

ATTENTION!

This requirement profile has been reissued. The main change compared to the previous edition (December 2017) is the reduction of the volume by about a quarter. Despite this reduction, some innovations have been added, which are identified by yellow text markings.

Requirements Profile on Road Haulage and Multimodal Transport

SHARED RESPONSIBILITY – REACHING DESTINATIONS SAFELY



JULY 2021

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THIS REQUIREMENTS PROFILE, along with its regulations, serves to ensure that all transportation orders contracted out by Evonik are conducted safely, securely, sustainably, and with respect for social responsibility and all relevant statutory regulations. Each logistics service provider is therefore obliged to acknowledge this Requirements Profile and to observe the specifications contained herein.

Introduction

Evonik Industries (referred to in the following as the client) places great value on ensuring that products and raw materials are transported safely and in a sustainable manner, without harming the environment or impairing their quality, while taking customer wishes into account. This results in increased requirements on the part of the authorized logistics service providers (referred to in the following as the contractors), which are described in this requirements profile of Evonik Industries.

The particular goals of this requirements profile are to ensure security and safety while taking into consideration environmental and sustainability aspects when transporting chemical goods. Protecting people and the environment takes absolute priority over economic success.

This requirement profile applies to all of Evonik's logistics service providers for transports in Europe for road haulage and for multimodal transport by road/rail and road/inland waterway. It also includes pre- and on-carriage transports to/from seaports and airports, regardless of whether these transports are authorized by the client itself ("merchant's haulage") or by the maritime shipping company / air freight company ("carrier's haulage").

In addition, (where applicable) it also applies to waste disposal transportation. The requirements do not cover the proof of cleaning for tank vehicles/containers (see Annex 1, A.1.4.3 and A.1.3.5). If proof of cleaning is needed for certain disposal transports, this is agreed on a bilateral basis with the respective contractor. When placing orders, the client assumes that the contractors for waste disposal transportation know and comply with all the applicable waste regulations. In the case of waste disposal transportation within Germany, this includes participation in an electronic records process (regulations for waste recovery and disposal records).

This requirements profile of the client is based on the corresponding basic requirements of the chemical industry (specified in the requirements profile of the German Chemical Industry Association (VCI) as amended). It also contains company-specific requirements made by the client, which are all presented under the heading "Evonik-specific additional requirements". Annex 3 (Liability and Insurance) consists solely of "Evonik-specific requirements".

The client presumes that the contractors will comply with all relevant statutory regulations, therefore, apart from a few exceptions, this requirements profile does not contain any requirements already resulting from statutory regulations.

The client points to the documents titled "Code of Conduct for Evonik's Employees", "Global Social Policy" and "Our values for the Environment, Safety, Health and Quality" which apply to Evonik Industries AG and its subsidiaries pursuant to Sec. 15 et seq. of the German Stock Corporation Act (see www.evonik.com/responsibility). Corresponding standards for contractors are summarized in the "Evonik Code of Conduct for Suppliers" (see www.evonik.com/responsibility).

The contractor shall also comply with all anti-corruption laws applicable to the contractual relationship between the contractor and the client. Without prejudice to any other rights or remedies available to us, any breach of these laws shall be deemed to be a breach of contract, which would justify extraordinary termination of the contract.

1. CONTRACTOR'S COMPANY PROFILE

The contractor shall provide the client with the following information*):

- 1.1** Legal form of its company
- 1.2** Headquarters
- 1.3** Management Board
- 1.4** Corporate affiliation / shareholders
- 1.5** Organizational chart / branches / important investments in subsidiaries and affiliated companies
- 1.6** Range of goods and services offered
- 1.7** Dangerous goods safety adviser (officer)
- 1.8** Security officer (in conjunction with Section 4)
- 1.9** Management system officer
- 1.10** Status regarding certifications, attestations, approvals (such as ISO 9001, ISO 14001, EN 16258, Good Manufacturing Practice [GMP], Safety Quality Assessment System [SQAS], Authorized Economic Operator [AEO], Regulated agent, Hazard Analysis and Critical Control Points (HACCP) concept for storage and transport)
- 1.11** Emergency plan / emergency telephone number(s)
- 1.12** Corporate pandemic plan
- 1.13** Insurance documentation

Evonik-specific additional requirements:

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- 1.14** Complete address (with contact data and Internet address)
 - 1.15** Status of certifications/approvals other than those specified in Item 1.10 (e.g. ISO 22000, GMP, UKASTA, AEO/ZWB)

**) The contractor shall notify the client proactively of any important changes in the company profile.*

¹ Confidentiality vis-a-vis third parties is guaranteed.

2. VEHICLES, CONTAINERS AND ADDITIONAL EQUIPMENT

- 2.1** Vehicles, containers and additional equipment used for loading and unloading shall be in proper technical condition and in good visual appearance, while complying with legal and other official regulations as well as the additional contractual requirements agreed upon between the parties in individual cases for the goods to be loaded that were specified when the order was accepted.
- 2.2** Vehicles should have equipment designed to increase safety (such as driver assistance systems).
- 2.3** Vehicles should be fitted with devices, systems, or processes designed to prevent theft.
- 2.4** Vehicles used should be low-pollution, low-noise, and energy-saving vehicles (see 6.2).
- 2.5** Swap bodies and semi-trailers for multimodal transport should be equipped with the owner identification system for European loading units (ILU (intermodal loading units) published by the UIRR [Union International Rail – Route]).
- 2.6** For planned transports by truck ferry (Ro/Ro), the vehicles must be equipped with devices (lashing eyelets, equipment to block suspension travel, etc.) to allow secure lashing on board and to prevent the transported unit from moving during heavy seas.
- 2.7** The special requirements specified in the requirements profiles included in Annexes 1 and 2 must be heeded (where applicable).

2. VEHICLES, CONTAINERS AND ADDITIONAL EQUIPMENT

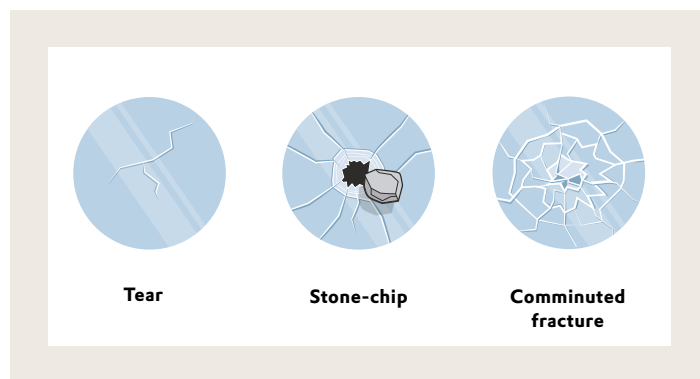
Evonik-specific additional requirements:

- 2.8** Vehicles for loading dangerous goods are checked by the client consistently in accordance with subsection 7.5.1.1 and 7.5.1.2 ADR. Vehicles that do not meet applicable legal requirements will be rejected. Vehicles that do not satisfy the vehicle-specific requirements of this requirements profile can also be rejected.
- 2.9** Windscreens shall be undamaged (see illustrations below). Any damage in the driver's field of vision (see graphic below)
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2. VEHICLES, CONTAINERS AND ADDITIONAL EQUIPMENT

larger than a €2 coin or consisting of cracks that must be described as more than minimum can also result in rejection.



- 2.10** If a shovel is required for dangerous goods as per 5.4.3 ADR, this requirement is met if a shovel or spade (also collapsible spade) made of **metal or robust plastics** with a handle is carried in the vehicle. Shovels with a short handle (e.g. dustpans) are not acceptable. The length of a shovel/spade (from the tip of the blade to the end of the handle) should be about 100 cm. Collapsible spades must have a length of at least 55 cm when unfolded.
- 2.11** For the transport of dangerous goods, the requirements of 8.1.5.2 ADR for the "eye flushing liquid" to be carried in the vehicle is met by one of the following: a bottle of fresh, clear, uncarbonated water or an eye flushing bottle with special eye flushing liquid. In the case of the latter, the expiry date may not be exceeded.
- 2.12** The transport of dangerous goods under the relaxed requirements of subsection 1.1.3.6 ADR (i.e. exemptions based on the quantities carried per transport unit) is not standard practice with the client and therefore requires individual consultation with and consent from the respective loading station. If corresponding consent is not obtained, consignments of dangerous goods that do not exceed the quantity limits as per 1.1.3.6 ADR are carried as normal dangerous goods (i.e. without using the relaxed requirements).

2. VEHICLES, CONTAINERS AND ADDITIONAL EQUIPMENT

2.13 If the vehicles to be loaded have containers or swap bodies, then the corner fittings (twistlocks) must be fully functional and properly locked.

2.14 When transporting products subject to temperature control (corresponding information is included in the specific order), the vehicles shall be fitted with the necessary temperature display and alarm equipment, and no other loads may ever be added to the load. Exceptions to this rule must be approved by the client.

2.15 In addition to 2.1, it also applies that vehicles from non-EU Member States licensed after 2015 must be fitted with an advanced emergency braking system (AEBS) in accordance with EU regulations.

2.16 If vehicles are fitted with an advanced emergency braking system (AEBS), it must not be disabled by the driver during the journey.

3. PERSONS INVOLVED IN THE TRANSPORT

- 3.1** The contractor shall use reliable, properly trained drivers who are in possession of a valid driving license and have sufficient driving experience; in the case of dangerous goods, the driver shall have the relevant certificates of training and instruction in the area of safety.
- 3.2** The contractor shall provide the drivers with all the relevant information and documents necessary for safe and qualified implementation of the order, e.g. for dealing with
- .1** dangerous goods and wastes,
 - .2** the vehicle's technical equipment,
 - .3** cargo-securing equipment,
 - .4** loading devices and
 - .5** personal protective equipment.
- 3.3** On request, the contractor's driver must present the documents required under § 7b of the German law governing freight haulage (GüKG).
- 3.4** The contractor undertakes to organize the work of its driving personnel to comply with the required driving and resting times.
- 3.5** On entering the client's site, no persons shall be present in the contractor's vehicle who are not part of the driving crew.
- 3.6** The announced internal regulations applicable for enclosed company premises together with the plant-specific instructions must be observed at the loading and unloading stations.
- 3.7** There is a general alcohol and drug ban (for both consumption and carrying).
- 3.8** The contractor must ensure that the drivers and their vehicles are always effectively secured against unintended rolling (for instance parking brake and, if necessary, use of wheel chocks).

3. PERSONS INVOLVED IN THE TRANSPORT

Evonik-specific additional requirements:

3.9 Drivers shall remain in or near their vehicle during loading and unloading, or officially inform a person responsible from the client's company when they leave the vehicle and when they return.

3.10 Drivers are always required to have the following personal protective equipment with them when on the client's premises and to wear it when they leave their vehicles:

- .1 Clothes which completely cover the body.
- .2 Protective shoes (according to ISO EN 20345), must be closed (min. safety level S 1)
- .3 Hard hat (must be worn fit closely)
- .4 Protective glasses
- .5 Warning vest (according to ISO EN 20471)

Remarks on 3.10.2:

Protective shoes that are open at the back (e.g. clogs with steel cap) are not accepted.

If a co-driver accompanies a given transport (of dangerous goods), the items of personal protective equipment for the co-driver must also be carried in the vehicle.

3.11 The following additional personal protective equipment must be carried in the vehicle for loading and unloading liquid and solid bulk loads and must be used by the driver as required when loading and unloading the vehicle:

- .1 Protective clothing (according to the goods being loaded)
- .2 Protective shoes (according to ISO EN 20345), impervious to fluids (min. safety level S 2)
- .3 Chemical-resistant protective gloves (according to the goods being loaded)
- .4 Tight-fitting protective goggles
- .5 Protective face mask (for corrosive liquids / gases)

3. PERSONS INVOLVED IN THE TRANSPORT

- .6 Breathing protection (according to the goods being loaded)
- .7 Safety harness for hooking into the fall protection system if needed)

3.12 If (in the case of dangerous goods) there is a co-driver in the vehicle who has no valid driving license and / or no ADR training certificate, that person must be able to present confirmation from his / her employer (the carrier) that he/she is acting as an official co-driver. In this case, the requirements for personal protective equipment apply for that person as well.

3.13 The requirement 3.2 is extended to the extent that

- all of the contractor's drivers must have at least basic language skills of the country where the respective loading station is located (or English).
- Drivers of tank vehicles must have received training for all tasks involved in filling, emptying and climbing onto the tank together with working on the tank.

A vehicle may be rejected if gatehouse and filling station personnel feel that the necessary safety in the plant or at the filling station is compromised because the driver is insufficiently qualified or because they are unable to communicate with him.

4. SECURITY

- 4.1** The driving staff must be able to present authorization to pick up the load.

It must be possible to identify the vehicle and the entire vehicle crew (by official identity card with photo, e.g. personal identity card, passport, driving license, or ID card). This is designed to prevent the goods from being transferred to unauthorized persons.

- 4.2** The contractor is either a recognized "authorized economic operator" – AEO) F or S, or informs the client on request in the form of a security declaration (e.g. standard "AEO Security Declaration" of the European Commission) that he / she meets the requirements relevant for the security of the delivery chain.

Evonik-specific additional requirements:

- 4.3** When reporting for loading, the contractor shall ensure that the driver will be able to present the following documents as authorization to pick up the load, so that the client can identify the load to be transferred, the vehicle and the driver. This authorization should be the contractor's official, written load order to the driver (with name of the carrier, product description, transport number, and, if applicable, consignee). Alternatively, the driver can also simply present a reference number (e.g. transport number) if he is capable of answering at least one other control question on request (e.g. product description, consignee) about the load being picked up. Authorization to pick up the load can also be presented on an electronic device (e.g. mobile phone, tablet PC).

Remarks:

As a rule, no loading should be possible in the client's plants without presentation of these documents. However, exceptions to this rule are possible (e.g. for regularly recurring collections or collections made at short intervals).

4. SECURITY

- 4.4** The contractor agrees that goods that are stored, transported, delivered to, or received by an approved economic operator (AEO) pursuant to an order shall be stored and / or loaded at secure operational areas or transshipment locations and that these goods will be protected against unauthorized access during loading, unloading, and transport. Furthermore, the contractor shall ensure that the personnel used for storage, loading, transport, and receipt are authorized.
- 4.5** To prevent the smuggling of people and / or goods in and on the transport units in which the client's goods are to be transported, the contractor shall ensure that the transport units are checked regularly to make sure that they are not damaged and that they do not offer concealed possibilities for smuggling.

5. USE OF SUB-CONTRACTORS

- 5.1** If the contractor does not carry out the transport by itself, it may use only exclusively selected, reliable sub-contractors.
- 5.2** The contractor shall ensure and bear responsibility for compliance by the sub-contractor deployed by the contractor with the above requirements profile to the same extent as its own company.
- 5.3** The contractor's management system shall encompass the use of sub-contractors.

Evonik-specific additional requirements:

- 5.4** The contractor may use only sub-contractors with adequate carrier's liability insurance, including CMR liability.
- 5.2** On request, the client shall be informed which subcontractor and possibly also sub-subcontractor the contractor intends to use before the vehicle is dispatched.
- 5.3** If the contractor subcontracts transport orders of the client to other contractors (i.e. uses subcontractors), it must ensure that the subcontractor knows that it may not use any further (sub-)contractors for this purpose. If this should become necessary in individual cases, then the client's consent is required.

6. TRANSPORT

6.1 Safety

- 6.1.1** Before the transport, the road safety and completeness of the vehicle equipment shall be checked by the driver. The prescribed or agreed equipment shall be carried on all the vehicles until the transport has been completed.
- 6.1.2** Legally prescribed and any further prohibitions of the client regarding the loading of certain goods together in the same transport unit shall be observed (see Annex 2).
- 6.1.3** For loading, vehicles must be provided that have a maximum payload meeting the requirements for the order (taking legal requirements into consideration).
- 6.1.4** Safe transport routes shall be chosen (particularly for dangerous goods), i.e. preferential use of motorways, if necessary by-passing designated protected areas, avoiding routes through purely residential areas and no parking in residential areas.
- 6.1.5** If vehicles with dangerous loads are parked, they must be guarded or parked so that sufficient security is guaranteed. No parking in residential areas.
- 6.1.6** Transloading of complete and partial loads (starting at a gross weight of 3000 kg) requires the consent of the client. If transloading is required during transportation, comparable requirements must be imposed upon the vehicle qualities, drivers, etc. as for loading at the client's plant.
- 6.1.7** The driver shall deliver the vehicle to the assigned location for unloading.
- 6.1.8** The driver may unload only after instruction by an authorized agent of the recipient (and under that person's supervision).
- 6.1.9** The contractor shall provide a 24-h on-call service in case of transport incidents (referring to dangerous goods). In case of emergency, a responsible expert person must be reachable.

6. TRANSPORT

Evonik-specific additional requirements:

6.1.10 The contractor shall take measures to help prevent the vehicles from tipping over during the journey. Such measures can include e.g.

- implementing the directive 2003/59/EC on the basic qualifications and continued training of the drivers of certain motor vehicles for freight or passenger transport;
- implementation of the ECTA Best Practice (BBS) Guideline "Behaviour-Based Safety – Guideline for safe driving of road freight vehicles" (see www.ecta.com).

6.1.11 For transloading operations initiated by the contractor during the course of a transport, the contractor must comply in particular with the requirements specified in Annex 2.

6. TRANSPORT

6.2 Environment & sustainability

- 6.2.1** Environmentally harmful influences shall be avoided, and if unavoidable, shall be minimized as much as possible.
- 6.2.2** The contractor must to the best of its abilities be ready, through technical and / or organizational measures, to positively influence or reduce the emission of greenhouse gases (regarding the sub-contractor's company and the client's transports).

Possible technical and/or organizational measures can be:

- Certification under ISO 14001 or the Eco-Management and Audit Scheme (EMAS),
- Modal shift (contractor should be able to offer Intermodal transport solutions),
- CO₂ report for the company of the client,
- Driver training as per ECO-Drive and Behaviour-Based Safety (BBS) as the standard in the company,
- Use of vehicles with favourable exhaust gas values,
- Use of technical measures to reduce exhaust gas emission values in vehicles with lower exhaust gas standards (e.g. throttling down the motor),
- Use of high-quality tires,
- Use of low-friction oils,
- Use of modern telematic trip planning and optimization systems,
- Use of alternative drive systems,
- Additional aerodynamic measures to reduce air resistance.

The effectiveness of the measures taken shall be checked by the contractor.

6. TRANSPORT

- 6.2.3** Valid, uniform, and thus comparable data for CO₂ emissions are important for reducing greenhouse gases. Greenhouse gases resulting during the transport of raw materials and finished products are included in the eco-balance. Shipment-based information about energy consumption and greenhouse emissions as per DIN EN 16258 shall be made available to the client promptly on request, specifying the parameters and methods used (e.g. VCI guideline for determination of CO₂ emissions in the logistics of the chemical industry).
- 6.2.4** The contractors are expected to comply with the internationally recognized minimum standards of the UN Global Compact and the core working norms of the International Labour Organization (ILO).

Evonik-specific additional requirements:

- 6.2.5** The contractor should maintain an environmental management system on the basis of ISO 14001. If prices are equivalent, preference shall be given to companies certified under ISO 14001 when issuing contracts.

7. DELIVERY SERVICE / INFORMATION

- 7.1** The contractor shall support the client's efforts to achieve a customer-oriented delivery service, among other things by
- Taking over the goods at the agreed time;
 - Keeping to agreed and specified schedules and prescribed delivery deadlines;
 - Complying with consignees' instructions and regulations for the delivery, as long as they do not contradict those of the client;
 - Determining the current location of a consignment within an appropriate period;
 - Informing the client immediately about any delays on the transport route and the reason for the delay, measures taken, and the probable new delivery date;
 - Informing the client immediately about any complaints regarding the quality and quantity of the goods, which the recipient notes in writing on the receipt.
- 7.2** The contractor shall ensure the correct and timely forwarding of the relevant information – e.g. safety data, order status, reference number of the client or the customer – in order to maintain a chain of information (e.g. to subcontractors) that is free of gaps.
- 7.3** All the information and data provided shall be treated as confidential (see also 7.4)

Evonik-specific additional requirements:

- 7.4** The contractor shall ensure that information which is normally regarded as a client's business secret is treated as strictly confidential, is not forwarded to third parties, and is not used for its own commercial purposes. This includes knowledge about facts used as a basis for the calculation of logistics prices / rates. In addition, the contractor shall ensure that absolute secrecy is guaranteed towards third parties about the logistics conditions agreed upon with the client.

8. TRANSPORT- AND ACCOMPANYING DOCUMENTS

- 8.1** Transport documents must be filled out correctly and be carried together with the other accompanying documents.
- 8.2** When a forwarding order is issued by the client, the contractor shall enter its company name in the freight note as "sender".
- 8.3** When a transport contract is concluded between client and contractor, the contractor shall enter the client in the freight note as "sender".
- 8.4** The goods may only be handed over after receiving a written acknowledgement of reception (receipt). The receipt shall be made available to the client on request within an appropriate time period and can also be archived digitally by the contractor.
- 8.5** Transport documents / accompanying documents or their contents shall not be made accessible or handed to third parties – with the exception of the official check points.
- 8.6** Transport documents which do not concern the current transport must be separated from those that do concern the current transport.
- 8.7** The documentation for the transport of dangerous goods (such as ADR training certificate of the vehicle driver or approval certificates) must always be presented in the original (see also Evonik-specific additional requirement 8.10).

Evonik-specific additional requirements:

- 8.8** All the information required for drawing up the transport documents shall be taken exclusively from the client's written order.

8. TRANSPORT- AND ACCOMPANYING DOCUMENTS

- 8.9** For cross-border transport (transport into third countries and intra-community transport), the scope of performance of the contractor includes:
- For transports into a third country, the issuance of an export certificate as per § 10 (1) 2 of the German Turnover Tax Implementing Regulations (UStDV).
 - For intra-community transport, the issuance of a shipment certificate as per § 17a (3) 1 (1) a of the German Turnover Tax Implementing Regulations (UStDV).

As a rule, the interactive PDF form provided by the client will be used for this purpose.

- 8.10** Some of the client's shipping stations may reject a vehicle if laminated evidence documentation is presented for dangerous goods. In order to avoid such rejections, it is recommended either that no laminated evidence documentation is used or that the contractor ask the client's respective shipping station in advance about the acceptance of laminated documents.
- 8.11** For vehicles registered in Germany, the vehicle registration document (Zulassungsbescheinigung Teil I, so called "Fahrzeugschein") must be presented. If this is only presented as a copy, then the inspection certificate from the last major inspection must be presented.
- 8.12** In the case of transport orders for the client's products named in § 35b of the GGVSEB (German Ordinance on the Transport of Dangerous Goods by Road, Rail and Inland Waterways), in other words, dangerous goods whose transport is covered by §§ 35 and 35a GGVSEB and thus subject to §§ 35 and 35a (also applicable to cross-border transports), the contractor shall apply for routing determination as per § 35a GGVSEB and (if applicable) for the approval as per § 35 (4) GGVSEB, and forward these to the client on request before carrying out the first transport and ensure corresponding presentation during regular operations (by the driver) at the client's request.

8. TRANSPORT- AND ACCOMPANYING DOCUMENTS

- 8.13** If, in the case of transport orders that fundamentally fulfil the conditions as per 8.12, vehicles are used according to the exemptions in § 35c GGVSEB, the contractor shall provide the client with the corresponding verification on request before carrying out the first transport and ensure corresponding presentation during regular operations (by the driver) at the client's request.

9. ACCIDENTS / DAMAGE / LOSS

- 9.1** Whenever persons are endangered and / or the environment is at risk, the fire department and / or police must always be notified. Furthermore, the following information must be made available to the client using the telephone number shown in the transport order or – outside office hours – using the client's emergency telephone number (see 9.4.2).
- .1 Name and company of the reporting person;
 - .2 Registration number and type of vehicle, freight carrier, forwarding agent;
 - .3 Place, time, and description of the accident / damage incident;
 - .4 Number of injured / dead, extent of product leaked, police / fire brigade present at the site;
 - .5 Consignment data (order number, destination, transport company, forwarding agent);
 - .6 Measures carried out or arranged by the driver;
 - .7 Options for calling back for further information (name, address, telephone, fax);
 - .8 If appropriate, the loss adjuster involved (name, address, telephone, fax).
- 9.2** For every accident, damage or incident in connection with the transport, the contractor shall prepare an informal report and send it to the client without delay.
- 9.3** The contractor shall inform the client about recognizable transport damage and loss of goods immediately, regardless of cause or responsibility.

Evonik-specific additional requirements:

- 9.4** In the case of imminent or existing danger (e.g. due to an imminent product reaction or a product leak) in the course of transport, the driver shall immediately take all the necessary measures (with due consideration for the basic principles of self-protection) which seem suitable in the given situation to avert danger from third parties, the environment, animals, or the load and/or to prevent damage.

9. ACCIDENTS / DAMAGE / LOSS

9.5 Whenever persons are endangered and/or the environment is at risk, the police and/or fire department must always be notified. Directly afterwards, the client shall be informed as follows:

- .1 Using the telephone number given in the order documents or, if this cannot be reached,
- .2 Using the client's following TUIS telephone hotline (Transport Incident and Information System for emergencies or incidents during transport):

Phone +49 2365 49-2232

9.6 When the client's products are damaged during transport, or if they should get out of control or are stolen, the client shall be informed without delay.

9.7 Damaged packaging containing the client's products may only continue to be transported with explicit consent from the client. This applies particularly to dangerous goods which must be transported in compliance with the pertinent valid regulations.

10. MANAGEMENT SYSTEM / AUDITS

- 10.1** The contractor must use a management system based on ISO 9000
- 10.2** On request, the contractor - to the extent permitted by data privacy aspects – will grant the client or a named representative access to the system documentation and allow auditing of the operational processes.
- 10.3** Safety and quality audits by the client or external inspection companies are based on the "SQAS Transport Service" questionnaire of the European Chemical Industry Council (CEFIC). Contractors are also advised to use this questionnaire for self-assessment.

Evonik-specific additional requirements:

- 10.4** The contractor shall maintain an ESHQ management system aligned to the requirements of the chemical industry.

To make it easy to assess the system and compare with competitors, it is very important for the client that the contractor proceeds with and upholds an SQAS assessment according to the guidelines of the European Chemical Industry Council (CEFIC) (for detailed information, see www.sqas.org).
- 10.5** Contractors transporting products that are part of the food or feedstuff chain (such as food and feedstuff additives) are obliged to register with the responsible authority in accordance with legal requirements as feedstuff companies as per Article 9 (2) of Regulation (EC) No. 183/2005 (regulations for feedstuff hygiene) and / or as food companies as per Article 6 of Regulation (EC) No. 852/2004 (regulations for food hygiene) and must present this registration to the client on request.
- 10.6** Contractors from the tank / silo haulage sector transporting transport goods within the food production chain must maintain an integrated management system as per ISO 22000:2005 covering HACCP, IFS, BRC, and GMP+.

ANNEX 1

LIQUID AND DRY UNPACKED GOODS (IN BULK) IN TANKS, TANK / SILO VEHICLES, CONTAINERS, TIPPERS AND DUMP TRUCKS

The contractor requirements are as follows:

A.1.1 Technical components

- A.1.1.1** Vehicle equipment, such as containers, emptying devices, pumps and any hose material carried by the vehicle, fittings, and seals shall be clean, dry, and free of odours, unless different product-specific agreements have been made.
- A.1.1.2** Technical and visually fault-free and pressure-tested hose material shall be used that is suitable for the respective cargo.
- A.1.1.3** Hose material which is used for specified products / product groups, shall be clearly marked and may only be used for these specific products / product groups.
- A.1.1.4** For liquids, stainless steel pressure tanks shall be used, providing there are no different requirements.
- A.1.1.5** Vehicle registration certificates shall be carried in the vehicle and presented upon request. On request, tank approvals for the transported goods shall be provided within a reasonable period of time.
- A.1.1.6** For safety reasons (surge effect), the minimum tank filling level prescribed for the transport of dangerous goods shall also be observed for the transport of non-dangerous goods. The contractor shall therefore provide containers that can meet this requirement.
- A.1.1.7** Information on the number of surge plates, if present.

ANNEX 1

TECHNICAL COMPONENTS

- A.1.1.8** The compartment number shall be marked on the dome lids, filling connections, and corresponding outlets.
 - A.1.1.9** Details of the tank / compartment volume shall be marked clearly and be permanently affixed to the dome lids and filling connections.
 - A.1.1.10** The vehicle shall be fitted with devices (rings) for attaching product signs and lead seals to outlets and dome lids.
 - A.1.1.11** All the emptying devices shall be closed properly before filling; and all the filling devices after filling.
 - A.1.1.12** The vehicle shall be fitted with a clearly marked and fully functional grounding device.
 - A.1.1.13** As a rule, entry into the empty vehicle tanks / containers on the premises of the client or its customers is not permissible. If entry is made, the appropriate safety regulations must be observed.
 - A.1.1.14** When climbing on tank / silo vehicles, drivers must use either personal fall safety equipment provided by the plant or their own inspected equipment. Furthermore, they must be trained in putting on and using such safety equipment.
 - A.1.1.15** Vehicles with a dumping system must be secured against movement when the cargo bed is lifted.
-

ANNEX 1

TECHNICAL COMPONENTS

Evonik-specific additional requirements:

A.1.1.16 If a tool is needed to open / close the dome lid, this must not cause sparks.

A.1.1.17 The client's loading staff must be reliably informed by the driver about the capacity of the tank and tank compartments as well as the maximum permissible load.

A.1.1.18 Flammable liquids may not be unloaded (pressed out) using compressors.

A.1.1.19 For the transport of products for which the client demands a certified standard in accordance with GMP+ B4 (such as for certain fillers and food/feedstuff additives), the contractor may not provide tanks/silos that have been previously used for the transport of prohibited substances or materials of freight category 1 ("Transport Exclusion List"), such as meat-and-bone meal.

Exceptions to this are tanks/silos which, after the transport of such substances / materials, have been recertified and released after suitable cleaning and disinfection under stringent conditions followed by an assessment by an EN 45004-accredited inspection body specifically approved for the inspection of tanks/silos.

A.1.1.20 As a rule, silo and tank vehicles, detachable tanks, and tank and silo containers used for the transport of food and feedstuffs may not be used for the client's products. Exceptions to this basic rule are possible for certain of the client's products which are destined for the food or feedstuff industries (e.g. feedstuff additives). If the situation is unclear, consent shall be obtained from the client before the vehicle is provided for loading.

ANNEX 1

TECHNICAL COMPONENTS

A.1.1.21 For deliveries of orders placed by the client, sampling (where necessary) by the driver at the consignee's site (client's customer) is neither part of the order nor is it desirable and, as such, is not a service required by the contractor. In the event that sampling is required at the unloading site, this shall not be carried out by the driver in principle.

A.1.1.22 Drivers may climb onto their vehicle tanks on the client's premises and on the premises of the client's customer only if the vehicle is placed at the filling and/or unloading station and when suitable fall protection equipment is used.

ANNEX 1

PRODUCT RESIDUE

A.1.2 Product residue

The aim is to empty the tanks completely. If product residue is still found due to unavoidable technical inadequacies, the tanks may only be cleaned and the contents disposed of after consultation with the client.

ANNEX 1

CLEANING STATIONS

A.1.3 Cleaning stations

A.1.3.1 The contractor is responsible for the selection of suitable and reliable cleaning stations. A cleaning station regarded as suitable is a station which has the necessary authorization (with regard to operation and disposal) and carries out cleaning and disposal in line with legal regulations and official approval certificates.

It is assumed that the operators of the cleaning station undertake to carry out the necessary measures (servicing, maintenance, repairs) in due time and document these procedures, only using qualified staff and allowing audits to be carried out if necessary.

The contractor is therefore advised to use cleaning companies that have completed an SQAS assessment for tank cleaning stations.

A.1.3.2 Tank cleaning always depends on the last goods loaded and, if known, the next goods to be loaded and is carried out in agreement with the cleaning station.

A.1.3.3 The client provides the contractor with product information as needed (e.g. safety data sheet) to ensure proper cleaning and disposal. Proofs of disposal shall be made available to the client on request.

Evonik-specific additional requirements:

A.1.3.4 In the case of tank / silo vehicles and tank / silo containers used to transport a certain product in the long term (dedicated / oneway traffic), the client's instructions regarding cleaning and disposal shall be heeded.

ANNEX 1

CLEANING STATIONS

A.1.3.5 The contractor shall always have tank cleaning carried out at tank cleaning stations that are members of the European Federation of Tank Cleaning Organisations (EFTCO). Exceptions to this principle are only permitted in exceptional cases when the basic requirement would be economically unreasonable in certain cases. Suitable verification must be presented to the client on request.

ANNEX 1

PROOF OF CLEANING

A.1.4 Proof of cleaning

A.1.4.1 All cleaning companies are required to issue proof of cleaning which clearly states that cleaning has been carried out properly. It is recommended that the "EFTCO Cleaning Document" (example see attachment) be used for this.

A.1.4.2 The proof of cleaning should include the following minimum standards:

- .1 Format of the document: A4
- .2 Sequential, unique numbering, with technical safeguards to prevent duplication and forgery
- .3 The document must contain at least the following information:
 - Identification of the tank cleaning plant with full address, fiscal and commercial information and – where available – national membership and a reference to EFTCO
 - Identification of the customer (contractual partner)
 - Identification of the vehicle / tank
 - Arrival and departure times of the vehicle
 - Information about the cleaning work done, stating the defined code for the cleaning process (tank, hoses, pumps, valves)
 - For each cleaned compartment, information about the last loaded product with technical description and UN code

Remarks:

This nomenclature is available in six languages and has been accepted by all national associations of the cleaning station companies. The EFTCO Cleaning Code can be downloaded as a PDF file from the internet at www.eftco.org. This nomenclature can be expanded as needed to include additional codes and languages.

- .4 Signature of the cleaning manager and the contractual partner's representative (generally the driver)

ANNEX 1

PROOF OF CLEANING

Remarks:

- *Non-binding: Information about the next load.*
- *The cleaning process is either printed in full and marked with an "X" or printed out in full after successful cleaning with details of the steps carried out.*

A.1.4.3 Before loading, the proof of cleaning must be made available to the loading unit.

Evonik-specific additional requirements for:

.....

A.1.4.4 The proof of cleaning to be presented by the contractor pursuant to A.1.4.3 must always be issued by a tank cleaning station with a valid assessment as per SQAS Tank Cleaning. Exceptions to this principle are only permitted in exceptional cases if this would be economically unreasonable in certain cases. Suitable verification must be presented to the client on request.

The electronic tank cleaning certificate (eECD) started in early 2019 by ECLIC will replace the paper ECD in the medium term. The client will gradually change over to e-ECD proof of cleaning and asks its contractors to take part in this system (information at www.eclic.eu), which entails becoming licensed as equipment operator.

A.1.4.5 In case of disposal transport (waste), when the need arises it is sufficient instead of the proof of cleaning as per A.1.4 for the contractor to present written confirmation that the tank provided for loading has either been cleaned or, if not cleaned, the previous load (and any residue from the previous load possibly still in the tank) is compatible with the goods to be loaded. If the client requires proof of cleaning as per A.1.4 for certain disposal transports, corresponding bilateral agreement shall be reached with the contractor before placing the order.

ANNEX 1

PROOF OF CLEANING

A.1.4.6 Cleaned containers and feeding lines shall be free of any residue from previous transport jobs (see A.1.4.5 for exceptions to this rule).

A.1.4.7 The contractor is responsible for faults caused by a cleaning company commissioned by the contractor as if they were his own faults.

ANNEX 1

CONFIRMATION ABOUT PREVIOUS PRODUCT

A.1.5 Proof of previous load

A.1.5.1 All logistics service providers whose tanks/silos are reloaded upon agreement without being cleaned shall guarantee that proof of previous load (example see Attachment) will be drawn up and provided.

A.1.5.2 The proof of previous load shall contain at least the following details:

- .1 Name of the logistics service provider;
- .2 Number of the vehicle, tank, chamber;
- .3 Product
- .4 Chemical description (not simply the trade name)
- .5 Dangerous goods class;
- .6 Last client order number, loading date;
- .7 Voucher number, date, stamp, signature.

These details can also be recorded on the pick-up note.

A.1.5.3 The electronic proof of previous load (ePPL) started in early 2019 by ECLIC will replace the paper proof of previous load in the medium term. The client will gradually change over to electronic proof of previous load (ePPL) and asks its contractors to take part in this system (information at www.ecllic.eu), which entails becoming licensed as equipment operator.

A.1.5.4 The company issuing the proof of previous load shall make sure that no impurities whatsoever (e.g. dust, foreign particles, condensation) have entered the tank / silo after unloading and that the tank / silo is closed on being sent for renewed loading.

ANNEX 1

INSPECTION BEFORE LOADING

A.1.6 Inspection before loading

- A.1.6.1** The contractor shall give the client's personnel the opportunity of checking the proper condition of the tank / silo and the emptying equipment before loading.

ANNEX 2

PACKAGED GOODS (NON-BULK) IN TRUCKS; CONTAINERS AND SWAP BODIES

The contractor requirements are as follows:

A.2. Packaged goods

- A.2.1** Provide vehicles / containers / swap bodies with cleanly swept, dry, nail-free cargo areas that can be used by a fork-lift truck (minimum durability as per DIN EN 283).
- A.2.2** Provide vehicles that have their own on-board re-usable cargo-securing devices in adequate quantity and dimensions and in proper condition, such as
 - .1** Separators (such as clamping plates and inserted rigging boards or adjustable partitions),
 - .2** Lashing equipment (such as standardized straps [LC = \geq 2500 daN (straight traction) and \geq STF 250 daN], chains, ropes, nets),
 - .3** Non-slip mats,
 - .4** Loading areas with retractable lashing rings as per EN 12640 or lashing point rails (multi-hole rail) or similar fixing points.
- A.2.3** Provide vehicles / containers, in which the walls, floor, and roof as well as doors, door seals, and tarpaulin appear to be in proper technical condition.
- A.2.4** Driver checks the cargo for external damage and completeness (referring to the number of loading units for packages / packaging units placed on pallets and any packages placed inside outer packaging) if the driver is present during loading.
- A.2.5** Drivers approve the measures taken to secure the cargo (e.g. positioning non-slip mats) and support the loading staff if requested.

ANNEX 2

PACKAGED GOODS

- A.2.6** The load is secured properly through to the final unloading station, as necessary by means of
- re-securing the load after partial unloading or reloading and
 - monitoring problems with the load caused by traffic and weather to check the stowing and securing of the cargo during transport, and re-securing the load as needed.
(see also Evonik-specific additional requirements for A.2.8)
- A.2.7** No movement of vehicles (empty or loaded) with open sides or open cargo bay doors.

Evonik-specific additional requirements:

- A.2.8** In addition to A.2.6, the following applies:
Checking (through visual inspection) whether the load is secured during the transport period (meaning at intermediate stops, e.g. due to drive time breaks and/or when driving into additional loading / unloading stations) to identify obvious deficiencies. This applies particularly when the originally applied cargo-securing devices have been changed (e.g. due to reloading, partial unloading, additional loading).

If visual inspection identifies obvious deficiencies, the contractor's driver must correct them using the available resources. If this is not possible, the further transport must be interrupted until the deficiencies are corrected. The driver will coordinate with the contractor's control centre or the client's shipping department to determine what action to take to fix the deficiency.

Remarks:

The obligation to perform the above-mentioned visual inspection does not apply if the contractor's driver took over sealed transport units. In the case of sealed transport units, if there is a high probability that the cargo-securing devices put in place by the client may have lost their effectiveness due to abrupt driving manoeuvres, the

ANNEX 2

PACKAGED GOODS

trip must be interrupted and the contractor's control centre contacted to clarify what further action to take (e.g. consultation with the client about the removal of the seal to check the cargo-securing devices).

A.2.9 Do not provide vehicles for loading that are clearly recognizable as a vehicle transporting food and feedstuffs or which can be presumed to be transporting food and feedstuffs due to markings and/or advertisements on the vehicle. Exceptions to this rule are possible for client's products which are destined for the food or feedstuff industries (e.g. food and feedstuff additives) and Plexiglas® brand products. If the situation is unclear, consent shall be obtained from the client before the vehicle is provided for loading.

A.2.10 Do not provide vehicles for loading that have loaded food and feedstuffs. Exceptions to this rule are possible for client loads that are not dangerous goods and/or products classified as dangerous goods (e.g. food and feedstuff additives, fillers, Plexiglas® brand products). **However, the clients feedstuff additives and silica products may not be loaded together in the same vehicle.**

Remarks:

"Vehicle" is to be understood that when consisting of two transport units (e.g. truck with trailer) of which only one is loaded with food or feedstuffs while the other offers sufficient space for the client's load, this shall be accepted for loading.

A.2.11 Provide vehicles that comply with the requirement for body stability according to DIN EN 12642. Vehicles with a body strength as per DIN EN 12642 Code XL are preferred by the client.

A.2.12 When curtainsiders / tautliners are provided for loading, these must comply with the additional requirements **(see Attachment to this Annex).**

A.2.13 Provide adequate quantities and dimensions of cargo-securing equipment (e.g. for a palletized complete load).

ANNEX 2

PACKAGED GOODS

For each pallet row at least one lashing belt with ratchet as per EN 12195 Part 2 in perfect technical condition with a length of at least 8 m for fixing the load units by force locking or form locking (direct lashing). Lashing straps longer than 8 m are needed at some of the client's loading stations. The contractor shall be informed separately in this case.

As a basic rule, at least 20 lashing straps and an adequate number of gliding edge fasteners must be carried on the vehicle. Deviations from this rule (i.e. fewer lashing straps) are possible (e.g. due to multi-hole rail and the intention to use form-locked loading for Code XL vehicles), but this requires the client's consent. More than 20 lashing straps are needed at some of the client's loading stations. The contractor shall be informed separately in this case.

If other lashing equipment is needed, e.g. chains or ropes, the client shall provide separate notification accordingly. If necessary, chains and possible wire ropes must be made and tested to EN 12195 Parts 3 and 4.

A.2.14 Equipment of the vehicles and swap bodies with end-to-end multi-hole rails with lashing points in the side part of the loading area (≤ 150 mm).

If there are no multi-hole rails, the client expects the vehicle to be equipped at least with lashing points as per DIN EN 12640:2000 and a lashing point strength of at least 2000 daN.

The design of the lashing points must be such that they are positioned in/on the loading surface so that they are freely accessible and moveable before and after the loading process and, e.g. cannot be blocked by the goods even when the entire surface is loaded. For closed vehicle designs, the possibility that the lashing belts can fall out must be excluded. If the lashing point location is unfavorable, so that the pressure point cannot be positioned on the load when the belt is pulled down, then additional effort to switch to other cargosecuring measures can be required.

ANNEX 2

PACKAGED GOODS

Notes (for all vehicle types):

When lashing down, the straps must be fastened so as not to exceed the maximum permissible vehicle width of 2.55 m.

- *It must be ensured that straps cannot fall off the vehicle during transport or damage the load.*
- *Lashing over the side walls is not allowed.*

A.2.14 Lashing straps must be taken out of use if they show signs of damage (the discard criteria for lashing straps are described in the standard EN 12195-2).

A.2.15 Equipment of the vehicles and swap bodies with end-to-end multi-hole rails with lashing points in the side part of the loading area (≤ 150 mm).

If there are no multi-hole rails, the client expects the vehicle to be equipped at least with lashing points as per DIN EN 12640 and a lashing point strength of at least 2000 daN.

The design of the lashing points must be such that they are positioned in/on the loading surface so that they are freely accessible and moveable before and after the loading process and, e.g. cannot be blocked by the goods even when the entire surface is loaded.

For closed vehicle bodies, the possibility of the lashing straps falling out must be excluded. Unfavourable lashing positions where the pressure point cannot be positioned on the load when the belt is pulled down may result in the client rejecting vehicle due to the necessary additional effort required.

Remark (for all vehicle types):

Vehicles without adequate equipment for the lashing points and without adequately stable sides are excluded from loading.

A.2.16 For standard sheeted sideboard vehicles, the side insert rigging boards (provided these comprise part of the vehicle body) must be complete and undamaged, at least to the upper edge of the load. For form-locked loads, the rigging boards must be made of metallic materials (see Attachment for curtainsiders / tautliners).

ANNEX 2

PACKAGED GOODS

A.2.17 If the contractor provides box-type bodies for loading, they must be equipped with a suitable retention system (e.g. an appropriate number of form-locking telescopic stanchions (e.g. roof and floor) and multi-hole rails at a suitable height in the side walls) for securing the load opposite to the travelling direction (see photo of an ideal box-type vehicle and the following comments).



Remarks:

- *If a sufficient number of lashing points are provided as per DIN EN 12640 as well as lashing straps, the load can also be lashed alternatively by the client by means of diagonal lashing.*
- *Telescopic stanchions which can be positioned only by friction locking and are therefore practically ineffective physically (except in the case of extremely light goods with a retention force < 50 daN) will not be accepted by the client.*
- *To facilitate proper load securing even for low load units, the client urgently recommends, when new vehicles with box-type bodies are purchased, to have them fitted with integrated retainer system rabbets (see example below) at three different levels (approximately 40, 80, and 160 cm from the floor). Box-type bodies must also be certified to EN 12642 Code XL. The certificate describes the body strength and must be carried in the vehicle.*

ANNEX 2

PACKAGED GOODS

A.2.18 Load units (e.g. film-wrapped or shrink-wrapped pallets) may not be changed without the express consent of the client.

A.2.19 Temperature controlled transport of goods specified in the transport order as temperature-sensitive or the continuous frost-proof transport of goods specified in the transport order as frost-sensitive (in accordance with the agreement).

A.2.20 If vehicles are used that have other cargo loaded on the cargo bed it must be secured in accordance with specifications. If this is not the case, the driver is given an opportunity to secure the other cargo properly. If the driver is unable to do so, the client will refuse to load the vehicle.

Remarks:

The client refuses to proceed with load-securing measures or to reposition third-party cargo for insurance reasons.

A.2.21 Transport units with single-axle trailers or trailers with tandem axles shall not be provided. Exceptions to this rule are possible with the client's consent.

A.2.22 Loading space(s) of vehicles provided for the transport of client products that are used for the production of food and feedstuffs (such as certain fillers and feedstuff additives) must be dry and clean (i.e. absolutely free of any residue and odour of previous loads).

A.2.23 Containers provided for loading must have valid CSC approval (especially the test date) or, alternatively, valid ACEP approval.

A.2.24 The contractor must ensure that the goods received from the client can be unloaded at the recipient's site without being impeded by other goods (meaning that the transport unit is easily accessible and does not have other goods stacked on top of it) and that metal containers of the client are not subsequently wrapped in foil / film of any kind without the consent of the client (in order to avoid corrosion due to condensation).

ANNEX 2

PACKAGED GOODS

A.2.25 Any tears or cracks (longer than 6 cm) and/or holes (> 3 cm in diameter) in the tarpaulins of sheeted sideboard vehicles and open-top containers can result in rejection of the vehicle.

Effectively repaired tears and cracks and/or holes are not seen as grounds for rejection.

A.2.26 If cargo-related friction enhancing materials (e.g. non-slip mats) are required, they must be provided by the contractor in an adequate quantity for the entire cargo. Non-slip mats are not needed for vehicles with a non-slip coated cargo surface with a verifiable friction coefficient of at least 0.6 μ (regardless of the type of load).

Comments on non-slip mats:

When non-slip mats are used, they must all have the same thickness, their service life must not be exceeded, they must have a verifiable friction coefficient of at least 0.6 μ and should have a minimum thickness of 6 mm and a minimum size of 1200 mm x 100 mm (length x width). Non-slip mats in other dimensions are also accepted as an alternative (e.g. 300 mm x 200 mm).

If other non-slip mats are used, no mixed friction may take place, i.e. they must be rated so that no contact of the load with the vehicle floor is possible even under strain.

A.2.27 Particularly for ferry transport by sea (Ro/Ro haulage), the cargo must be secured additionally by lashing down to take account of the vertical acceleration forces that occur during sea transport. This can only be waived if form-locking loading of the cargo is possible, the vehicle body is tested to DIN EN 12642 Code XL and is capable of reliably absorbing the acceleration forces that occur during sea transport. Otherwise, distinctly longer loading times can be expected, which the contractor must take into account.

A.2.28 Special rule for vehicles ≤ 3.5 t permissible gross weight (e.g. CEP services):
when carrying dangerous goods, such vehicles must have a partition to separate the cargo area from the driver's cab; they must be equipped with lashing points as per DIN ISO 27956 and carry suitable load-securing equipment on board.

ANNEX 2

ATTACHMENT

REQUIREMENTS FOR CURTAINSIDER/ TAUTLINER VEHICLES PROVIDED FOR LOADING

A.2.A.1 Vehicle types:

A.2.A.1.1 As far as possible, transport units should be provided with verified body strength as DIN EN 12642 Code XL or verified equivalent body strength.

A.2.A.1.2 However, vehicles should be provided with a verified body strength at least as per DIN EN 12642 Code L.

A.2.A.1.3 Vehicles with undefined (not verified) body strength are usually not accepted by the client. If in isolated cases such vehicles are nevertheless to be loaded, this requires the express consent of the client's respective loading station.

A.2.A.2 The following applies to all vehicle types:

A.2.A.2.1 Insertable rigging boards must be in proper technical condition at least to the upper edge of the load.

Since Code XL side curtains are too elastic for form-locking cargo-securing methods when wooden insert rigging boards are the only load securing equipment, the rigging boards must be made of metallic material.

A.2.A.2.2 Vehicle equipment with multi-hole rails with lashing point intervals of ≤ 150 mm is preferred by the client.

If no multi-hole rails are available, there must be lashing points as per DIN EN 12640 at intervals of ≤ 600 mm.

A.2.A.2.3 Pallet stops should be present on the long sides of the cargo area.

A.2.A.2.4 Two-layered cargo stacking is only permissible if the acceleration forces are either proved to be safely absorbed by the vehicle body (also in the upper body section) or if force locking is used to secure the load.

ANNEX 2

ATTACHMENT

The applicable regulations (see 7.5.7.2 ADR) also apply when transporting dangerous goods. If there is any doubt as to whether the shipping items can be stacked, the client shall decide whether to allow double-layered cargo stacking (possibly by inserting an interim layer, e.g. plywood or synthetic sheeting to help distribute the weight).

A.2.A.3 The following applies in addition to curtainsider/tautliner vehicles as per DIN EN 12642 Code XL:

A.2.A.3.1 A valid certificate must be carried in the vehicle, stating the types of loads that can be secured by form locking.

A.2.A.3.2 Three pairs of reinforced sliding stanchions and five lightweight metal rigging boards per stanchion area, anchored in the lateral floor area as needed and with the possibility of inserting blocking beams at the side.

A.2.A.3.3 These boards must be so stable that they can withstand a lateral load pressure of 5000 daN and a lateral acceleration of 0.5 g, when form-locked loading is used. Alternatively, higher-quality side boards can be used (thus reducing the number needed, e.g. when using systems by Allsafe TruXafe). Corresponding stability values should be marked on the side boards.

ANNEX 3

LIABILITY AND INSURANCE

A.3.1 The contractor is liable to the client for damage caused by it in accordance with the respective liability conditions, from acceptance of the contract until delivery to the end recipient.

A.3.2 The contractor agrees to take out and maintain

- Insurance for domestic transport according to German Commercial Code (HGB) Section 407 et seq. and according to CMR for international transport,
- Insurance for its liability for European / domestic transport within Europe according to the applicable national law,
- Vehicle indemnity insurance – including cover for personal injury – corresponding to normal national maximum insured sums, and
- Employer's liability insurance with coverage of at least € 1 million per loss event for personal and material damage

If the contractor engages a sub-contractor, it shall impose the requirement to obtain liability insurance according to CMR for European / domestic transport within Europe, indemnity insurance for the vehicles used with the minimum insurance sum required by national law, and employer's liability insurance to the amount according to the 4th bullet point of A.4.2.

A.3.3 The contractor shall confirm the insurance coverage corresponding to the above conditions by written acknowledgement of this requirement profile.

A.3.4 At the client's special request, the contractor shall prove the respective insurance coverage by written certificate from its insurer / the subcontractor's insurer.

ATCH. / PROOF OF PREVIOUS LOAD

CONTRACTOR	DATE	VOUCHER NO.
------------	------	-------------

FREIGHT CARRIER	REGISTRATION NUMBER
-----------------	---------------------

TOWING VEHICLE/SEMI-TRAILER	CONTAINER NO.
-----------------------------	---------------

TYPE OF VEHICLE

Silo
 Semi-trailer/Trailer
 Container

Compartment no.	Loading date	Last cargo	Dangerous goods class	Order number	Remarks
1					
2					
3					
4					
5					
6					

TANK MATERIAL

<input type="checkbox"/> V2A <input type="checkbox"/> Aluminium	<input type="checkbox"/> OTHER	NO. OF TANK COMPARTMENTS
<input type="checkbox"/> V4A <input type="checkbox"/> Rubberized		

The company issuing the confirmation shall make sure that no impurities whatsoever (e.g. dust, foreign particles, condensation) have entered the tank / silo after unloading and that the tank / silo is sent for renewed loading in a closed state.

We confirm that the above-specified container is being provided empty and uncleaned and complies with the above-mentioned provisions.

Last use of the above-marked vehicle type

FROM	TO	ON
------	----	----

PLACE/DATE	PLACE/DATE	NAME/SIGNATURE
------------	------------	----------------

PRINT

SAVE AS