

## Instructions for Haulage Contractors/Freight Carriers Mannesmann Line Pipe - Hamm Works

### Transport reference

For every shipment you will receive from our Scheduling Department a Transport Confirmation bearing a Transport Number. This number must be quoted when the driver reports in. In order to minimize errors, goods can only be loaded after this transport reference, together with the name of the consignee, has been submitted.

### Timing

For the loading, time windows are agreed in advance with our scheduling. A time window represents the intended loading time of the truck. A claim for stand money basically exists only if the driver has registered with the dispatcher after his arrival.

### Driving personnel

The drivers assigned must comply with the requirements of Regulation (EC) No 484/2002 of the European Parliament and of the Council of 1 March 2002.

### Access and ID card

Please note that trucks must use the "Hafenstraße" for access to the works premises. The truck entrance is gated, and the driver will receive an ID card there.

Important! Make sure your ID card is unlocked at the loading point for exit. An exit without activation is not possible!

Please also refer to the information for visitors available in different languages on our website.

<https://www.mannesmann-linepipe.com/en/service-download/information-for-visitors.html>

### Safety at work

While carrying out the work, staff must observe the accident prevention regulations currently in force. Personal protective equipment (PPE) in the form of helmets, warning vests and safety shoes must be worn throughout our premises. In addition, inside the shop buildings ear protectors and, when appropriate, protective goggles must be worn.



## Vehicles

For reasons of safety we are only permitted to load vehicles which comply with DIN EN 12642 (Code XL or Code L). The end wall must at least cover the height of the load. As a rule, an end

wall height of 2 m will suffice.

The end wall must be completely unencumbered for the full height and width of the load and must present a flat surface to permit tight-fit loading. Loading will not proceed if, for example, locating pockets for plug-in posts, beams, chains etc. obstruct a tight-fit load.

The required height of the loading flap can be determined by the following formula:

### 1 Number of tiers and total height of pipe

a) Number of pipe tiers =  $\frac{\text{Number of pipes per transport}}{\text{Number of pipes per tier}}$

Pipe diameter	Number of pipes per tier
273	8
323	6
355	6
406	5
457	5
473	4
508	4
559	4
610	4 (closed trucks 3)

### 2 Determine number and height of intermediate tiers including support beams:

Height of intermediate layers = (number of pipe tiers x 6 cm)

### 3 Loading height = (number of pipe tiers x pipe diameter) + height of intermediate tiers

**Please note:** the maximum height of the load may be restricted by the weight of the load as well as by its volume.

Loading is effected either by fork-lift truck, by overhead crane or gantry crane. For this reason either open or curtain-sided trailers with Edscha roof capable of modular extension are ideal for prompt loading. Delays due to function problems of the vehicle superstructure etc. are for the account of the carrier.

### Open trailers

Please note that, for safety reasons, on open trailers box-pallets and pallets may not be loaded in combination with pipes.

### **Pipe lengths <10 m**

Curtain-sided trailers must be able to open the roof tarpaulin from front to back to permit tight-fit loading of the pipes against the end wall. Alternatively the haulier/carrier must use a sufficient number of pallets to fill the freight hold section blocked off by the tarpaulin up to the full height of the load. Pallets will not be provided by Salzgitter Mannesmann Line Pipe.

**Please note:** the use of pallets necessarily reduces the loadable space; as a result it may only be possible to load one rather than two stacks of pipes. As an alternative, a tight fit can be assured by using head lashings in combination with wooden dunnage or a retaining tarpaulin, to be provided by the carrier.

### **Securing the load**

In terms of HGB (German Commercial Code) Section 412 the shipper and/or carrier have the following duties:

- The shipper has the obligation to ensure the goods are safely stowed for transport.
- The carrier has the obligation to ensure the goods are loaded in an operationally safe manner.

As a rule, 11x 50 mm polyester lashing straps conforming to DIN EN 12195-2/VDI 2700 Sheet 3.1 together with long-lever ratchet tensioners (STF=500daN, LC=2500daN) are needed to ensure safe stowage. Our fully qualified and regularly trained staff has strict instructions not to employ any lashing straps no longer fit for purpose and to set them aside for scrap. MLP's cargo securing practice has been certified by DEKRA.

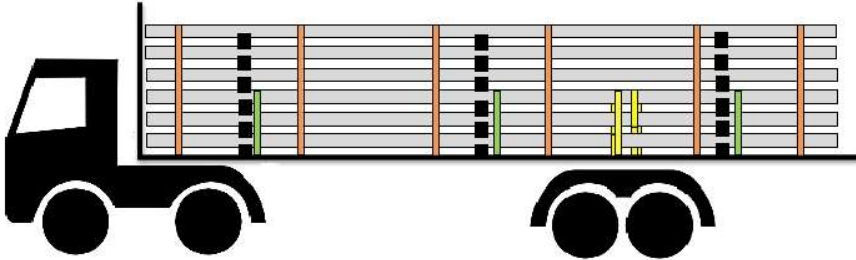
Prior to loading, the carrier must advise our loading staff of the load distribution requirements of the vehicle.

In need, suitable lashing straps may be obtained from the shipment handlers against advance payment (strictly cash only).

Load securing materials are examined by our staff before loading. If the quantity of usable lashing straps is insufficient or if the vehicle is unsuitable for the intended load then loading will not proceed. Any delay or demurrage charges arising as a result are for the carrier's account as per Sections 30 and 31 of StVZO (Road Traffic Licensing Authority) and Section 415 of HGB (German Commercial Code).

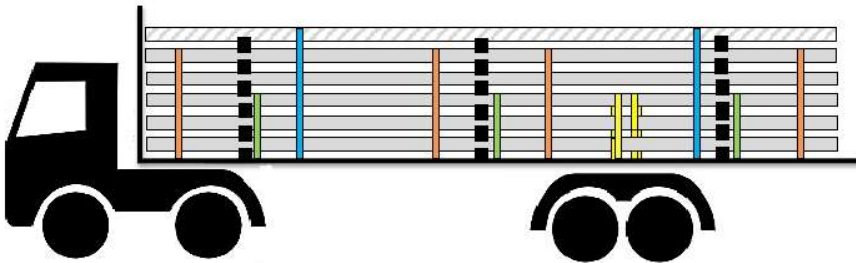
Schematic illustration of how cargo is secured:

Top tier is complete



Top down lashing	= 6 straps
Middle down lashing	= 3 straps
Sideward lashing	= 2 straps
<b>Total</b>	<b>= 11 straps</b>

Top tier is incomplete



Additional top down lashing	= 2 straps
Top down lashing	= 4 straps
Middle down lashing	= 3 straps
Sideward lashing	= 2 straps
<b>Total</b>	<b>= 11 straps</b>