

Minimum requirements for self-collectors (packaged goods)

Introduction	3
1. Vehicles, Containers and Additional Equipment	4
2. Persons Involved in the Transport	6
3. Security	7
4. Safety, Environment & Sustainability	8
5. Transport Documents/Accompanying Documents	9
6. Accidents / Damage / Loss	10
7. Management System / Audits	11
Annex 1	12
Packaged Goods in Trucks, Containers and Swap Bodies as well as Curtainsider / Tautliner Vehicle Requirements	

Introduction

These minimum requirements for self-collectors constitute a key contractual basis for the transport of chemical products under purchase agreements concluded with Evonik Industries AG (and its affiliated companies) within European road freight and combined transport.

Evonik Industries AG and its affiliated companies place the highest importance on ensuring that products and raw materials are transported safely, in an environmentally friendly and sustainable manner, without compromising quality, and in accordance with customer requirements. The protection of people and the environment takes precedence over economic success.

The term "self-collector" refers generally to the customer collecting the goods, and specifically to any logistics service provider commissioned by the customer for collection.

These requirements apply to the transport of both dangerous and non-dangerous goods in European road freight, including combined transport. Pre- and post-carriage to/from seaports and airports is included.

Provisions that apply only to the transport of dangerous goods are marked accordingly.

Evonik expects all self-collectors to be familiar with and comply with all relevant legal regulations.

1 Vehicles, Containers and Additional Equipment

1.1 Vehicles, containers, and additional equipment provided for loading and unloading must be in technically sound condition, present a visually good impression, and comply with legal and regulatory requirements for the goods to be loaded.

1.2 Vehicles should be equipped with safety-enhancing systems (e.g. driver assistance systems), which must be activated during transport.

1.3 Vehicles should have anti-theft and anti-tampering features to protect against criminal acts (e.g. cargo theft, product damage).

1.4 Vehicles should be low-emission, noise-reduced, and climate-friendly.

1.5 Swap bodies and semi-trailers used in combined transport should be marked with the ILU code (Intermodal Loading Unit Code) as published by the UIRR (International Union for Road–Rail Combined Transport).

1.6 For planned Ro/Ro (Roll-on/Roll-off) transport, vehicles must be equipped with lashing points and suspension blocking devices to ensure safe securing on board and prevent shifting or tipping during sea transport.

1.7 For Dangerous Goods Only

Vehicles intended for loading dangerous goods are strictly inspected by Evonik in accordance with ADR subsections 7.5.1.1 and 7.5.1.2. Non-compliant vehicles will be rejected. This includes checks on the vehicle crew.

1.8 Windshields must be free of damage (e.g. chips, cracks). Damage in the driver's direct field of vision will result in rejection.



1.9 The driver's field of vision must be unobstructed (e.g. no hanging decorations). Failure to remove obstructions may lead to rejection.

1.10 For Dangerous Goods Only

Equipment required under ADR 8.1.4 and 8.1.5 must be complete, functional, and easily accessible. Inspection dates must be valid.

1.11 For Dangerous Goods Only

The required shovel must be metal or robust plastic with a handle, at least 100 cm long (or 55 cm for folding shovels). Small dustpans are not accepted.

1.12 For Dangerous Goods Only

Eye wash must be either a bottle of clear, still water or a specialized eye wash solution. Expired solutions are not permitted.

1.13 For Dangerous Goods Only

Transport under ADR 1.1.3.6 exemptions is not standard and requires prior approval from Evonik.

1.14 Containers or swap bodies must be properly locked using all corner castings (twistlocks). Alternative locking (e.g. front bolts and rear twistlocks for 40' containers on 45' trailers) is acceptable.

1.15 Vehicles marked or branded for food/feed transport will be rejected unless the goods are intended for the food/feed industry (e.g. feed additives). Clarification with Evonik is required in unclear cases.

1.16 For temperature-sensitive products, vehicles must be equipped with temperature monitoring and alarm systems.

2. Persons Involved in the Transport

2.1 The self-collector must deploy reliable personnel who are professionally trained for their tasks. Drivers must hold a valid driving license and, for dangerous goods, a valid ADR training certificate. If either document is expired or expires during transport, loading will be refused.

2.2 The self-collector must ensure that drivers are provided with all necessary knowledge and documentation to safely and competently carry out the assignment. This includes handling: Dangerous goods, Vehicle technical systems, Load securing equipment, Loading aids, Personal protective equipment

2.3 Upon request, the driver must present all documents required under § 7b of the German Road Haulage Act (GüKG) to Evonik Industries AG (and its affiliated companies).

2.4 The self-collector must organize driver schedules to ensure compliance with legal driving and rest times.

2.5 Only the vehicle crew is permitted in the vehicle when entering Evonik premises. No unauthorized persons or animals are allowed.

2.6 All site-specific rules and instructions at loading/unloading points and Evonik's site regulations must be followed.

2.7 A zero-tolerance policy applies to alcohol and drugs (including cannabis) — both consumption and possession are prohibited.

2.8 The driver must always secure the vehicle against unintentional movement, e.g., using the parking brake or wheel chocks.

2.9 During loading/unloading, the vehicle crew must remain in or near the vehicle, but off traffic areas. Leaving the site requires official check-out with Evonik staff, and check-in upon return.

2.10 On Evonik premises, the vehicle crew must wear the following personal protective equipment (PPE) when leaving the vehicle:

1. Full-body covering clothing
2. Closed safety shoes (e.g., ISO EN 20345; no sandals or open clogs)
3. Safety helmet (e.g., DIN 397)
4. Safety goggles (e.g., DIN EN 166 or ISO 16321-1)
5. High-visibility vest (e.g., ISO EN 20471)

All PPE must be CE-marked and in good condition. Higher-grade PPE is permitted.

2.11 If an accompanying person lacks a valid driving license or ADR certificate, a written confirmation from their employer must be provided, stating they are an official co-driver. In this case, PPE requirements also apply to them.

2.12 Drivers should have basic knowledge of the local language or English. If Evonik staff determine that communication issues or lack of qualification pose a safety risk, loading may be refused.

3. Security

3.1 The authorization for pickup must be proven by the driver. The vehicle and all crew members must be identifiable, e.g., via official photo ID such as an identity card, passport, driver's license, or identification card. This is to prevent unauthorized persons from taking possession of the goods.

3.2 The self-collector must either be recognized as an Authorized Economic Operator (AEO) F or S, or provide Evonik Industries AG (and its affiliated companies), upon request, with a security declaration (e.g., the EU Commission's AEO security declaration template) confirming compliance with supply chain security requirements.

3.3 The self-collector commits to storing, handling, and transporting goods on behalf of AEO-certified entities only at secure facilities and transshipment points, and to protect these goods from unauthorized access during storage, loading, and

transport. The self-collector must also ensure that reliable personnel are used for these tasks.

3.4 To prevent smuggling of people or goods, the self-collector must ensure that transport units are regularly inspected for integrity and signs of tampering.

4. Safety, Environment & Sustainability

4.1 Departure Check: Before transport begins, the driver must check the operational safety, roadworthiness, and completeness of equipment of the vehicle. All required equipment must be carried on all vehicles used for the transport until the end of the assignment.

4.2 For Dangerous Goods Only

The legal and any additional segregation and loading prohibitions specified by Evonik Industries AG (and its affiliated companies) must be observed.

4.3 Vehicles must be provided with a maximum payload capacity that meets the requirements of the assignment.

4.4 Safe transport routes should be selected, prioritizing highways and avoiding designated protected areas. Driving through or parking in residential areas is prohibited.

4.5 For Dangerous Goods Only

When parking vehicles carrying dangerous goods, applicable regulations must be followed. Vehicles should be monitored and parked in secure locations.

4.6 If reloading is necessary during transport, the same requirements apply to the vehicle, driver, and load securing as if loading were taking place at an Evonik site.

4.7 Self-collectors are expected to comply with the internationally recognized minimum standards of the UN Global Compact and the core labor standards of the International Labour Organization (ILO).

4.8 All information and data provided must be treated as confidential.

5. Transport Documents / Accompanying Documents

5.1 Transport documents must be properly completed and carried along with all other accompanying documents.

5.2 Transport and accompanying documents, or their contents, must not be disclosed or handed over to third parties, except during official inspections by authorities.

5.3 Documents not related to the current transport must be kept separate from those that are.

5.4 For Dangerous Goods Only

All required documentation for the transport of dangerous goods (e.g., ADR training certificate of the driver, vehicle approval certificates) must be presented in original form.

5.5 For cross-border transport (to third countries or within the EU), the self-collector must provide Evonik Industries AG (and its affiliated companies) with the following:

1. For transport to a third country: Export proof in accordance with § 10 (1) No. 2 of the German VAT Implementation Regulation (UStDV).
2. For intra-community transport: Dispatch confirmation in accordance with § 17a (3) Sentence 1 No. 1 Letter a UStDV.

5.6 If dangerous goods documentation is presented in laminated form, this may lead to rejection of the vehicle at some Evonik shipping sites. To avoid this, contractors are advised either not to laminate such documents or to confirm acceptance with the relevant Evonik shipping site in advance.

6. Accidents / Damage / Loss

6.1 In the event of a transport incident or accident (e.g., personal injury, risk to persons, product leakage, environmental impact), the fire department and/or police must be notified immediately. Additionally, Evonik Industries AG (and its affiliated companies) must be contacted via the emergency number (TUIS: +49 2365 49-2232), and the following information must be reported:

1. Name and company of the person reporting
2. Vehicle license plate and type
3. Location, time, and description of the incident; presence of police/fire department
4. Extent of product leakage
5. Number of injured/fatalities
6. Shipment details (order number, destination, carrier, freight forwarder)
7. Measures taken or initiated by the driver
8. Contact details for callback (name, address, phone, email)
9. If applicable, details of the appointed average adjuster (name, address, phone, email)

6.2 In some cases, a report may be required under ADR Section 1.8.5. Preparation of this report must be coordinated with Evonik.

6.3 Any visible transport damage or product loss must be reported immediately to Evonik Industries AG (and its affiliated companies), regardless of cause or responsibility.

6.4 In the event of an imminent or existing hazard during transport, the driver must immediately take all appropriate measures (while ensuring personal safety) to prevent danger to people, the environment, or the cargo.

6.5 If a product reaction occurs or is imminent during transport (e.g., temperature increase), product-specific emergency measures must be initiated immediately. Depending on the situation, the fire department and/or police must be contacted. Evonik must also be informed via the emergency number.

(TUIS-Point: +49 2365 49-2232)

6.6 Damaged packaging containing products may only be transported further with explicit approval from Evonik. This is especially critical for dangerous goods, which must be transported in compliance with applicable regulations.

7. Management System / Audits

7.1 Self-collectors who transport products that are part of the food or feed production chain (including food and feed additives) are required to register with the competent authority as a feed business operator in accordance with Article 9(2) of Regulation (EC) No. 1831/2003 (Feed Hygiene Regulation), and/or to register as a food business operator in accordance with Article 6 of Regulation (EC) No. 853/2004 (Food Hygiene Regulation).

This registration must be presented to Evonik Industries AG (and its affiliated companies) upon request.

Annex 1

Packaged Goods in Trucks, Containers and Swap Bodies as well as Curtainsider / Tautliner Vehicle Requirements

A.1.1 The self-collector is responsible for ensuring compliance with the following points. Responsibility for loading/unloading specifics is coordinated between the vehicle crew and local site personnel.

A.1.2 Vehicles, containers, and swap bodies must have a clean, dry, nail-free, forklift-accessible loading area (minimum load capacity per DIN EN 283). Cargo areas must be odor-neutral.

A.1.3 Side walls, floors, roofs, doors, seals, and tarpaulins must be in visibly good condition. Tarpaulin tears >7 cm or holes >5 cm may lead to rejection unless properly repaired.

A.1.4 The driver must inspect the cargo for external integrity and completeness before acceptance and report any defects immediately.

A.1.5 The vehicle crew must agree to and support load securing measures.

A.1.6 Load securing must be legally and technically correct and maintained until the final unloading point. It must be checked and corrected after stops, weather events, partial unloading, or reloading. If the unit is sealed by Evonik, checks are not required unless safety is compromised.

A.1.7 Vehicles must not be moved with open side walls or doors.

A.1.8 Vehicles previously loaded with food/feed products will be rejected unless the new cargo is non-hazardous (e.g., feed additives). Silica must not be loaded with strong-smelling goods or food/feed. Exceptions apply to articulated trucks with separate compartments.

A.1.9 Vehicles should comply with DIN EN 12642, preferably Code XL or reinforced Code L (e.g., TruXafe).

A.1.10 Vehicles should carry a load distribution plan (VDI 2700, Sheet 4).

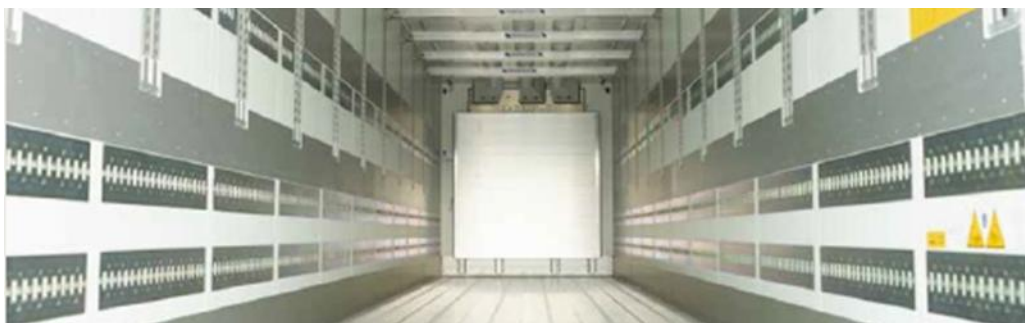
A.1.11 Load securing equipment must be sufficient, appropriate, and in good condition. Lashing straps must comply with DIN EN 12195-2, anti-slip mats with VDI 2700 Sheet 3.2. Lashing over side walls or tarpaulins is not allowed.

A.1.12 Damaged lashing straps must be removed from service. Straps with only CE markings or load capacity in kg are not accepted.

A.1.13 Units must have multi-hole rails with lashing points ≤ 150 mm apart, accessible before and after loading.

A.1.14 Standard curtainsiders must have intact insert boards up to the top of the load. For form-fit loading, side slats must be metal and match the Code XL certificate.

A.1.15 Box trucks must have rear restraint systems (e.g., telescopic bars and side wall rails) suitable for the cargo.



Notes:

If there is a sufficient number of lashing points (in accordance with DIN EN 12 640) and lashing straps, the load can also be lashed diagonally as an alternative. The use of telescopic rods that are positioned only by frictional locking ("rubber feet") is not accepted by Evonik Industries AG (and its subordinate affiliates) and may result in vehicle rejections. Box bodies must also be certified according to EN 12642 Code XL. The certificate describes the structural strength and must be carried along.

A.1.16 Stable load units (e.g., shrink-wrapped pallets) must not be altered without Evonik's approval.

A.1.17 Goods must be unloadable without obstruction. Metal drums must not be wrapped post-loading without approval.

A.1.18 Temperature-sensitive goods must be transported under controlled conditions.

A.1.19 If foreign cargo is present, it must be properly secured. If not, loading will be refused. Evonik will not reposition or secure third-party goods.

A.1.20 Single-axle or tandem-axle trailers are discouraged but may be accepted in exceptions.

A.1.21 Containers must have a valid CSC or ACEP approval.

A.1.22 If anti-slip mats are required, they must be provided by the self-collector. At Wesseling, mats must be ≥ 6 mm thick. Vehicles with certified anti-slip floors ($\mu \geq 0.6$) do not need mats.

Notes on anti-slip mats:

When using ASM to secure load units, all ASMs must have the same thickness, must not be ready for discarding, must have a coefficient of friction 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). Alternatively, ASM in other dimensions (e.g. 300 mm x 200 mm) are also accepted. When using other ASMs, there must be no mixed friction, i.e. they must be designed in such a way that there is no contact between the load and the vehicle loading area, even under load.

A.1.23 For Ro/Ro sea transport, additional lashing may be required unless the load is form-fit and the vehicle is Code XL certified.

A.1.24 Vehicles ≤ 3.5 t must have a partition wall and DIN ISO 27956-compliant lashing points.

◆ **Curtainsider / Tautliner Vehicle Requirements**

A.1.25.1 Preferably use vehicles with DIN EN 12642 Code XL or equivalent structural strength (e.g., TruXafe).

A.1.25.2 Vehicles should carry a load distribution plan.

A.1.26.1 Insert boards must reach the top of the load and be in good condition. For form-fit securing, metal slats are required.

A.1.26.2 Vehicles should have multi-hole rails with lashing points ≤ 150 mm apart. If not, lashing points ≤ 600 mm apart per DIN EN 12640 are required.

A.1.26.3 Pallet stops should be present along the sides.

A.1.26.4 Double-stacking is only allowed if the structure can handle the forces or if secured by form-fit or friction-fit methods. Packages must be stackable and stable.

For dangerous goods, ADR 7.5.7.2 applies. Evonik must approve if stacking is uncertain.

A.1.27.1 Code XL vehicles must carry a valid certificate specifying which cargo types can be secured by form-fit.

A.1.27.2 Must have three pairs of reinforced sliding rings, five aluminum insert boards per stanchion field, and side locking bar options.

A.1.27.3 Side slats must withstand 5000 daN lateral pressure at 0.5 g. Higher-grade systems (e.g., Allsafe TruXafe) are acceptable if properly marked.