

Requirements profile for road freight and combined transport (BULK transports)

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Introduction

This Requirements Profile for road haulage and multimodal transport forms an essential contractual basis for transport orders issued by Evonik Industries AG (and its affiliated companies) within European road freight transport, including multimodal transport and waste transportation.

In addition to the provisions of this Requirements Profile, the applicable version of the Requirements Profile for Road Haulage and Multimodal Transport issued by the German Chemical Industry Association (VCI) must also be observed and applied. Evonik Industries AG and its affiliated companies (hereinafter referred to as the "Client") 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 by logistics service providers (hereinafter referred to as the "Contractor"). The protection of people and the environment takes absolute priority over economic success.

This Requirements Profile generally applies to the transport of both dangerous and non-dangerous goods within European road freight transport, including multimodal transport and waste transportation. Pre- and onward carriage to and from seaports and airports is included. Provisions that apply exclusively to the transport of dangerous goods are marked as "Only for dangerous goods transport."

The Client assumes that the Contractor, as well as any subcontractors, are familiar with and comply with all relevant legal regulations.

1. Vehicles, Containers and Additional Equipment

1.1 For Dangerous Goods Only

Vehicles intended for loading dangerous goods are consistently inspected by the Client in accordance with subsections 7.5.1.1 and 7.5.1.2 ADR. Vehicles that do not comply with applicable legal regulations will be rejected. Vehicles that do not meet the requirements of this Requirements Profile may also be rejected. These inspections include checks on the vehicle crew and may also lead to rejection.

1.2 Windscreens must be free of damage (e.g. stone chips, holes, cracks). If such damage is located within the driver's direct field of vision (see graphic below), the vehicle will be rejected.

1.3 The driver's field of vision must be unobstructed and not impaired by objects (e.g. pennant chains). If such obstructions are not removed, the vehicle may be rejected for loading.

1.4 For Dangerous Goods Only

The vehicle equipment required under ADR 8.1.4 and 8.1.5 must be complete, in good condition, and easily accessible. Mandatory inspections must not be overdue or expire during transport.

1.5 For Dangerous Goods Only

The shovel required for certain danger labels under ADR 8.1.5 must be a shovel or spade (including folding spade) made of metal or durable plastic with a handle. Shovels/spades should have a working length (from blade tip to handle end) of at least approx. 100 cm, and folding spades must be at least approx. 55 cm when unfolded. Shovels with short handles (e.g. dustpans) are not accepted.

1.6 For Dangerous Goods Only

The requirement for "eye rinsing liquid" under ADR 8.1.5 is fulfilled by carrying either a bottle of clear, still water or a dedicated eye rinse bottle with special solution. The expiry date of the eye rinse must not be exceeded.

1.7 Transport of dangerous goods under the relaxed conditions of ADR 1.1.3.6 is not standard practice for the Client and requires prior individual coordination and approval.

1.8 If containers or swap bodies are placed on vehicles presented for loading, all corner fittings (twistlocks) must be properly locked. Alternative locking methods (e.g. front secured with bolts and rear with twistlocks – 40' container on 45' trailer) are acceptable.

1.9 Vehicles that are visibly designated for the transport of food, beverages, or animal feed (e.g. through signage or advertising) will be rejected. Exceptions may be made for Client products intended for the food/feed industry (e.g. feed additives). In case of doubt, the Client must be consulted before dispatch.

1.10 For the transport of temperature-controlled products, vehicles must be equipped with the necessary temperature display and alarm systems.

2. Persons Involved in the Transport

2.1 Driving personnel must hold a valid driving license and, in the case of dangerous goods, a valid ADR training certificate. If either the driving license or ADR certificate has expired or will expire during transport, the vehicle will be rejected for loading.

2.2 A strict zero-tolerance policy applies to alcohol and drugs (including possession and consumption). This also applies to cannabis.

2.3

During loading and unloading, the vehicle crew must remain in or near the vehicle but outside the traffic zones of the loading/unloading area. If they leave the premises, they must officially check out with a responsible person from the Client and check back in upon return.

2.4 At the Client's sites, the vehicle crew is required to carry and wear the following personal protective equipment (PPE) when leaving the vehicle:

1. Clothing that fully covers the body

2. Fully enclosed safety shoes (e.g. in accordance with ISO EN 20345). Safety sandals or open-backed clogs with steel toes are not permitted
3. Safety helmet (e.g. in accordance with DIN 397)
4. Safety goggles (e.g. in accordance with DIN EN 166 or ISO 16321-1)
5. High-visibility vest (e.g. in accordance with ISO EN 20471)

If work is performed on tanks or silos, fall protection must be used (e.g. a safety harness in accordance with DIN EN 361 for attachment to a fall arrest system).

All PPE must bear the CE mark and be in visibly good condition. These are minimum requirements; higher-grade protective clothing is always permitted.

2.5 For Dangerous Goods Only

If loading or unloading activities are carried out during BULK transport of liquid or solid substances, the following PPE must be carried and worn as appropriate:

1. Chemical protective clothing Type 6 (e.g. in accordance with DIN EN 13034 – suitable for the cargo)
2. Fully enclosed safety shoes (e.g. in accordance with ISO EN 20345). Safety sandals or open-backed clogs with steel toes are not permitted
3. Safety helmet (e.g. in accordance with DIN 397). For work at height, the helmet must be secured (e.g. with a chin strap)
4. Safety goggles (e.g. in accordance with DIN EN 166 or ISO 16321-1)
5. For corrosive liquids, a face shield (e.g. in accordance with DIN EN 166 or ISO 16321-1) is also required
6. Chemical-resistant protective gloves (e.g. in accordance with DIN EN 374 – suitable for the cargo)
7. For work at height, fall protection must be used (e.g. a safety harness in accordance with DIN EN 361 for attachment to a fall arrest system)

All PPE must bear the CE mark and be in visibly good condition. If no loading or unloading is performed, only the PPE listed in 2.4 is required.

2.6 If a co-driver is present who does not hold a valid driving license and/or ADR certificate, a confirmation from their employer (the carrier) must be provided stating that they are acting as an official co-driver. In this case, the PPE requirements also apply to them.

2.7 Drivers should have basic knowledge of the local language (or English) at the respective loading site.

If personnel at the site entrance or loading station determine that communication difficulties or lack of qualification pose a safety risk, the vehicle may be rejected.

3. Security

3.1 The Contractor undertakes to ensure that goods stored, transported, delivered to, or received from Authorized Economic Operators (AEO) are handled at secure operational sites and secure transshipment locations. These goods must be protected against unauthorized access during storage, loading, and transport. The Contractor must also ensure that personnel involved in storage, loading, transport, and receipt are reliable.

3.2 To prevent the smuggling of people and/or goods into or onto transport units, the Contractor must ensure that transport units are regularly inspected for integrity and signs of tampering or smuggling.

4. Use of Subcontractors

4.1 The Contractor may only use subcontractors who have valid carrier's liability insurance, including CMR liability.

4.2 If the Contractor passes on transport orders from the Client to subcontractors, the Contractor must ensure that these subcontractors are aware that they are not permitted to engage further subcontractors. If, in exceptional cases, this becomes necessary, prior approval from the Client is required.

4.3 The name(s) of the subcontractor(s) and, where applicable, any sub-subcontractors used by the Contractor must be disclosed to the Client upon request before the vehicle is dispatched.

4.4 When using subcontractors, the Contractor must ensure that the subcontractor is familiar with and fully complies with this Requirements Profile as well as the currently valid version of the “Requirements Profile for Road Haulage and Multimodal Transport” issued by the German Chemical Industry Association (VCI).

5. Transport Documents / Accompanying Documents

5.1 All information required to prepare transport documents must be taken exclusively from the Client’s written order.

5.2 For cross-border transport (transport to third countries and intra-community transport), the Contractor’s scope of services includes:

- For transport to a third country: issuing an export certificate in accordance with § 10 (1) No. 2 of the German VAT Implementation Regulation (UStDV).
- For intra-community transport: issuing a shipment certificate in accordance with § 17a (3), sentence 1 No. 1 letter a UStDV.

5.3 For Dangerous Goods Only

If laminated dangerous goods documentation is presented for inspection, this may lead to rejection of the vehicle at some of the Client’s shipping locations. To avoid such rejections, the Contractor is advised either not to use laminated documents or to check in advance with the respective shipping location whether laminated documents are accepted.

5.4 For Dangerous Goods Only

Before transporting products or waste that fall under § 35b of the GGVSEB (German Ordinance on the Transport of Dangerous Goods by Road, Rail and Inland Waterways), the Contractor must apply for a route determination in accordance with § 35a GGVSEB (or provide the relevant general rulings).

If a certificate for modal shift under § 35 (4) GGVSEB is required, this must be coordinated with the Client. These documents must be submitted to the Client upon request before the first transport and must be presented during ongoing operations

upon request (by the driver).

If the Contractor uses vehicles under the exemptions listed in § 35c GGVSEB, the corresponding proof of exemption must also be submitted to the Client upon request before the first transport and presented during ongoing operations upon request (by the driver).

6. Accidents / Damage / Loss

6.1 In the event of a transport incident or accident (personal injury, endangerment of persons, product leakage, environmental impact), the fire department and/or police must be notified immediately. Additionally, the Client must be informed via the emergency telephone number provided in the transport documents (TUIS hotline: +49 2365 49-2232), and the following information must be reported:

1. Name and company of the reporting person
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 or deceased persons
6. Shipment details (order number, destination, carrier, freight forwarder)
7. Measures taken or initiated by the driver
8. Contact details for follow-up (name, address, phone, email)
9. If applicable, details of the loss adjuster involved (name, address, phone, email)

6.2 In the event of imminent or existing danger during transport, the driver must immediately take all appropriate measures (while observing personal safety) that are suitable to avert danger to persons, the environment, or the cargo, and/or to prevent damage.

6.3 In the event of an imminent or ongoing product reaction during transport (e.g. temperature increase of the product), product-specific emergency measures must be initiated without delay. Depending on the nature and extent of the situation, the fire department and/or police must be notified. The Client must be contacted via the emergency number provided in the transport documents (TUIS hotline: +49 2365 49-2232).

7. Management System / Audits

7.1 The Client places great importance on the Contractor undergoing and maintaining an SQAS (Safety and Quality Assessment System) assessment in accordance with the guidelines of the European Chemical Industry Council (CEFIC), at the Contractor's own expense.

7.2 Contractors transporting products that are part of the food or feed production chain (including food and feed additives) are required to register with the relevant authority as a feed business operator in accordance with Article 9(2) of Regulation (EC) No. 1831/2003 (Feed Hygiene Regulation) and/or as a food business operator in accordance with Article 6 of Regulation (EC) No. 853/2004 (Food Hygiene Regulation). Proof of registration must be provided to the Client upon request.

7.3 Contractors operating in the tank/silo sector who transport products that are part of the food production chain must maintain an integrated management system in accordance with ISO 22000:2005, covering HACCP, IFS, BRC, and GMP+.

7.4 When subcontractors are used, the Contractor must ensure that the subcontractor also fully complies with the requirements of this section, where applicable.

Annex 1: Liquid and Dry Bulk Goods in Tank Containers, Tank/Silo Vehicles, Troughs and Dump Trucks

A.1.1 Technical Components

A.1.1.1 The Contractor is responsible for the following items. Responsibility for specific points related to loading and unloading is determined through coordination between the vehicle crew and local personnel.

A.1.1.2 Before loading, all discharge fittings must be completely and tightly closed. After loading, all filling fittings must also be completely and tightly closed. Fittings not used during the operation must also be securely sealed.

A.1.1.3 If tools are required to open/close dome covers, they must be spark-free.

A.1.1.4 The Client's loading personnel must be reliably informed by the driver about the tank/silo capacity and the maximum permissible load.

A.1.1.5 Flammable liquids must not be unloaded using compressors (i.e., pressurized discharge is prohibited).

A.1.1.6 For transports of products requiring GMP+ certification (e.g. certain fillers and food/feed additives), the Contractor must not provide tanks/silos that have ever been used to transport prohibited substances or materials from freight category 1 ("Transport Exclusion List"), such as meat and bone meal.

Exceptions are tanks/silos that have undergone appropriate cleaning and disinfection, followed by assessment, recertification, and release by an inspection body accredited under EN 45004 and specifically approved for tanks/silos.

Before loading, proof of the last three previous loads (with IDTF numbers) and a cleaning certificate (see A.1.3) or a previous load declaration (see A.1.4) must be presented at the loading site. Missing documentation may result in rejection.

A.1.1.7 Tanks/silos used for transporting food and feed are generally not approved for loading Client products. Exceptions may be made for specific Client products intended for the food/feed industry (e.g. feed additives). In case of doubt, approval must be obtained from the Client before dispatch.

A.1.1.8 Seals and other closures on cleaned tanks/silos may only be removed in the presence of a representative from Evonik.

A.1.1.9 Sampling at the consignee's site (Client's customer) is not part of the Contractor's obligations and must not be performed by the driver

A.1.2 Cleaning Stations

A.1.2.1 The Contractor is obligated to have tank cleanings carried out exclusively at cleaning stations that hold a valid SQAS (Safety and Quality Assessment System) assessment for tank cleaning (SQAS Tank Cleaning).

Deviations from this requirement are only permitted in exceptional cases where compliance would be economically unreasonable. In such cases, the Contractor must provide appropriate justification to the Client upon request.

It is recommended that the cleaning station operator is also a member of the European Federation of Tank Cleaning Organisations (EFTCO).

A.1.2.2 For tanks/silos that are used long-term for the transport of a specific product (dedicated/one-way traffic), the Client's instructions regarding cleaning and disposal must be followed.

A.1.3 Proof of Cleaning

A.1.3.1 The electronic tank cleaning certificate (eECD), initiated by the European Chemical Logistics Information Council (ECLIC), will gradually replace the paper-based cleaning certificate. The Client is transitioning to electronic proof of cleaning and encourages its Contractors to participate in this system (www.eclic.eu), i.e., to register as an "Equipment Operator."

A.1.3.2 For waste disposal transports, a written confirmation from the Contractor is sufficient in place of a cleaning certificate. This confirmation must state that the tank/silo provided for loading is either cleaned or, if not cleaned, that the previous load (and any remaining residues) is compatible with the new cargo.

If the Client requires a cleaning certificate for specific waste transports, this will be agreed upon with the Contractor prior to order placement.

A.1.3.3 The Contractor is liable for any fault caused by a cleaning company commissioned by them, as if it were their own fault.

A.1.4 Proof of Previous Load

A.1.4.1 The electronic proof of previous load (ePPL), initiated by the European Chemical Logistics Information Council (ECLIC), will gradually replace the paper-based version. The Client is transitioning to electronic proof of previous load and encourages its Contractors to participate in this system (www.eclic.eu), i.e., to register as an “Equipment Operator.”

Annex 2: Liability and Insurance

A.2.1 The Contractor is liable to the Client for any damage caused by them in accordance with the applicable liability provisions, from acceptance of the order until delivery to the final consignee.

A.2.2 The Contractor undertakes to take out and maintain the following insurance policies:

- Liability insurance for domestic transport in accordance with §§ 407 ff. of the German Commercial Code (HGB) and for cross-border transport in accordance with the CMR Convention
- Liability insurance for inland transport within other European countries in accordance with the applicable national laws
- Motor vehicle liability insurance including coverage for personal injury in the amount of the legally required minimum coverage in the respective country
- General liability insurance with a minimum coverage of €1 million per incident for personal injury and property damage

If the Contractor uses subcontractors, they must ensure that the subcontractors also take out and maintain the same insurance policies with the same minimum coverage amounts.

A.2.3 The Contractor confirms compliance with the above insurance requirements by signing this Requirements Profile.

A.2.4 Upon special request by the Client, the Contractor must provide written confirmation of the insurance coverage from their insurer(s) or the insurer(s) of their subcontractors.