects for the Mediterranean harbours (e.g., the "Tangier Med - megaproject", which in 2012 will be the largest Mediterranean container port)

INTERMODALITY

2 sub-projects:

1. To define the best models in the integration of different transport modalities around a hub, and to investigate the development and the organization of both commercial and industrial induced activities
2. To propose a path for reaching a higher degree of cooperation among the Mediterranean harbours and their linkage to their transport systems.

SAFETY AND SECURITY

2 sub-projects:

1. To implement the best practices dedicated to chemicals in selected infrastructures;
2. To improve the existing structures and strategies for the emergencies in the Mediterranean Sea.

Transport Emergency Service S.E.T



SERVIZIO
EMERGENZE
TRASPORTI
UN'INIZIATIVA DI FEDERCHIMICA

•S.E.T. is a voluntary programme developed by Federchimica;

- S.E.T. was born in 1998 from an Agreement among Federchimica, the Department of Civil Protection of the Prime Minister's Office and Fire-fighting Service of the Department of the Interior
- financed by Chemical Companies and other Associations to cooperate with Public Authorities to prevent and manage accidents during chemicals transport
- derived from Responsible Care and ICE Programmes;
- a network of 17 Transport Emergency Services.

3 levels of interventions:

1. Data and information about chemical products
2. Assistance of a qualified Technician on site accident
3. Assistance of an Emergency Team on site accident

3 modes of transport:

- Road
- Railway
- Sea

Best Practices Documents



SIMBOLO	CODICE	ITALIANO	INGLESE	FRANCESE
	S.1	LIMITE DI VELOCITÀ < 2000 KM/H	SPEED LIMIT < 2000 KM/H	VITESSE LIMITÉE A 2000KM/H
	S.2	VIETATO FUMARE	NO SMOKING	INTERDICTION DE FUMER
	S.3	VIETATO TELEFON CELLULARE	NO MOBILE PHONES	TELEPHONE MOBILE INTERDIT
	S.4	VIETATO L'USO DI ALCODOL	NO ALCOHOL	ALCOHOL INTERDIT
	S.5	VIETATO FOTOGRAFIARE	NO PHOTOGRAPHS	INTERDICTION DE PRENDRE PHOTOS
	S.6	NO PASSEGGIERI	NO PASSENGERS	PASSAGERS INTERDITS
	S.7	NO ANIMALI	NO ANIMALS	ANIMAUX INTERDITS
	S.8	PORTARE OCCHIALI DI SICUREZZA	WEAR SAFETY GOGGLES	LUNETTES DE SÉCURITÉ
	S.9	INDOSSARE INDEMENTI PROTETTIVI	WEAR PROTECTIVE CLOTHING	VÊTEMENTS DE SÉCURITÉ
	S.10	PORTARE IL CASCO DI SICUREZZA	WEAR HELMET	PORTÉ DU CASQUE
	S.11	CALZARE SCARPE DI SICUREZZA	WEAR SAFETY SHOES	PORTÉ CHAUSSURES DE SÉCURITÉ
	S.12	INDOSSARE GUANTI PROTETTIVI	WEAR GLOVES	PORTÉ DE GANTS

Acronym of "Transport", "Transparency" and "Esperanto".

Transperanto has been developed by CEFIC in co-operation with ECTA, European Chemical Transport Association, to improve the communication between site operators and hauliers.

Federchimica developed the Italian version: a practical manual to be widespread among site operators, emergency managers and drivers speaking different languages.



Federchimica activities for the promotion of Best Practices are summarised in this brochure

Federchimica published a lot of guidelines to develop best practices about some of the most important and difficult logistics issues. This manuals are the translations and adaptation to the Italian reality of Cefic publications or the results of some Federchimica specific working group.

Among them:

- Safe Loading and Unloading of road freight vehicles
- Subcontracting of chemical road Transport
- Transport of wastes
- Security in Transport operations

Regulatory News: Road Transport

In 2005 liberalisation of transport market was offering the possibility of free contracts between companies and hauliers.

After many strikes and traffic blocks in Italy, in 2008 the carriers succeeded in the re-introduction of minimum rates for verbal contracts.

In 2010 the Italian Transport Department confirmed the return to minimum rates also for written contracts

Only agreements between industrial and transport associations can derogate from this rule.

Confindustria has addressed the DG Mobility and Transport to revoke this rule because it is against the free negotiation principles

Regulatory News: Rail Transport

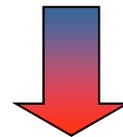
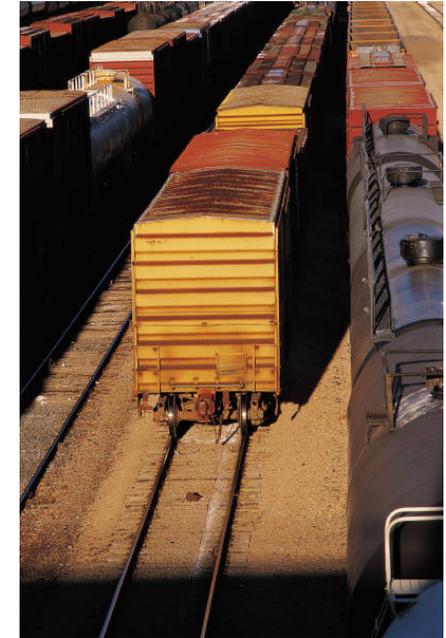
Stop of single wagons transport of dangerous goods since 1st of April 2010.

Trenitalia Cargo/RFI, according to some safety dispositions, can send only block trains from departure station to final station managed by only one rail company.

Transport of dangerous goods is constantly in the public eyes after Viareggio accident.

Moreover Trenitalia/RFI has reduced the number of stations involved in single wagons also for non dangerous goods.

This problem is particularly relevant for SMEs.



High costs

Return to road transport for dangerous goods

Difficult raw materials supplying from other countries

Federchimica has created a working group among all the stakeholders involved (RFI; Italian Agency for the Railways Safety; Trenitalia Cargo; Italian Department of Transport; wagons owners) to find workable solutions for the chemical companies



Thanks for your attention