



We create chemistry

BASF Antwerpen N.V.  
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January 22th, 2020

**Subject:** Cargo-securing procedure for packed shipments ex. BASF Antwerp

Dear Logistics Service Provider,

You have all completed a survey -by phone, mail and or during our brainstorm sessions - regarding the load securing project at BASF Antwerp. In reference thereof BASF Antwerp will intensify checks on cargo securing of the packed goods ex. BASF Antwerp. The measure will be taken in respect to increase the safety on the roads in general, to guarantee the safety of the respective driver and to avoid damaged packaging and -goods to our end-customers.

In general, our loadings will have to be secured by the usage of anti-slip mats and downwards lashings "neersjorren" (see picture 1). In some specific cases (e.g. thermo transports) different methods will be applied, such as corner lashing "kopsjorren" (see picture 2), air cushions usage or blocking. Therefore -and as stipulated in the signed General Terms and Conditions (hereinafter referred as GTC's)- we require sufficient cargo-securing material. The GTC's annex for BASF Antwerp will have the following modifications:

- Sufficient anti-slip mats (rubber) shall mean 4 mats of 200mm x 300mm per pallet or alternatively 2 mats of 1200mm x 120mm per pallet with a verifiable friction coefficient of 0.6 $\mu$ ;
- Sufficient shall mean one (1) lashing strap per loading meter plus one (1) or two (2) lashing straps for the load securing of the last row with a lashing capacity LC  $\geq$  2500 daN and a standard tension force STF  $\geq$  300 daN ;
- Trailers of Code XL;
- BASF requires that the driver has sufficient knowledge about load securing measures.

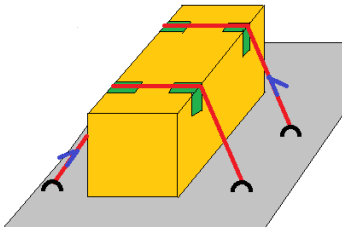
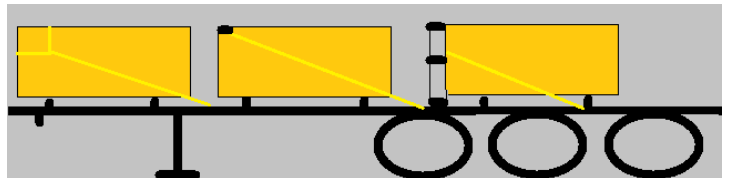
BASF will work with loading schemes (except for trailers with pre-loading), which will be communicated to the driver before loading. This should be in line with the regulation regarding axle loads. However, if the Service Provider does not agree with BASF's loading scheme, an alternative suggestion, based on calculated, tested, certified cargo securing systems, can be made upon approval of BASF.

The procedure at the loading place will be the following:

The driver will hand over the loading documents and keys of the truck to the loading personnel. Depending on the loading scheme, the loading personnel will ask the driver to place anti-slip mats. This will in most cases be necessary. In order to ensure the safety, our fork lift drivers will not enter the trucks when the truck drivers are in the truck (placing the anti-slip mats). The drivers will be assigned a dedicated safe spot close to the truck, where they have to wait in between the placement of the anti-slip mats.

BASF will strictly control the availability of the described cargo-securing materials as from 1st February 2020. A transition period of three (3) months will be granted to the Service Provider in which BASF will provide the necessary materials – if they are not available in the trailer. BASF will however create a Non Conformance, for each time the necessary load securing material was not available. After the transition period BASF remains the right to decline vehicles at the loading station.

As already described in the GTC's we expect that anti-slip mats will be put under the pallets by the driver and that the driver is aware of the necessary safety requirements.

*Picture 1**Picture 2*

Yours sincerely,

**BASF Antwerpen N.V.**

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