

Requirements profile for transports in road freight and combined transport (packaged goods)

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Introduction

This requirements profile for road haulage and multimodal transport forms a key contractual basis for transport orders issued by Evonik Industries AG (and its affiliated companies) within European road freight transport, including combined transport and waste transport.

In addition to the provisions in this profile, the current version of the requirements profile of the German Chemical Industry Association (VCI) must also be observed and applied. The term “requirements profile” always refers to both this document and the VCI profile.

Evonik Industries AG and its affiliated companies (hereinafter referred to as the “client”) place the highest value on ensuring that products and raw materials are transported safely, in an environmentally friendly and sustainable manner, without impairing their quality, and in consideration of customer requirements. The protection of people and the environment takes absolute priority over economic success.

This profile applies to the transport of both dangerous and non-dangerous goods in European road freight transport, including combined transport and waste transport. Pre- and onward carriage to/from seaports and airports is included. Provisions that apply only to dangerous goods transport are marked accordingly.

The client assumes that the contractor and 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 ADR subsections 7.5.1.1 and 7.5.1.2. Vehicles that do not comply with applicable legal requirements will be rejected. Vehicles that do not meet the requirements of this profile may also be rejected. These inspections include 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 in the driver's direct field of vision, the vehicle will be rejected.



1.3 The driver's field of vision must be unobstructed and not impaired by objects (e.g. pennants). If this obstruction is 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 hazard labels under ADR 8.1.5 must be a shovel or spade (including folding spade) made of metal or robust plastic with a handle. The working length should be at least approx. 100 cm, and folding spades must be at least 55 cm when unfolded. Small hand shovels (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. The expiration date must not be exceeded.

1.7 The 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 agreement and approval.

1.8 If containers or swap bodies are present on vehicles provided 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 permitted.

1.9 Vehicles that are visibly used for transporting food, beverages, or animal feed—or that suggest such use through signage or advertising—will be rejected. Exceptions may be made for 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 appropriate temperature display and alarm systems.

2. PERSONS INVOLVED IN THE TRANSPORT

2.1 The driving personnel must be in possession of a valid driving license and, in the case of dangerous goods, a valid ADR training certificate for the transport of dangerous goods. If the driving license and/or ADR certificate has expired or will expire during the transport, loading will be refused.

2.2 There is a general alcohol and drug ban (0.0 limit), which applies to both consumption and possession. This also applies to cannabis.

2.3 The vehicle crew must remain in or near the vehicle during loading and unloading, but outside the traffic areas of the loading/unloading zone. If they leave the area, they must officially check out with a responsible person from the client, and check back in upon return.

2.4 On the premises of the client, the vehicle crew is required to carry and wear the following personal protective equipment 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-heeled clogs with steel caps 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)

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

2.5 If a co-driver is present in the vehicle who does not have a valid driving license and/or ADR certificate, a confirmation from their employer (the carrier) must be presented stating that they are acting as an official co-driver. In this case, the same personal protective equipment requirements apply to them.

2.6 The driver should have basic knowledge of the local language (or English) at the respective loading site. If the personnel at the site entrance or loading station determine that communication difficulties and/or lack of qualification pose a safety risk, the vehicle may be rejected in extreme cases.

3. SECURITY

3.1 The contractor undertakes to ensure that goods stored, transported, delivered to, or received from Authorized Economic Operators (AEO) on behalf of the client are stored and/or loaded at secure operating sites and secure transshipment locations, and that these goods are protected against unauthorized access during storage, loading, and transport. Furthermore, the contractor shall ensure that the personnel used for storage, loading, transport, and receipt are reliable.

3.2 To prevent the smuggling of people and/or goods in or on the transport units, the contractor must ensure that the transport units are regularly checked for integrity and signs of smuggling.

4. USE OF SUBCONTRACTORS

4.1 The contractor may only use subcontractors who have valid carrier liability insurance, including CMR liability coverage.

4.2 If the contractor passes on transport orders from the client to subcontractors, the contractor must ensure that the subcontractors are informed that they themselves are not permitted to engage further subcontractors. If this becomes necessary in exceptional cases, the client's prior approval is required.

4.3 The name(s) of the subcontractor(s) and any further 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 applies 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 AND ACCOMPANYING DOCUMENTS

5.1 All information required for the preparation of transport documents must be taken exclusively from the client's written order.

5.2 For cross-border transport (transport into third countries and intra-community transport), the contractor's scope of services includes:

1. For transport into a third country: issuing an export certificate in accordance with § 10 (1) No. 2 of the German VAT Implementation Regulation (UStDV).
2. 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 dangerous goods documentation is presented in laminated form 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 present laminated documents or to check in advance with the respective shipping location whether laminated documents are accepted.

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 always be notified immediately. In addition, the client must be contacted 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 registration number and type
3. Location, time, and description of the incident/accident; presence of police/fire department
4. Extent of product leakage
5. Number of injured/fatalities
6. Shipment data (order number, destination, carrier, freight forwarder)
7. Measures taken or initiated by the driver
8. Contact details for call-back (name, address, phone, email)
9. If applicable, details of the appointed claims adjuster (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 basic self-protection) that appear suitable based on the situation to avert danger to persons, the environment, or the cargo and/or to prevent damage.

6.3 In the event of an imminent or existing product reaction during transport (e.g. temperature increase of the product), the 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 telephone number provided in the transport documents (TUIS hotline: +49 2365 49-2232).

6.4 Damaged packaging containing the client's products may only be transported further with the express consent of the client. This applies in particular to dangerous goods, which must be transported in compliance with the applicable regulations.

7. MANAGEMENT SYSTEMS / AUDITS

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

7.2 Contractors who transport products that are part of the food or feed production chain (this includes food and feed additives) are required to register with the competent authority in accordance with legal requirements as a feed business operator pursuant to Article 9(2) of Regulation (EC) No. 1831/2003 (Feed Hygiene Regulation), and/or as a food business operator pursuant to Article 6 of Regulation (EC) No. 853/2004 (Food Hygiene Regulation), and must present this registration to the client upon request.

7.3 When using subcontractors, the contractor must ensure that the subcontractor also fully complies with the requirements of this section, where applicable.

Annex 1 – Packaged Goods in Trucks, Containers, and Swap Bodies and Requirements for Curtainsider / Tautliner Vehicles

A.1.1 Responsibilities

The contractor shall ensure compliance with the following requirements. Responsibility for specific aspects of loading and unloading is determined in coordination between the vehicle crew and local site personnel.

A.1.2 Cargo Area Cleanliness

Cargo areas must be free of odors at the time of vehicle presentation (i.e. no residual odors from previous loads).

A.1.3 Tarpaulin and Container Condition

If tarpaulins on curtain-sided vehicles or open-top containers show tears longer than 7 cm and/or holes with a diameter greater than 5 cm, the vehicle may be rejected. Properly repaired damage is not considered grounds for rejection.

A.1.4 Load Securing Responsibility

The vehicle crew/driver is responsible for ensuring proper (legally and technically compliant) load securing until the final unloading point.

Load securing must be visually inspected and, if necessary, corrected:

- After intermediate stops (e.g. breaks),
- Following significant traffic or weather impacts,
- After reloading, partial unloading, or additional loading.

Transport may only continue once all deficiencies have been fully corrected.

This obligation does not apply if the contractor takes over sealed transport units from the client.

If there is a high probability that the original securing has lost its effectiveness (e.g. due to abrupt driving maneuvers), transport must be interrupted and the client consulted (e.g. regarding removal of the seal).

A.1.5 Vehicles Previously Loaded with Food, Luxury, or Feed Products

Vehicles that have previously carried food, luxury, or feed products will be rejected. Exceptions apply if the client's products to be loaded are not classified as dangerous goods or hazardous substances (e.g. feed additives, fillers).

However:

- Feed additives and silica must not be loaded together in the same vehicle.
- Silica must not be loaded together with strongly odorous products (e.g. methionine, waste, etc.).

Another exception applies to drawbar combinations (Gliederzüge) consisting of two loading units, where only one unit has been loaded with food, luxury, or feed products. In such cases, the client's products may be loaded onto the other unit.

A.1.6 Body Strength Requirements

The contractor shall provide vehicles that comply with the structural stability requirements of DIN EN 12642.

The client prefers vehicles with body strength certified to DIN EN 12642 Code XL or reinforced L-vehicles (e.g. TruXafe, Allsafe systems).

A.1.7 Load Distribution Plan

Vehicles used should carry a load distribution plan on board, in accordance with VDI 2700 Sheet 4 (Load Securing on Road Vehicles).

A.1.8 Load Securing Equipment

Load securing devices and aids must be carried in sufficient quantity, appropriate dimensions, and proper condition to secure the intended cargo (full or partial loads).

- Lashing straps must comply with DIN EN 12195-2.
- Anti-slip mats must comply with VDI 2700 Sheet 3.2.
- Form-fit loading requires the client's approval.
- If more than the usual amount of securing equipment is needed, the client will inform the contractor separately.

When using tie-down lashing:

- Straps must be attached in a way that does not exceed the maximum permissible vehicle width of 2.55 m.
- Lashing over sideboards or curtain sides is not permitted.
- It must be ensured that straps cannot fall off the vehicle or damage the cargo during transport.

A.1.9 Condition of Lashing Straps

Lashing straps must be taken out of service if they show signs of damage.

The criteria for discard are defined in EN 12195-2.

Straps bearing only CE markings or load capacity (LC), STF, or SHF values will not be accepted at the loading site.

A.1.10 Lashing Points

Transport units must be equipped with continuous multi-hole rails with lashing points along the side loading area (≤ 150 mm from the edge).

Lashing points must be positioned so they remain freely accessible and usable before and after loading, and must not be blocked by the cargo, even in fully loaded conditions.

If the lashing point position is unfavorable (e.g. the strap cannot be positioned correctly on the load), the vehicle may be rejected due to the additional effort required.

A.1.11 Insert Boards (Curtainsiders)

Standard curtain-sided vehicles must have undamaged insert boards (if part of the vehicle structure), at least up to the top edge of the load.

For form-fit loading, the side boards must be made of metallic materials and must match the number specified in the accompanying Code XL certificate.

A.1.12 Box-Type Vehicles – Load Retention Systems

If the contractor provides box-type vehicles, they must be equipped with a suitable retention system for securing the load against the direction of travel.

This includes:

- A sufficient number of form-locking telescopic bars (roof and floor)
- Perforated rails on the side walls at appropriate heights



Notes:

- If a sufficient number of lashing points (DIN EN 12640) and lashing straps are available, diagonal lashing may be used as an alternative.
- Telescopic bars that rely solely on friction (e.g. rubber feet) are not accepted and may lead to vehicle rejection.
- For low load units, the client strongly recommends that new box-type vehicles be equipped with anchor rail retention systems at three levels (approx. 40, 80, and 160 cm from the floor).
- Box-type bodies must also be certified to EN 12642 Code XL, and the certificate must be carried in the vehicle.

A.1.13 Alteration of Load Units

Stable load units (e.g. film-wrapped or strapped pallets) may not be altered without the express consent of the client.

A.1.14 Temperature-Controlled or Frost-Protected Transport

If the transport order specifies that the goods are temperature-sensitive or frost-sensitive, they must be transported under continuous temperature control or frost protection, in accordance with the agreement made.

A.1.15 Foreign Cargo on the Loading Area

If vehicles are presented with third-party cargo already on the loading area, this cargo must be properly secured.

If this is not the case, the driver will be given the opportunity to secure the cargo properly.

If the driver is unable to do so, the vehicle will be rejected for loading.
For insurance reasons, the client will not carry out or permit any load securing or repositioning of third-party cargo.

A.1.16 Use of Single-Axle or Tandem-Axle Trailers

The use of transport units with single-axle trailers or tandem-axle trailers is not desired.

Exceptions to this rule are only permitted with the client's prior consent.

A.1.17 Container Certification

Containers provided for loading must have a valid CSC approval (especially the inspection date) or, alternatively, a valid ACEP approval.

A.1.18 Unloading Accessibility and Foil Wrapping of Drums

The contractor must ensure that goods taken over from the client can be unloaded at the recipient's site without being obstructed by other goods.

Metal drums belonging to the client must not be subsequently wrapped in foil during transport (to prevent corrosion from condensation) without the client's express consent.

A.1.19 Anti-Slip Mats (ARM)

If friction-enhancing materials (e.g. anti-slip mats) are required for securing the load, the contractor must provide them in sufficient quantity for the entire cargo. For shipments from the Smart Effects – Silica division at the Wesseling site, anti-slip mats must have a minimum thickness of 6 mm, otherwise the vehicle may be rejected.

Vehicles with a verifiable anti-slip coating on the loading surface with a friction coefficient of at least 0.6 μ do not require anti-slip mats.

Notes on anti-slip mats (ARM):

- All mats must be of the same thickness.
- Mats must not be worn out.
- Minimum friction coefficient: 0.6 μ
- Recommended minimum size: 1200 mm x 100 mm
- Other dimensions (e.g. 300 mm x 200 mm) are also accepted.

- Mixed friction must be avoided; mats must be designed to prevent cargo contact with the vehicle floor under load.

A.1.20 Special Requirements for Ferry Transport (Ro/Ro)

Due to vertical acceleration forces during sea transport, the cargo may need to be additionally secured by tie-down lashing.

This requirement can only be waived if:

- The cargo is form-fit loaded,
- The vehicle body is certified to DIN EN 12642 Code XL, and
- It can safely absorb the forces encountered at sea.

Otherwise, significantly longer loading times must be expected and accounted for by the contractor.

A.1.21 Vehicles ≤ 3.5 t Gross Vehicle Weight (e.g. Courier Services)

Such vehicles must:

- Have a partition wall separating the cargo area from the driver's cab,
- Be equipped with lashing points in accordance with DIN ISO 27956, and
- Carry suitable load securing equipment.

Load securing must be maintained in compliance with regulations throughout the entire transport.

Requirements for Curtainsider / Tautliner Vehicles

A.1.22 Vehicle Types

A.1.22.1

As far as possible, transport units should be provided with verified body strength in accordance with DIN EN 12642 Code XL or with a verified equivalent body strength (e.g. TruXafe or similar systems).

A.1.22.2

Vehicles used should carry a load distribution plan on board, in accordance with VDI 2700 Sheet 4 (Load Securing on Road Vehicles).

A.1.23 General Requirements for All Vehicle Types

A.1.23.1

Insertable rigging boards must be in proper technical condition and must reach at least to the upper edge of the load.

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

A.1.23.2

Vehicles equipped with multi-hole rails with lashing point intervals of ≤ 150 mm are preferred.

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

A.1.23.3

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

A.1.23.4

Double-layered cargo stacking is only permissible if:

- The acceleration forces can be safely absorbed by the vehicle body (including the upper structure), or
- The load is secured using force-locking or form-locking methods.

In addition, the shipping units must be stackable and stable.

For dangerous goods, the relevant regulations (e.g. ADR 7.5.7.2) must also be observed.

If there is any doubt about the stackability of the goods, the client will decide whether double stacking is permitted (possibly with the use of intermediate layers such as plywood or plastic sheets for weight distribution).

A.1.24 Additional Requirements for Curtainsider Vehicles Certified to DIN EN 12642 Code XL

A.1.24.1

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

A.1.24.2

Each stanchion area must be equipped with:

- Three pairs of reinforced sliding stanchions, and
- Five lightweight metal rigging boards, anchored in the lateral floor area if necessary,
- As well as the option to insert side blocking beams.

A.1.24.3

The side boards must be stable enough to withstand a lateral load pressure of 5000 daN at a lateral acceleration of 0.5 g when form-locking loading is used.

Alternatively, higher-quality side boards may be used (in smaller quantities), e.g. systems from Allsafe TruXafe.

The side boards should be marked with the corresponding stability values.

Annex 2 – Liability and Insurance

A.2.1 Liability

The contractor shall be liable to the client for any damage caused by the contractor, in accordance with the applicable liability provisions, from the time the order is accepted until delivery to the final recipient.

A.2.2 Insurance Obligations

The contractor undertakes to take out and maintain the following insurance coverage:

- Carrier's liability insurance for domestic transport in accordance with §§ 407 ff. of the German Commercial Code (HGB) and for international transport in accordance with the CMR Convention.
- Carrier's liability insurance for inland transport within other European countries in accordance with the respective applicable national legislation.
- Motor vehicle liability insurance, including coverage for personal injury, with a coverage amount at least equal to the statutory minimum coverage required in the respective country.

- General liability insurance with a minimum coverage amount of €1 million per incident for personal injury and property damage.

If the contractor uses subcontractors, the contractor must ensure that the subcontractors also take out and maintain the same insurance coverage with the same minimum coverage amounts as described above.

A.2.3 Confirmation of Insurance

The contractor confirms that the required insurance coverage is in place by signing and acknowledging this requirements profile in writing.

A.2.4 Proof of Insurance

Upon special request by the client, the contractor shall provide written confirmation of the respective insurance coverage by submitting certificates issued by its insurer(s) and/or the insurer(s) of its subcontractors.