

Statement for carriers

Securing cargo - Minimum requirements for trucks

You will know from your own business activities that the requirements and checks for the securing of cargo compliant with Section 22 Paragraph 1 of Germany's traffic laws have become incredibly strict. To ensure compliance, we need to insist on the following requirements being met in respect of the securing of cargo:

Section 22 Paragraph 1 of Germany's traffic laws (*Straßenverkehrsordnung* or *StVO* for short) states that special measures must be taken to stow cargo in a roadworthy and secure manner (so as to exclude the risk of falling). Furthermore, Section 23 Paragraph 1 of the same states that drivers must ensure that their cargo is compliant with regulations and does not impair the roadworthiness of the vehicle in their charge. This duty of care is incumbent upon all parties responsible for loading cargo; in other words, it is applicable equally to the driver of the vehicle as it is to our dispatch personnel.

In order to be deemed compliant with the requirements for securing cargo, the goods to be dispatched from our factory must be loaded without gaps so that they will not slip or slide during transport. We need your help in order to fulfill this obligation and would like to request that you observe the following conditions necessary for the compliant securing of cargo.

The following minimum requirements apply to the loading of curtainsiders or tautliners:

1. Front and rear bulkhead strength must be compliant with DIN EN 283 "Swap bodies" or DIN EN 12642 "Body structure of commercial vehicles".
2. Tarpaulins must be secured at least every 600 mm by a vertically stitched curtain system with a tensile strength of at least 700 daN.
3. For each row of pallets, there must be at least one lashing steel wire rope in perfect condition and compliant with EN 12195 available as a means of securing the cargo in a non-slip manner by lashing; there must also be a sufficient number of suitable lashing points in the cargo area.
4. Metal upstands (min. height 20 mm) must have been welded in place all along the right- and left-hand edges of the cargo area and/or there must be retainer boards (measuring 3,000 x 150 x 25 mm) between fixed posts; if possible, the former should be connected in such a way that maximizes anti-slip.

5. Fixed posts at intervals of approx. 3 m are also required. All available connecting fixtures must feature intact retainer boards (these should, if possible, be made from aluminum and measure approx. 3,000 x 150 x 25 mm) reaching at least as far as the top edge of the cargo.

In the lower section, it must be possible to set the retainer boards one on top of the other in the manner of a platform gate (similar to tongue and groove, but with a fixed connection).

6. In order that these retainer boards can be used as active elements for securing cargo, they must exhibit stability comparable to platform gates (compliant with EN 283).

Curtainsiders whose cargo areas do not comply with or are only partially compliant with the requirements outlined in 3. and are not typically designed to be equipped as outlined in 4. can only be accepted for land-only transport and/or combined transport by land and sea if:

- Adequate lashing steel wire ropes are available for lashing down and a sufficient number of suitable lashing points (as outlined in 2.) are available and
- The packages are suitable for lashing down

Please note that the measures for securing cargo in such cases are significantly more intense in terms of material and time overheads.

The following requirements are applicable for the loading of stretched or wound bagged cargo on pallets:

- I.) If the truck meets the minimum requirements set out above, unused space between pallets will need to be filled in order to ensure non-slip loading. Cargo must be loaded in blocks and a terminating brace should be fitted. Empty pallets can be used for this purpose, for example. **Drivers are responsible for making such items available when their vehicles are being loaded.**
- II.) If vehicles are not able to meet these requirements, the overheads involved in securing cargo will increase significantly. In such cases, the following action will need to be taken to secure cargo:
 - (a) Each row of pallets must be secured with the appropriate number of ropes (as dictated by the permissible tensile strength of the lashing steel wire ropes and the pallet weight) and 2 generously dimensioned edge protectors (to prevent tears in bagged cargo). Empty pallets can be placed on top of bagged cargo as a substitute for edge protectors. Cargo must be loaded in blocks and a terminating brace should be fitted. **Drivers are responsible for providing means of securing cargo (e.g. lashing ropes, edge protectors or empty pallets) in sufficient quantities.**
 - (b) Where the loading of big-bags is concerned, trucks must be packed in accordance with the requirements set out in I. Should a truck fail to meet these requirements, please note that each row of big bags will need to be secured with a sufficient number of ropes (as dictated by the permissible tensile strength of the lashing steel wire ropes and the pallet weight) and 2 generously dimensioned edge protectors (to protect goods packed in big-bags against tearing). Empty pallets can be placed on top

of big-bags as a substitute for edge protectors. Cargo must be loaded in blocks and a terminating brace should be fitted. **Drivers are responsible for providing means of securing cargo (e.g. lashing ropes, edge protectors or empty pallets) in sufficient quantities.**

- (c) Furthermore, anti-slip mats must be used when loading pallets (to increase the coefficient of friction, minimum $\mu = 0.6$ dry and wet). The mats should be placed underneath the pallets. **You must make sure that you have a sufficient number of mats available.**

We would like to draw your attention once again to the fact that drivers are responsible for providing materials for securing cargo (lashing steel wire ropes, pallets, anti-slip mats, etc.) when vehicles are loaded.

These measures are designed to ensure the safety of personnel and goods during transport. In future, our dispatch personnel will be more rigorous when ensuring compliance with the measures for securing cargo outlined above; they will also be instructed not to load vehicles which fail to comply.

We would like to take this opportunity to thank you most sincerely in advance for your cooperation and look forward to continuing our successful working relationship.

Neuburg (Donau), January 2008