

INEOS O&P requirements for customer collect (FCA) of Propylene by rail tank cars

INTRODUCTION

As a valued customer trading with Ineos Olefins & Polymers North on a collection (FCA) basis we want to inform you about the Ineos Olefins and Polymers North requirements for customer collections of Butadiene in rail tank cars (hereafter named "rtc's") from our Cologne site.

The purpose of this document is to detail Ineos Olefins & Polymers North requirements related to a collected order and make sure customer reads, understands and applies it. The customer will have full responsibility in ensuring full compliance to those requirements.

Ineos Olefins & Polymers North reserves the right to refuse to load any rtc that does not comply with the requirements below.

All repairs and costs associated with bringing an rtc back in a safe condition that meets all national and international regulations for transport of dangerous goods by rail, will be charged to the customer.

GENERAL REQUIREMENTS

- All orders must be followed up with the relevant site team to book in a loading slot (day), technical information of rtc's (ident-number rtc/connection system/max. payload/tara) has to communicate upfront
- After confirmation from site logistics following information need to provide 24h (working days) before arrival to Currenta/Chemion: ETA (date&hour), train number, railway company. Contact details transport, customer (Ineos), product, weight, train-length
- Railway Requirements of Currenta <http://www.chempark.de/de/serviceinrichtungen-bahn.html>
- Damaged rtc's will be send back (if they are allowed to do so) and not repaired on site

TECHNICAL REQUIREMENTS RAIL TANK CARS

The customer must ensure that the rtc's offered, comply with all applicable national and international regulations.

The customer shall:

- Ensure compliance with the requirements for construction, equipment, tests, inspections and marking of the rtc's according to RID.
- Ensure that the maintenance of tanks and their equipment is carried out in such a way as to ensure that, under normal operating conditions, the rtc satisfies the requirements of RID until the next inspection.
- Ensure that all valves are operable and leak tight.

- Have a special check made when the safety of the tank or its equipment is liable to be impaired by a repair, an alteration or an accident.
- **Required:** use of rtc's with silent brakes (LL or K brake blocks)
- **Required:** maximum age of rtc's: 30 years
- **Required:** hydraulic operated bottom valves are installed / emergency screw (Notentleerungsschraube/ Vis de dégivrage) or alternative system
- Only devices with a ATEX category 2, temperature class T3 corresponding with Directive 2014/34 EU (ATEX), at least ATEX marking Ex II 2 G ex ib IIB T3 Gb or better. The responsible persons required to comply with the ex-protection are operators of the mobile equipment (e.g. railtank cars, containers, carrying wagon). This applies in particular for any special features listed in the operating instructions conditions with regard to explosive protection (letter "X" behind the ATEX certification number).

Requirements tank atmosphere

- All rtc's must arrive on site under propylene atmosphere
- Minimum residual pressure 4 bar
- Nitrogen shall not be present in the rtc's
- In case of any deviation from the above, Ineos O&P must be informed in writing before arrival of the rtc's on site.

Requirements outlet connections:

- Flange DN 80/ DN 50
- Or WECO (ISO) DN80/DN50

Distance of connections:



IN CASE OF EMERGENCIES

- The product inside the rtc's is owned by the customer. In case of an off site incident, the emergency services may request the product owner for product- or technical advice. This responsibility lies with the customer. Therefore the customer needs to provide Ineos O&P North with his Emergency telephone Number. Please send nr to SHE Department: SHE.Logistics.North@ineos.com