

## INEOS Cologne (hosted by O&P North) General requirements for rail operation

### INTRODUCTION

As a valued customer of Ineos Olefins & Polymers North Logistics Service we want to inform you about our requirements for loading products in rail tank cars (hereafter named “rtc’s”) at our Cologne site.

The purpose of this document is to inform you of the Ineos Olefins & Polymers North requirements related to safety and make sure our customers read, understand and apply these requirements. The customer will have full responsibility ensuring full compliance with these 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 a rtc back in a safe condition that meets all national and international regulations for transport of dangerous and non-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 newly hired railcars (technical sheets, id-number, rtc/connection system/ tank atmosphere/max. payload/tare) has to be communicated upfront.
- After confirmation from site logistics following information need to be provided 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 can be found on <https://www.chempark.de/de/serviceeinrichtungen-bahn.html>

# TECHNICAL REQUIREMENTS FOR RAIL TANK CARS

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

The customer shall:

- Ensure full compliance with the requirements for construction, equipment, tests, inspections and marking of the railcars 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 railcar 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 equipped with silent brakes (LL or K brake blocks)
- Required: a replacement strategy for the fleet (renewal) must in place to meet the goal of maximum 30yrs of age.
- Required: hydraulic operated bottom valves are installed/ emergency screw (Notentleerungsschraube/ Vis de dégivrage) or alternative system when applicable
- Telematics: 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 are allowed on site. The responsible persons required to comply with the ex-protection are the operators of the mobile equipment (e.g. rail tank cars, containers, carrying wagon). In particular this applies to any special features listed in the operating instructions conditions with regard to explosive protection. (letter "X" behind the ATEX certification number).