

ATTENTION!

"The Minimum Requirements for Self-collecting customers (current edition: June 2015) has been amended and new released as version March 2017. The substantial amendments are highlighted with yellow background.

Please note, that the disregarding of new amendments can lead to the rejection of vehicles provided for loading in our sites at the latest of 3 April.

Excepted from this grace are the new amendments in A.2.21 "Rejection of vehicles with tandem axle trailers" and A.2.30 "Carrying requirement of anti-slip mats for load securing", which are mandatory since beginning of this year already and will lead to rejection in any case if disregarded."

Minimum Requirements for Self-Collection

SHARED RESPONSIBILITY – REACHING DESTINATIONS SAFELY



MARCH 2017

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THESE MINIMUM REQUIREMENTS, along with its regulations, serves to ensure that transports of products of Evonik Industries AG are conducted safely, securely, without harming the environment and with respect for all relevant statutory regulations. Therefore self-collection customers respectively the logistics service providers contracted by them are obliged to acknowledge these Minimum Requirements and to observe the specifications contained herein.

Introduction

Evonik Industries AG 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 greater requirements for the logistics service providers, which are specified in their requirements profile for Road Haulage and Multimodal Transport (as of: March 2015) of Evonik Industries AG.

Meeting the safety-related requirements from the above-mentioned requirements profile, summarized in the present "Minimum Requirements for Self-Collection", is also expected of the customers of Evonik Industries AG that pick up their own goods or have it done by service providers that are authorized by the customers of Evonik Industries AG to pick up their goods. The scope of the Minimum Requirements for Self-collection Customers encompasses transport in national and international road haulage, including multimodal transport by rail and/or inland waterway in Europe (including pre- and on-carriage transport to/from seaports and airports for maritime and air transport).

The Minimum Requirements for Self-collection Customers are checked at incoming inspections and by loading supervisors at the plants of Evonik Industries AG. Failure to observe these requirements can lead to rejection of the vehicles that are provided for pick-up.

When the term "self-collection customer" is used in the following text, it means both the self-collection customer itself and any logistics service provider contracted by it to make the pick-up.

Since compliance with all legal requirements by the self-collection customer is a prerequisite, the Minimum Requirements for Self-collection Customers, with few exceptions, do not contain a repetition of the legal requirements.

Evonik Industries AG and subsidiaries under Section 15 of the German Stock Corporation Law (AktG) refer to the "Code of Conduct for Evonik Employees", "Evonik Global Social Policy", and "ESH Values", which can be viewed on the Internet (see www.evonik.de/verantwortung) and expect the self-collection customers to comply with the internationally recognized principles of the UN Global Compact and the core work norms of the International Labor Organization (ILO) (see also Item 6.2.4).

1. VEHICLES, CONTAINERS AND ADDITIONAL EQUIPMENT

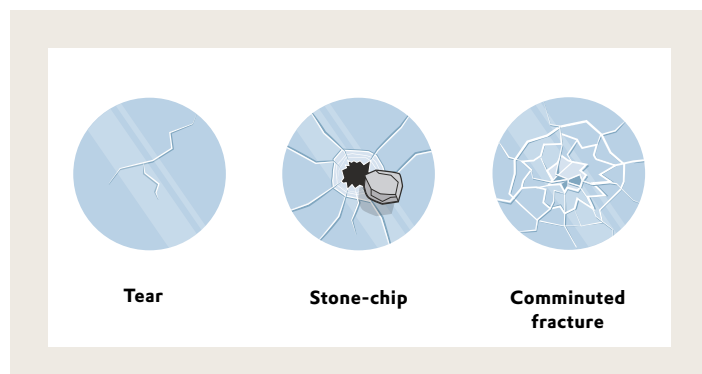
- 1.1** Vehicles, containers and additional equipment used for loading and unloading are in proper technical condition and make a good visual impression, while complying with legal and other official regulations as well as the additional contractual requirements for the goods to be loaded that were specified when the order was awarded.
- 1.2** For planned transports in Ro / Ro haulage, the vehicles must be equipped with facilities (lashing eyelets, equipment to block suspension travel, etc.), which permit secure lashing on board and prevent the transported unit from shifting during heavy seas.
- 1.3** The minimum requirements specified in more detail in the annexes must be heeded (as far as applicable).
- 1.4** Vehicles for loading dangerous goods are checked by the Evonik Industries AG consistently in accordance with subsection 7.5.1.1 ADR. Vehicles that do not meet applicable legal requirements will be rejected. Among other things, these checks include the equipment prescribed in subsections 8.1.4 and 8.1.5 of the ADR and to the equipment listed in the written instructions pursuant to subsection 5.4.3 ADR regarding the performance of the general and any additional and / or special measures.

Windshields must be undamaged. This particularly applies to areas directly in the driver's field of vision, which we consider to be the area above the first windshield wiper (see illustration).

1. VEHICLES, CONTAINERS AND ADDITIONAL EQUIPMENT



Damage outside of this field of vision (such as chips caused by stones) can also result in rejection if larger than a € 2 coin or involving cracks that could not be described as minimal (see illustration):



Damage is acceptable if smaller than that shown above and outside of the driver's field of vision.

1. VEHICLES, CONTAINERS AND ADDITIONAL EQUIPMENT

- 1.5** The shovel required for hazardous materials as per 5.4.3 ADR will be complied with, if a shovel or spade of metallic material with a handle is carried in the vehicle. Shovels with a short handle (such as dustpans) are not acceptable. The working length of a shovel (from the tip of the blade to the end of the handle) needs to be at least 200 cm. Collapsible spades are tolerated, if they have a working length of at least 55 cm when unfolded.
- 1.6** For the transport of dangerous goods, the requirements of 8.1.5.2 ADR for the "eye flushing liquid" to be carried along are considered met, if a bottle of fresh, clear, uncarbonated water or an eye flushing bottle with special eye flushing liquid is carried along. In the case of the latter, the expiration date may not be exceeded.
- 1.7** In case additional equipment such as breathing protection for escape or other equipment not listed in subsections 8.1.4 or 8.1.5 of ADR should be required for certain dangerous goods, Evonik Industries AG shall notify the customer doing self-collection of this in writing, either generally or for specific orders (when the order is placed).
- 1.8** The transport of dangerous goods under the relaxed requirements of subsection 1.1.3.6 ADR (meaning waivers in connection with quantities that are carried per transport unit) requires prior approval or consent by the respective loading station. If approval is not given, then the provisions of the dangerous goods regulations must be observed fully, even for quantities under the limits specified in 1.1.3.6 ADR.
- 1.9** Vehicles with temporary license plates as per § 16 of the German Vehicle Registration Law (FZV) will not be accepted for loading.

1. VEHICLES, CONTAINERS AND ADDITIONAL EQUIPMENT

- 1.10** If the equipment specified in 2.8 is carried in a container ("ADR container") in the vehicle, and it is sealed, the seal must be removed by the driver upon request, in order to check the contents. If the driver refuses to remove the seal, this may result in rejection.
- 1.11** If the vehicles to be loaded have containers or swap bodies, then the corner casting locks (twistlocks) must be properly locked.
- 1.12** When transporting products which, for safety reasons, are subject to temperature control (if so, corresponding information is part of the orders), the vehicles shall be fitted with the necessary temperature display and alarm equipment, and nothing else may ever be added to the load. Exceptions to this rule require the approval of Evonik Industries AG. Before such products are loaded, the loading unit shall be pre-cooled to the working temperature of the cooling equipment.
- 1.13** In addition to the basic requirement as per 2.1, the tarps/covers of vehicles waiting to be loaded and unloaded and transport containers must be free of ice that could be a hazard to others in traffic, if it should fall down during the trip.
- 1.14** For vehicles registered in Germany, the vehicle registration (German: "Fahrzeugschein") must be presented. If this is carried only as a copy, then the inspection certificate from the last major inspection must also be presented (see also Evonik-specific requirement 8.12).

2. PERSONS INVOLVED IN THE TRANSPORT

- 2.1** The self-collection customer shall use reliable, properly trained drivers who are in possession of a valid driving license and have sufficient driving practice; in the case of dangerous goods, the driver shall have the relevant certificates of training and instruction in the area of safety.
- 2.2** The self-collection customer shall provide the drivers with all the relevant knowledge 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
 - .5** personal protective equipment.
- 2.3** Upon request by Evonik Industries AG, contractor's driver must present the documents required under § 7b of the German law governing freight haulage (GüKG).
- 2.4** The self-collection customer agrees to organize the work of its driving personnel so as to comply with the required driving and resting times.
- 2.5** Upon entry into the client's site, no persons shall be present in the self-collection customer's vehicle who are not part of the driving crew.
- 2.6** The announced internal regulations applicable for fenced locations as well as any plant-specific instructions must be observed at the loading and unloading stations.
- 2.7** There is a general alcohol and drug ban (for both consumption and carrying).

2. PERSONS INVOLVED IN THE TRANSPORT

2.8 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).

2.9 Drivers shall remain in or near their vehicle during loading and unloading or officially inform a person responsible from Evonik Industries AG, when they leave the vehicle and when they return.

2.10 Drivers are always obligated to have the following personal protective equipment with them at the plants of Evonik Industries AG and to wear it when they leave their vehicles:

- .1 Clothes which completely cover the body.
- .2 Protective shoes (acc. to EN 345)
- .3 Hard hat
- .4 Protective glasses
- .5 Warning vest (EN 471)

2.11 In appropriately marked parts of the plants of Evonik Industries AG, in addition to the obligations under 3.10, the self-collection customer's drivers are also obligated to keep the following additional protective equipment with them during loading and unloading work and put it on as needed:

- .1 Protective clothing (according to the goods to be loaded)
- .2 Chemical-resistant protective gloves
(according to the goods to be loaded)
- .3 Tight-fitting protective goggles (obligatory)
- .4 Protective face mask (for corrosive liquids / gases)
- .5 Breathing protection

Hard hats indicated in 3.10.3 must fit snugly when worn.

2. PERSONS INVOLVED IN THE TRANSPORT

2.12 The completeness of the personal protective equipment according to 3.10, or if applicable 3.11, and (in the case of dangerous goods) pursuant to 2.8, will be checked by Evonik Industries AG at entry to the plant grounds. Vehicles that do not carry the necessary minimum protective equipment or (for dangerous goods) the equipment required by written instructions pursuant to section 5.4.3 of the ADR may be refused entry at the plant gate.

If a co-driver accompanies a given transport, the equipment items comprising personal protective equipment must be carried on board for the co-driver as well.

2.13 In the case of imminent danger (e.g. due to product leak or reaction) in the course of transport, the driver shall immediately take all the necessary measures - taking basic principles of self-protection into account - which seem suitable in the given situation to avert danger for third parties, the environment, animals, or the load or to prevent damage.

2.14 Any traffic accidents or damage to buildings, devices, vehicles and plants or contamination of soil, open water or sewer at the premises of Evonik Industries AG or the recipient that are caused by the driving crew of the self-collection customer must be reported immediately to site security or the site fire services of the Evonik Industries AG and/or the recipient, regardless of who is at fault.

2.15 When entering the site of Evonik Industries AG and the recipient, no passengers (including family members) or pets may be in the vehicle.

2.16 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. If so, the requirements for personal protective equipment apply for that person as per 3.12.

2. PERSONS INVOLVED IN THE TRANSPORT

- 2.17** Furthermore, the self-collection customer's crew and the vehicle may not remain on the site of Evonik Industries AG unnecessarily (e.g. driving breaks that are not connected with the loading or unloading of the vehicle).
- 2.18** The requirement for the self-collection customer as per 2.1 applies additionally such that drivers of vehicles carrying dangerous goods, who would like to take advantage of the relaxed requirements as per subsection 1.1.3.6 ADR (such as drivers of courier and parcel services), must have either a training certificate under 8.2.2.8.5 ADR ("ADR certificate") or under section 8.2.3, in conjunction with section 1.3 ADR.
- 2.19** By extension, a further application of requirement 2.2 is that truck drivers must be trained in all activities involved in filling and emptying of tanks and working on height. A vehicle may be rejected if gatehouse and filling station personnel feel that the safety of the filling procedure is compromised because the driver is insufficiently qualified or because they are unable to communicate with him.

3. SECURITY

- 3.1** 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.
- 3.2** The self-collection customer is either a recognized "authorized economic operator" - AEO) F or S, or informs Evonik Industries AG upon 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.
- 3.3** When reporting the load, the self-collection customer shall ensure that the driver will be able to present the following documents as authorization to pick up the load, so that Evonik Industries AG can identify the load to be transferred and the vehicle. This authorization should be a self-collection customer's official, written load order (with name of the carrier, product description, transport number, and, if applicable, recipient of the goods). **This authorization can also be demonstrated on an electronic device.**
- Note:*
As a rule, no loading should be possible in the plants of Evonik Industries AG without presentation of these documents. However, exceptions to this rule are possible (e.g. for regularly recurring pick-ups and/or drivers at short intervals).
- 3.4** The self-collection customer 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 self-collection customer shall ensure that the personnel used for storage, loading, transport, and receipt are reliable.

4. SAFETY

- 4.1** Departure inspection: Before the transport, the road safety and the 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.
- 4.2** Legally prescribed and any further prohibitions of Evonik Industries AG regarding the loading of certain goods together in the same transport unit shall be observed (see Annex 2, A.2.10 and A.2.11).
- 4.3** For loading, vehicles must be provided whose maximum payload meets the requirements for the order (taking legal requirements into consideration).
- 4.4** Particularly safe transport routes shall be chosen (i.e. preferably limited access motorways, if necessary by-passing designated protected areas and avoiding routes through purely residential areas).
- 4.5** If vehicles with dangerous loads are parked, they must be guarded or parked such that sufficient security is guaranteed. The applicable regulations must be complied with.
- 4.6** For transloading operations initiated by the self-collection customer during the course of a transport, the self-collection customer must comply with all the requirements, particularly as specified in Annex 2.

5. TRANSPORT / ACCOMPANYING DOCUMENTS

- 5.1** Transport documents must be filled out correctly and be carried together with the other accompanying documents.
- 5.2** Transport documents / accompanying documents or their contents shall not be made accessible or handed over to third parties – with the exception of regulatory controls.
- 5.3** Transport documents which do not concern the current transport must be separated from those that do concern the current transport.
- 5.4** The documentation for the transport of dangerous goods (such as the ADR training certificate of the vehicle driver or approval certificates) must always be presented in the original version.
- 5.5** For cross-border transport (transport into third countries and intra-community transport), the self-collection customer must provide Evonik Industries AG with the following:
- for transport into a third country: an export certificate as per § 10 Paragraph 1 No. 2 of the German Turnover Tax Implementing Regulations (UStDV), or
 - for intra-community transport: a shipment certificate as per § 17a Paragraph 3 Sentence 1 No. 1 Letter a of the German Turnover Tax Implementing Regulations (UStDV).

As a rule, the interactive PDF form provided by Evonik Industries AG will be used for this purpose. In exceptions, a paper document can also be used in accordance with official requirements.

In the case of transport to another EU member state, the shipper agrees to confirm this by means of signature on the acceptance papers.

5. TRANSPORT / ACCOMPANYING DOCUMENTS

- 5.6** Since for dangerous goods the inspection personnel of Evonik Industries AG must determine the originality of the documentation prior to loading - which is not always possible beyond doubt in the case of laminated documents - many of shipping stations reject vehicles, if the driver presents laminated documents. In order to avoid such rejections, it is recommended that the self-collection customer respectively the logistics service provider contracted by him ask the respective shipping station about the acceptance of laminated documentation in advance.
- 5.7** For vehicles registered in Germany, the vehicle registration ("Fahrzeugschein") must be presented. If this is carried only as a copy, then the inspection certificate from the last major inspection must also be presented.
- 5.8** When for the transport of Evonik Industries AG products, whose transport in Germany is formally subject to § 35 (route and modal shift in road transport) of the German dangerous goods ordinance for road, rail, and inland waterways (GGVSEB), then the self-collection customer respectively the logistics service provider contracted by him shall submit the application for route determination as per § 35 (5) GGVSEB and obtain the certificate as per § 35 (5) GGVSEB and present it to Evonik Industries AG before transport.
- 5.9** When for the transport of Evonik Industries AG products, whose transport in Germany is formally subject to § 35 (route and modal shift in road transport) of the German dangerous goods regulations for road, rail, and inland waterways (GGVSEB), vehicles with permanently connected double-wall tanks as per 6.8.2.1.20, left column, paragraph b), numbers 2 or 3 of the ADR or tank containers with double walls as per 6.8.2.1.10, right column of the ADR are provided, for which the provisions of § 35 GGVSEB do not apply, the self-collection customer respectively the logistics service provider contracted by him shall provide Evonik Industries AG with written documentation that the tanks or tank containers are double-wall containers as per the above-mentioned provisions.

5. TRANSPORT / ACCOMPANYING DOCUMENTS

- 5.10** Since Evonik Industries AG is not a contract partner of the logistics service provider contracted by the self-collection customers, its shipping stations do not issue consignment notes for the logistics service providers nor sign consignment notes presented by the logistics service provider in which Evonik Industries AG is entered as consignor.

6. ACCIDENTS / DAMAGE / LOSS

- 6.1** Whenever persons are endangered and / or the environment is influenced, the fire department and/or police must always be notified. Furthermore, the following information must be provided to Evonik Industries AG at the telephone number shown in the transport order or – outside office hours – at Evonik Industries AG's emergency telephone number (see 6.4.2).
- .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).
- 6.2** For every accident / case of damage in connection with the transport, the self- collection customer respectively the logistics service provider contracted by him shall prepare a report and send it to Evonik Industries AG without delay.
- 6.3** Evonik Industries AG shall be informed immediately about recognizable damage and loss of goods, regardless of cause or responsibility.
- 6.4** Whenever persons are endangered and/or the environment is influenced, the fire department and/or police must always be notified. Directly afterwards, Evonik Industries AG shall be informed as follows:

6. ACCIDENTS / DAMAGE / LOSS

- .1 Using the telephone number given in the order documents or, if this cannot be reached,
- .2 Using the client's TUIS (Transport Incident and Information System maintained by the German Chemical Industry Association – VCI) telephone hotline below:

Phone +49 2365 49-2232

- 6.5** When Evonik Industries AG's products are damaged during transport, get out of control, or are stolen, then Evonik Industries AG shall be informed without delay.

ANNEX 1

LIQUID AND DRY BULK GOODS IN TANKS, ROAD TANK-/SILO VEHICLES, TANK-/SILO CONTAINERS, TROUGHES, AND DUMP TRUCKS

The contractor requirements are as follows:

A.1.1 Technical components

A.1.1.1 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 empty vehicle tanks/containers on the premises of Evonik Industries AG or its customers is not permissible. If entry is made, the appropriate safety regulations must be observed.

A.1.1.14 When climbing upon tank/silo vehicles, drivers must use either personal fall arrest 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 If a tool (e.g. a hammer) must be used to open/close the dome lid, it must be ensured that this does not cause sparks.

A.1.1.16 The loading staff of Evonik Industries AG shall be reliably informed about the capacity of the tank and tank compartments as well as the maximum permissible load.

A.1.1.17 If necessary, hose material and pumps shall be cleaned between the individual emptying procedures.

ANNEX 1

TECHNICAL COMPONENTS

A.1.1.8 Flammable liquids may not be unloaded (pressed out) using compressors.

A.1.1.19 For the transport of products for which Evonik Industries AG requires a certified standard in accordance with GMP+ B4 (such as for certain fillers and food/feed additives), the self-collection customer must not provide any bulk cargo space, for loading, which had ever previously been 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 bulk loading areas, which, after the transport of such substances/materials, have been recertified/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 bulk cargo spaces.

A.1.1.20 Drivers may climb their vehicle tanks at Evonik's sites only if their vehicles are placed in the filling stations and when proper fall protection equipment is properly used.

ANNEX 1

CLEANING STATIONS

A.1.2 Cleaning stations

A.1.2.1 The logistics service provider contracted by the self-collection customer 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 commit themselves to carry out necessary measures (servicing, maintenance, repairs) in due time and document these procedures, only using qualified staff and allow audits to be carried out if necessary.

It is therefore recommended that the logistics service provider contracted by the self- collection customer use cleaning companies that have done an SQAS assessment for tank cleaning systems.

A.1.2.2 Tank cleaning always depends on the last goods loaded and, as far as is known, the next goods to be loaded and is carried out in agreement with the cleaning station.

A.1.2.3 Evonik Industries AG provides the self-collection customer with product information as needed (e.g. safety data sheet) to ensure proper cleaning and disposal. Proofs of disposal shall be provided to the client upon request.

A.1.3.4 In the case of tank / silo vehicles and tank / silo containers used long-term for the transport of a single product (dedicated / one-way traffic), Evonik Industries AG's instructions regarding cleaning and disposal shall be heeded.

A.1.2.5 Logistics service provider contracted by the self-collection customer should do tank cleanings only at tank cleaning stations assessed pursuant to CEFIC SQAS Tank Cleaning.

ANNEX 1

PROOF OF CLEANING

A.1.3 Proof of cleaning

A.1.3.1 All cleaning companies are obligated to issue proof of cleaning which clearly states that the tank/silo has been cleaned properly. It is recommended that the "European Cleaning Document" (example see attachment) be used for this.

A.1.3.2 The proof of cleaning should include the following minimum standards:

- .1 Format of the document: DIN A4
- .2 Sequential, unique numbering, safeguarded technically against 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, showing the pre-determined code for the cleaning process (tank, hoses, pumps, valves)

Note:

This nomenclature is available in six languages and has been accepted by all national associations of cleaning plant operators. The EFTCO Cleaning Code can be downloaded from the Internet as a PDF file at <http://www.eftco.org>. This nomenclature can be expanded as needed to include additional codes and languages.

- For each cleaned compartment, information about the last loaded product with technical description and UN number

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

ANNEX 1

PROOF OF CLEANING

Notes:

- *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.1.3.3 Before loading, the proof of cleaning must be provided to the loading unit.

A.1.3.4 Cleaned containers and feeding lines shall be free of any residue from previous transport jobs.

A.1.3.5 The self-collection company is responsible for faults caused by a cleaning company commissioned by the self-collection customer as if they were its own faults.

ANNEX 1

CONFIRMATION ABOUT PREVIOUS PRODUCT

A.1.4 Confirmation about previous product

A.1.4.1 All logistics service providers whose tanks/silos are reloaded upon agreement without being cleaned shall guarantee that a certificate regarding the previous product (example see Attachment) will be drawn up and provided.

A.1.4.2 The certificate regarding the previous product shall contain at least the following details:

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

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

A.1.4.3 The person issuing the certificate regarding the 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 sent for renewed loading in a closed state.

ANNEX 1

INSPECTION BEFORE LOADING

A.1.5 Inspection before loading

A.1.5.1 The logistics service provider contracted by the self-collection customer shall give the personnel of Evonik Industries AG the opportunity of checking the proper condition of the tank / silo and the emptying equipment before loading.

A.1.5.2 Evonik Industries AG reserves the right for reasons of safety as well as for product- specific reasons to check tanks, hose material, and emptying devices for cleanliness and, in case of complaint, to refuse to load the container.

ANNEX 1

REJECTION OF VEHICLES

A.1.6 Rejection of vehicles

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 Evonik Industries AG's products.

Exemptions to this basic rule are possible for Evonik Industries AG's products which are destined for the food or feed industries (e.g. feed additives). If the situation is unclear, approval shall be obtained from Evonik Industries AG before the vehicle is provided for loading.

ANNEX 1

SECURITY DURING TRANSPORT

A.1.7 Security during transport

The self-collection customer shall ensure the following:

Tank/silo vehicles and tank/silo containers loaded with dangerous goods

- Shall either be monitored by the driver during stops or parked on fenced or guarded grounds and be checked before continuation of the trip;
- Shall never be parked in residential areas;
- May be parked only on the self-collection customer's plant grounds or in secured areas over the weekend and on national holidays;

ANNEX 2

PACKAGED GOODS 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 (durability as per DIN EN 283).
- A.2.2** Provide vehicles that have their own on-board re-usable cargo-securing devices in adequate numbers and dimensions and in proper condition, such as
 - .1** Separators (such as clamping plates and insert rigging boards or adjustable partitions),
 - .2** Lashing equipment (such as standardized belts [LC = ≥ 2500 daN (straight traction) and STF 300 daN], chains, ropes, nets),
 - .3** Non-slip mats,
 - .4** Loading areas with retractable lashing rings or lashing point rails or similar fixing points.
- A.2.3** Provide vehicles/containers, in which the walls, floor, and roof as well as doors, door seals, and weather protection appear to be in proper technical condition.
- A.2.4** Driver checks the cargo for external damage and completeness (for packages / packaging units placed on pallets and any packages placed inside outer packaging, the number of loading units is checked), if the driver is present during loading.
- A.2.5** Drivers approve the measures taken to secure the cargo 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 of 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.

A.2.7 No movement of vehicles (empty or loaded) with open sides or cargo bay doors.

A.2.8 In addition to A.2.6, the following apply:
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 self-collection customer's driver must correct them using the available resources. If the driver is not able to correct the deficiencies with the available resources, the further transport must be interrupted until the deficiencies are eliminated. The driver will coordinate with the self-collection customer's control center / fleet management or Evonik Industries AG's shipping department to determine what action to take to correct the deficiency.

Note:

The obligation for the above-mentioned visual inspection does not apply, if the contractor took over sealed transport resources from the client at the start of the trip. In the case of transport units sealed by Evonik Industries AG, if there is a high probability that the cargo-securing devices put in place by Evonik Industries AG may have lost their effectiveness due to abrupt driving maneuvers, the trip must be interrupted and the self-collection customer's

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control center contacted to clarify what further action to take (e.g. consultation with Evonik Industries AG about the removal of the seal to check the cargo-securing devices).

- A.2.9** No use of vehicles which are clearly recognizable as vehicles transporting food and feedstuff or which can be presumed to be transporting food and feedstuff due to markings on the vehicle. Exemptions to this basic rule are possible for Evonik Industries AG's products which are destined for the food or feed industries (e.g. food and feed additives) and Plexiglass® products.

If the situation is unclear, approval shall be obtained from Evonik Industries AG before the vehicle is provided for loading.

- A.2.10** No use of vehicles that are partially loaded with food- or feedstuffs, alcohol or tobacco, and, during the course of the transport, no further loading of other load being food- or feedstuffs, alcohol or tobacco to the client's load. Exceptions are possible for client's products that are not classified as dangerous according to the Supply & Use and / or transport regulations (e.g. food and feed additives, fillers, and Plexiglass® products).

Note:

The term "vehicle" is understood in such a way that, when cargo transport units are provided that consist of two load carriers (i.e. truck & trailer), in which food and feed are loaded in only one of the two load carriers, but the other has enough space for the load of the client, they are acceptable for loading.

- A.2.11** Provide vehicles with a cargo area that is suitable for the use of fork-lift trucks as specified by European standard EN 283 and that generally complies with the requirement for body stability according to EN 12642 (also see further details in Annex 3). Vehicles with a body strength as per EN 12642 Code XL are preferred.

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A.2.12 Vehicles carry a sufficient number of correctly-proportioned cargo-securing devices, e.g. for palletized goods or intermediate bulk containers (IBC). For each pallet row at least one lashing belt with ratchet as per EN 12195 Part 2 in proper technical condition, for the fixing of the load units by force locking or form locking (direct lashing).

The lashing belts must be in proper technical condition and have at least the following characteristics:

- LC \geq 2500 daN in a straight pull,
- STF \geq 300 daN,
- Lashing belt length 10 m.

At least 20 lashing belts of this specification must be carried. Deviations from this rule (meaning fewer lashing belts) are possible (e.g. due to multi-hole rail and the intention to use form-locked loading for Code XL vehicles or by filling up all empty spaces), but this requires the approval of Evonik Industries AG.

In addition, six additional lashing belts of the same specification for formation of blocks, or other lashing devices, such as chains or ropes, as needed, as per EN 12195 Parts 3 and 4.

Notes (for all vehicle types):

- *When lashing down, the belts must be fastened such that the maximum permissible vehicle width of 2.55 m is not exceeded.*
- *It must be ensured that belts cannot fall off the vehicle during transport or damage the load.*
- *Evonik Industries AG does not allow belt anchoring using the vehicle side walls.*

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A.2.13 Lashing belts must be taken out of service, if they show signs of damage. Signs of damage include:

- Belts show tears, cuts, notches, or breaks in load-bearing fibers and seams, deformation due to the effects of heat or chemicals.
- The end fittings and tension elements show deformation, cracks, strong signs of wear or corrosion.
- The label is missing and / or illegible.
- There are cuts in the edge of the web greater than 10% of the belt width. Regular visual inspection before and after each use is recommended.

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, Evonik Industries AG 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. 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 cargo-securing measures can be required.

Remark (for all vehicle types):

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

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A.2.15 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 insert rigging boards must be made of metal materials (for curtainsiders / tautliners: see Item A.2.19).

A.2.16 If vehicles with box-type bodies are provided for loading, they must be equipped with a suitable retention system (e.g. an appropriate number of form-locking telescoping stanchions and hole rails in the side walls at adequate height), which can be fixed in place and is suitable for the nature and weight of the cargo to be loaded, to secure the load opposite to the direction of driving (see photo of an ideal box-type vehicle and following comments).



Notes:

- *If a sufficient number of lashing points are provided as per EN 12 640 as well as lashing belts, the load can also be lashed alternatively by Evonik Industries AG by means of diagonal lashing.*
- *The use of telescoping stanchions which can be positioned only via 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 Evonik Industries AG.*

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A.2.17 Load units (such as film-wrapped or shrink-wrapped pallets) may not be changed without the express consent of Evonik Industries AG.

A.2.18 Continuously temperature-controlled transport of goods specified in the order confirmation as temperature-sensitive or the continuous frost-proof transport of goods specified in the transport order as frost-sensitive (in each case in accordance with the agreement).

A.2.19 When curtainsiders / tautliners are provided for loading, they must meet the specifications of Annex 3.

A.2.20 If vehicles are provided that already have foreign 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 foreign cargo properly. If that person is unable to do so, Evonik Industries AG will refuse the loading of the vehicle.

Note:

Carrying out securing measures and / or re-loading previously loaded cargo will be rejected by Evonik Industries AG for reasons related to insurance contingencies.

A.2.21 No transport units with single-axle trailers or trailers with tandem axles may be provided. Exceptions may be made to this rule on a case-by-case basis. Evonik must be consulted in advance, however, and provide its express consent.

A.2.22 Consent by the driver to the unloading of any empty pallets on the vehicle that is to be loaded, if they prevent the proper placement of the load reported by Evonik Industries AG.

Notes:

If it is not possible to unload the empty pallets interfering with loading, or if Evonik Industries AG does not agree to unloading on site, the vehicle may be rejected.

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- A.2.23** Loading space(s) of vehicles provided for the transport of Evonik Industries AG's products that are used for the production of food and feedwstuffs (such as certain fillers and feed additives) must be dry and clean (i.e. absolutely free of any residue and odor of previous loads).
- A.2.24** Containers provided for loading must have valid CSC approval (especially the test date) or, alternatively, valid ACEP approval.
- A.2.25** The self-collection customer must ensure that the goods received from Evonik Industries AG 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 Evonik Industries AG are not subsequently wrapped in foil / film of any kind without its approval (in order to avoid corrosion due to condensation).
- A.2.26** For the lashing belts to be carried, a corresponding number of gliding edge fasteners must be taken along.
- A.2.27** The tarps of sheeted vehicles and open-top containers may not have any tears and / or holes.
- A.2.28** Vent holes of freight containers must be unblocked (open).
- A.2.29** Vehicles ≤ 3.5 t permissible gross weight:
- As a rule, such vehicles are small transporters for packages and special deliveries.
 - For commercially used vehicles, the client accepts only vehicles that are equipped with a retention system in accordance with DIN ISO 27956, such as a partition to separate cargo space from the passenger cabin. These vehicles must be equipped with lashing points, stop bar, and / or other suitable cargo-securing aids, so that the load can be secured properly.

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A.2.30 If cargo-related friction enhancing materials (e.g. anti-slip mats) are required for load securing, self-collectors shall provide them for all goods to be loaded. No anti-slip mats are required for vehicles with an anti-slip coated surface with a verifiable friction coefficient of 0.6 μ (regardless of the type of load).

Comments:

The service life of anti-slip mats must not be exceeded, they must have a verifiable friction coefficient of at least 0.6 μ , a minimum thickness of 6 mm, and a minimum area of 1200 mm x 100 mm (length x width). Other sizes of anti-slip mats (e.g., 300 mm x 200 mm) may be accepted, provided they are at least 6 mm thick, their verifiable friction coefficient is at least 0.6 μ , and their service life is not exceeded.

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REQUIREMENTS FOR CURTAINSIDERS / TAUTLINERS

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A.3.2 Introduction

The goal of the following information is to carry out transports as safely, quickly, and economically to the benefit of all those involved. New vehicle body types are taken into consideration, which reduce the effort for securing cargo without impairing safety. The focus is on the use of form-locking methods to secure cargo, which are most advantageous for safety and for the user in regard to efficiency and practical implementation (e.g. gentler handling of products, shorter idle times for the vehicles).

For this purpose, the requirements upon the different variants of these vehicle types are described in Section A.3.4.

A.3.2.1 Expectations of the client regarding the curtainsiders / tautliners provided for loading

- If possible, transport units with demonstrated structural strengths as per DIN EN 12642 Code XL or demonstrated equivalent structural strength are used, in order to achieve form-locking loading as much as possible.
- Only such vehicles, due to their structural stability, permit the desired form-locking (time-and-cost-saving) loading techniques (see also A.3.4.1 and A.3.4.2).
- At least vehicles with a structural strength as per DIN EN 12642 Code L. However, to properly secure cargo, vehicles of this type require greater effort to tie down or directly lash cargo (see also A.3.4.1 and A.3.4.3) in comparison to Code XL vehicles.
- As a rule, vehicles that comply with neither DIN EN 12642 Code XL nor DIN EN 12642 Code L (meaning vehicles of unknown body strength) are rejected by Evonik Industries AG (see also A.3.4.4).
- If such vehicles are nevertheless to be loaded, this requires the express consent of the respective loading station of Evonik Industries AG.

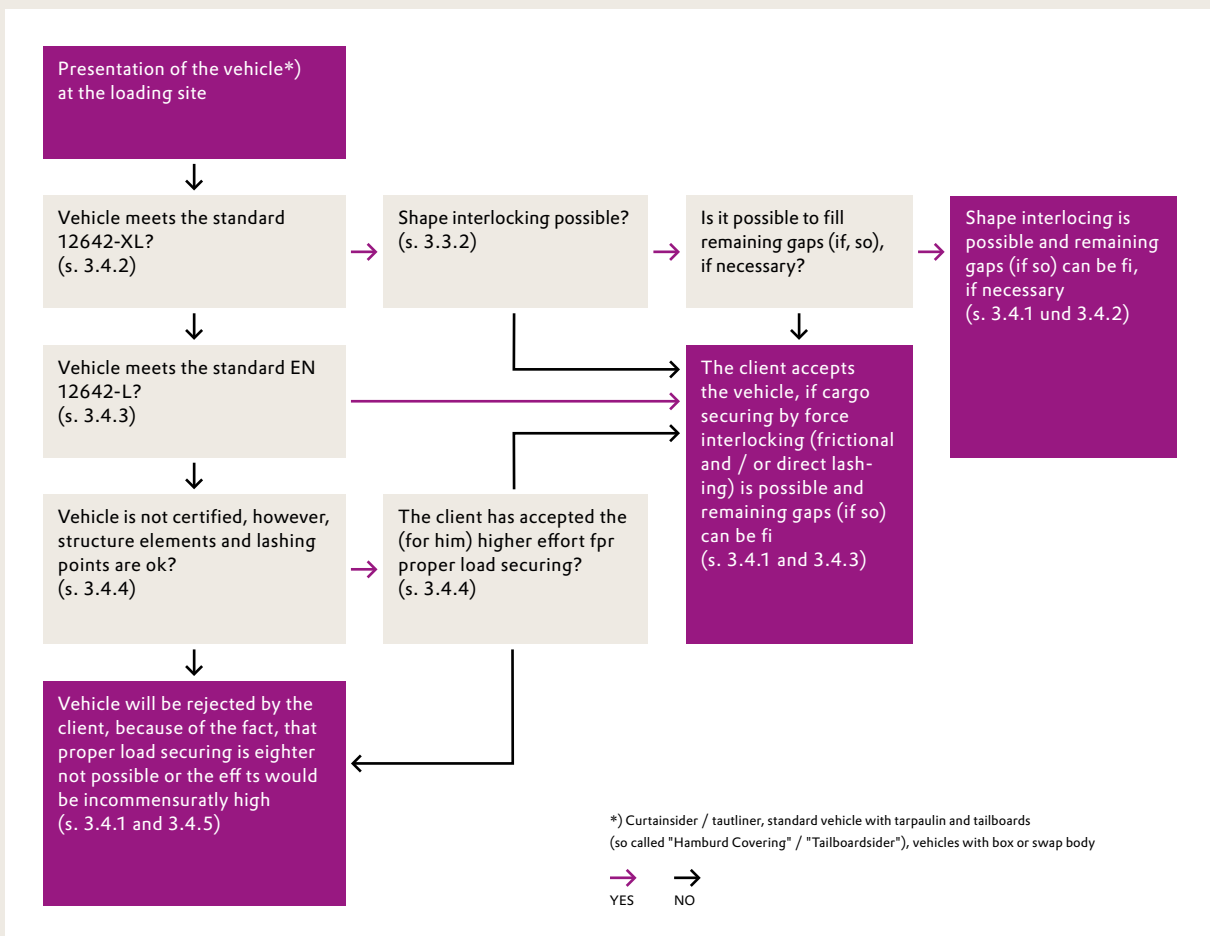
In this context, see the following flowchart, which illustrates which vehicle body types are preferred by Evonik Industries AG (because they can be used most effectively), which may be accepted only as needed (because they are connected

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INTRODUCTION

with increased effect to secure the cargo), and which as a rule are not accepted (because technical deficits either do not permit proper securing of the cargo or because this is only possible with disproportionately greater effect).

The testing standard DIN EN 12642 applies generally to vehicle bodies over 3.5 t permissible gross weight (e.g. also for side wall body types and box body types for trucks and trailers) (see also Annex 2).



Flowchart for 3.2.1

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A.3.3 Definitions

A.3.3.1 Requirements for securing cargo:

A.3.3.1.1 Principle

Depending on the type of transport (road, rail, sea), different types of transport stresses (acceleration values) occur. The cargo-securing measures must be adapted to these transport stresses. For packages typical for chemicals (drums, canisters, flexible and rigid IBC, etc.), a combination of form-locking and force-locking methods for securing cargo is oftused.

A.3.3.1.2 German Road Traffic Act - StVO § 22(1)

"(1) The cargo as well as devices, tension chains, and other loading equipment must be stowed and secured so that they cannot slide, fall over, roll back and forth, or cause avoidable noise - completely or partially, even during full braking or sudden evasive maneuvers. In this context, the recognized state of the art must be observed."

A.3.3.1.3 Special provisions for dangerous goods as per Subsection 7.5.7.1 ADR

"Shipping items containing dangerous freight and unpackaged dangerous freight must be secured by suitable means. If dangerous freight is transported together with other freight items (e.g. heavy machines or crates), all freight items in the vehicles or containers must be secured and packaged so that no dangerous freight substances can leak out. The movement of the shipping items can be prevented by filling up empty spaces with the aid of stowing blocks or by blocking and strapping. When strapping devices, such as straps or belts are used, they may not be overtightened so as to cause damage or deformation of the shipping item 1). The requirements of this subsection are considered met, when the cargo is secured as per the standard EN 12195-1:2010."

¹ Instructions for stowing dan-gerous goods can be taken from the "European Best Practice Guidelines on Cargo Securing for Road Transport" published by the European Commission. Addi-tional instructions are also provi- ded by the responsible authori- ties and industry associ- ations.

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A.3.3.2 Form locking

Form locking means that the load is braced directly or indirectly against adequately stable cargo space boundaries (front wall, built-up side walls, insert rigging boards, partitions or blocking beams, rear gate). That means that the load is secured via direct form locking (physical fit) among the individual items of the load or load unit and the securing structural element of the vehicle body. The term form locking must be considered in connection with the topic of cargo securing, also taking into account the weight and size of the package / loading unit as follows: assistance for practical use in stowing loading units with CP 1- (1200 x 1000 mm), CP 2- (1200 x 800 mm), and CP 3 pallets (1140 x 1140 mm) is provided by the following descriptions:

- Maximum cargo gap per pallet unit in the direction of travel < 1 cm (totalling a maximum of 4 cm after maximum of 4.8 load meters).
- Maximum cargo gap per pallet row perpendicular to the direction of travel < 8 cm (relative to a maximum internal width of 2480 mm and Code XL certification).
- Load gaps that exceed the above-mentioned limits must be filled up, or else the load must be secured via force-locking methods.

The prerequisite for form-locked load is an adequately stable loading unit / package, which is stable enough to withstand transshipment and transport (loader obligation) and can compensate for the acceleration forces that occur.

Since Code XL side curtains are too elastic for form-locking cargo-securing methods, even with wooden insert rigging boards, metal insert rigging boards of defined stability must be used for the function of form-locking to secure loads when transporting chemical products.

Examples of form-locking loading techniques for vehicle bodies (including retrofittable, e.g. Code L vehicles) with high lateral stability as per DIN-EN 12642 Code XL:

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Securing drums:



Outside view



Cell construction



Gap filling

Securing FIBC and sacks:



Outside view



Cell construction



Gap filling



Form-locking loading with the aid of AJS-CP3 protectors



AJS-CP3 protectors

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A.3.3.3 Force-locking cargo-securing by lashing down

Fixation of loads by means of permanent force application when lashing down. Lashing down is done with re-usable lashing belts acc. to EN 12195 Part 2.

Examples of force-locking techniques to secure cargo:



Force-locking cargo-securing by lashing down

A.3.3.4 Friction locking:

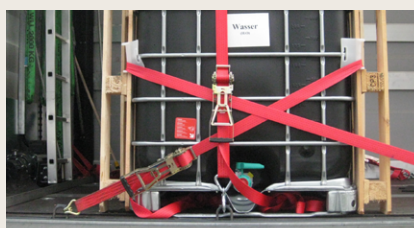
Frictional locking results from additional formation of loads by raising the friction between pairs of materials. To maintain the efficacy of the friction, it is necessary to combine this with lashing down and / or direct lashing.

For the material pair wooden pallet / grid flooring, a friction coefficient of $\mu = 0.25$ can normally be assumed. If there is any doubt of this, the friction should be increased as required to satisfy the calculation, (e.g. using friction agents).

A.3.3.5 Diagonal or direct lashing:

Diagonal lashing is a form-locking method of securing loads that can be readily accomplished, for example, with re-usable lashing belts.

Examples of direct lashing combined with lashing down:



Direct lashing combined with lashing down

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A.3.4 Requirements for different vehicle body types / consequences

As per A.3.2.1 preference should be given to the use of vehicles as DIN EN 12642 Code XL or offer demonstrated equivalent body strength (see 3.4.2). Only with these vehicle types, because of their body stabilities, is it possible to use form-locking and thus time-saving loading techniques.

Note:

The Code XL certificate, for instance, for semi-trailers with lateral sliding tarpaulins (curtain-sided semi-trailers) or tarpaulin super-structures with side walls, can not be equated in the ability to provide lateral form-locking to secure cargo with systems that already meet the requirements for lateral securing of loads.

Drums, sacks on pallets, Big Bags, rigid IBC, octabins, and similar packaging must also be secured with lateral and in part with forward load-securing aids.

Vehicle bodies as per DIN EN 12642 Code L are also permissible (see 3.4.3), which have been dynamically tested and certified by a recognized testing institution in regard to certain specified loads in accordance with Annex B of DIN EN 12642. Here, too, vehicles which provide for the securing of loads by means of form locking are preferred.

For all other vehicles, the load-securing measures are more complicated or not possible at all (see A 3.4.4) and are therefore accepted only with the approval of Evonik Industries AG for loading.

When heavy pallet loading units are to be transported, for example with a loading weight of 1000 kg to 1200 kg, as well as for partial loads, it is mandatory that the permissible axle loads of the transport vehicle be observed and complied with.

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Depending on the type of cargo, it can be necessary to create loading sections with blocking beams (or similar aids).

Loading sections can be also be necessary when partial loads are expected or when loads are sensitive to pressure or unstable, due to the possible braking deceleration of 0.8 g.

A.3.4.1 General requirements for all vehicle body types

- When provided, the vehicle / cargo space / cargo area must be in proper technical condition and clean.
- The loads must, whenever possible, be secured by means of form locking.
- Equipment such as lashing belts and points or the body elements, such as front walls and side structures must be in proper technical condition.
- Insert rigging boards shall be in proper technical condition at least to the upper edge of the load. In practice insert rigging boards made of metallic materials and wood are used. Since Code XL side curtains are too elastic for form-locking cargo-securing methods, even with wooden insert rigging boards, metal insert rigging boards of defined stability must be used to secure loads through form locking when transporting chemical products. At a loading weight of 25 t, a coefficient of friction of 0.3 (loading unit / clean-swept vehicle floor) and a lateral acceleration of 0.5 g on a standard curtainsider semi-trailers with three sliding stanchions (standard stanchion area 3100 mm), the resulting lateral pressure upon the load is 5000 daN (weight pressure of 5000 kg). If this force is taken up by metal insert rigging boards (e.g. 5 standard aluminum boards per stanchion area with floor lashing), then it is not necessary to tie down the load. If only wooden insert rigging boards are used, then greater effort is required to secure the load (e.g. the use of non-slip mats and a tie-down for the load at each load meter).
- Vehicle equipment with multi-hole rails with lashing point intervals of ≤ 150 mm is the express wish of Evonik Industries AG. If there are no multi-hole rails in the outer area, then there must be lashing points as per DIN EN 12640, but at a longitudinal interval of ≤ 600 mm instead of ≤ 1200 mm.

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- Cargo areas must be swept clean and be dry, free of oil, grease, frost, moisture, ice, and snow residues. If this is not the case, the deficiency must be corrected by the driver before loading. If it cannot be corrected, the vehicle must be rejected.
- The coefficient of friction between the vehicle floor and wood must be at least 0.3 (μ value).
- If friction agents have to be used because of the particular cargo load, they shall be provided by Evonik Industries AG.
- Pallet stops may be present on the long sides of the cargo area.
- If there are deficiencies regarding the above-mentioned requirement, Evonik Industries AG can reject the loading (individual, case-by-case decision).

A.3.4.2 Requirements for curtainsiders / tautliners with certification as per DIN EN 12642 (Code XL)

As a rule these vehicles have body strengths of 13500 daN for the front wall, 10800 daN for the side wall, and 8100 daN for the rear wall. The vehicle bodies can safely handle the acceleration forces occurring in normal traffic, e.g. arising from full braking or avoidance maneuvers and thus return any cargo that may move to its original position and are thus suitable for form-locked loading. This is the vehicle type preferred by Evonik Industries AG.

The requirements of Evonik Industries AG for Code XL vehicles are as follows:

- A valid certificate must be carried in the vehicle, stating the types of loads that can be secured by form locking.
- 3 pairs of reinforced stanchions. With three sliding stanchions and a cargo area of 13620 mm, the insert rigging board length is about 3100 mm supporting width.
- Vehicle equipment with multi-hole rails with lashing point intervals of ≤ 150 mm (express wish of Evonik Industries AG).

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- 5 insertable lightweight metal boards per stanchion area, anchored in the lateral floor area as needed and with the ability to insert blocking beams at the side. The stability of the boards must be such 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 insert boards can be used (thus reducing the number needed). A certificate is required, or the insert boards must be marked with the corresponding stability values. If form-locked loading is not possible because of wooden insert rigging boards or the cargo, then the load must be secured via force and / or friction locking. In this case, 20 lashing belts must be carried, even for XL- coded vehicles (for lashing belt specifications see A.2.13).
- The insert rigging boards must be in proper technical condition at least to the upper edge of the load.

Optional:

- Use blocking beams as needed to form-lock the load in the direction of travel.
- Covering the vehicle floor with non-slip flooring with a coefficient of friction of ≥ 0.6 is not mandatory, but it makes it easier to secure the load and increases work safety. Furthermore, no anti-slip mats need be used and the lateral load pressure is reduced. Pallet stops are not mandatory, but they do make it easier to secure the load when loading rigid IBC and stable loading units.
- The sliding tarpaulins are flame-retardant as per DIN EN 12641-2.

A.3.4.4 Requirements for cutainsiders / tautliners with no documentation of body strength (not listed in DIN EN 12642)

These are vehicle bodies that cannot absorb the acceleration forces occurring in normal traffic, e.g. arising from full braking or avoidance maneuvers.

For this type of vehicle, it must be assumed that personnel effort and material requirements will be distinctly higher. Depending on

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the cargo, it must be assumed that loading may have to be rejected, e.g. due to a lack of lashing rings. These added materials can include: wooden pallets, anti-slip mats, re-usable lashing belts, wooden racks.

The provision of vehicles of this type requires the express approval of Evonik Industries AG.

A.3.4.5 Curtainsiders / tautliners with technical deficits, which are rejected.

The following figures show examples of vehicles that must be rejected due to technical deficiencies:



Bent lightweight metal insertable rigging boards



Defective lightweight metal insertable rigging boards



Defective/cracked wooden insertable rigging boards

A.3.5 Special loading conditions

A.3.5.1 Vehicles partially loaded with goods of other companies

If vehicles are provided that already 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 the opportunity to secure the other cargo properly. If that person is unable to do so, Evonik Industries AG will refuse the loading of the vehicle.

A.3.5.2 Special aspects of securing cargo in multi-modal transport road → sea

The packages or loading units must be able to withstand the acceleration forces resulting during transport by sea in the horizontal direction, but especially in the vertical direction as well. It must be taken into consideration that, according to the CTU packing guidelines, lateral accelerations of 0.5 g (Baltic Sea) and 0.7 g (North Sea) can act upon the load during ferry transport.

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For transport by sea, the cargo must be tied down as needed to secure it additionally against the forces of vertical acceleration.

The lashing down of the cargo may be dispensed only if

- the cargo can be loaded using form locking,
- the vehicle body has been tested as per DIN EN 12642 Code XL and can safely withstand the acceleration forces occurring in maritime (ferry) transport, and,
- in particular, e.g. for cylindrical containers (such as drums), overriding is prevented by the formation of loading units.

If the prerequisites shown above are not met, distinctly longer loading times can be expected, which the contractor must take into account.

A.3.5.3 Special aspects of securing cargo in multi-modal transport road/rail

When selecting the means of transport, the increased acceleration forces of 1 g (in both directions of movement) must be taken into account when securing the load.

A.3.5.4 Stacked cargo loading

Stacked cargo loading 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. The applicable regulations (see 7.5.7.2 ADR) also apply when dangerous goods are transported.

If there is any doubt as to the stacking capacity of the shipping items, Evonik Industries AG shall decide whether or not cargo stacking is a permissible mode of loading and whether a packing layer must be inserted in between (such as plywood or synthetic sheeting) to help distribute the weight.

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2 Kunden-Referenznummer / Customer reference number*			3 Serien-Nummer / Serial number* 060977		
4 Kunden-Daten / Customer			5 Behälter-Daten / Identification numbers		
Fahrzeug / Vehicle			Aufflieger, Silo, Container, IBC / Tank, Silo, Container, IBC		
6 Art des Produktes / Nature of product*			7 Nächste Befüllung / Next Load*		
8 Letztes Ladegut / Previous load			9 Durchgeführte Arbeiten / Cleaning Procedures		
K. UN Nr. / Name / Name			EFTCO Code / Description*		
K 10 Zusätzliche Arbeiten / Additional Services*					
11 Bemerkungen / Comments*					
12 Name des Reinigers / Name cleanser*			13 Datum / Time In*		
Ende der Reinigung / Time Out					
Die Reinigungsstation und der Fahrer bescheinigen die oben aufgeführten Leistungen. Der Tank ist sauber nach EFTCO Definition. The cleaning station and the driver confirm that the above service(s) to clean the tank have been carried out (see EFTCO definition of 'clean').					
14 Tankreinigungsanlage / Cleaning Station			15 Fahrer / Driver*		
Name / Name			Name / Name		
Unterschrift / Signature			Unterschrift / Signature		

(* Optional) Bitte verwenden!

CONFIRMATION ABOUT PREVIOUS LOAD

CONTRACTOR	DATE	VOUCHER NO.
FREIGHT CARRIER	REGISTRATION NUMBER	
TRACTOR / TRAILER	CONTAINER NO.	
TYPE OF VEHICLE		
<input type="checkbox"/> Silo	<input type="checkbox"/> Trailer	<input type="checkbox"/> Container

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

TANK MATERIAL			TOTAL NUMBER OF COMPARTMENTS
<input type="checkbox"/> V2A	<input type="checkbox"/> Aluminium	<input type="checkbox"/> OTHER	
<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 tank/silo is being provided empty and uncleaned and complies with the above-mentioned provisions.

Last use of the above-marked vehicle type

FROM	TO	ON
NAME OF COMPANY	LOCATION/DATE	NAME/SIGNATURE

PRINT

SAVE AS

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