

INEOS Olefins & Polymers Europe



SAFE LOADING OF PARTIAL LOADS

SAFE LOADING OF PARTIAL LOADS IN GROUPAGE TRANSPORT

August 2025

Distribution List

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Revision Details

<u>Rev No:</u>	<u>Details of Change</u>	<u>Date</u>
3	Full revision of the guideline.	August 2025

INTRODUCTION

This document is an addition to the requirements described in the code of practice for Load Securing issued by INEOS Olefins & Polymers Europe more particular on the less than full truckloads (LTL) and groupage shipments.

The code of practice for Load Securing is published on the INEOS Olefins & Polymers Logistic SHE SharePoint page.

[Ineos Olefins and Polymers Code of Practice for Load Securing V6 Mar 2021.pdf](#)

And on the INEOS Olefins & Polymers Europe “Logistics matters” web site for our external stakeholders..

[Ineos Olefins and Polymers Code of Practice for Load Securing](#)

This document describes the requirements to ensure that all Polymers carried in vehicles on behalf of INEOS Olefins & Polymers Europe are properly secured for safe transport.

This Code of Practice is based on

- EN Norm 12195-1:2010
- “European Best Practice Guidelines on cargo securing for Road Transport”, issued by the European Commission Directorate-general for energy and transport. (2014)

This document is also published on the INEOS Olefins & Polymers Logistic SHE SharePoint webpage.

[Loading groupage trucks V3 July 2025 draft.docx](#)

and on the INEOS Olefins & Polymers Europe “Logistics matters” web site which is an extranet site and available to external stakeholders:

<http://www.logisticsmatters.info/>

“Groupage” shipments are defined as the consolidation of several smaller shipments into one single truck from more than one shippers and/or to more than one consignee.

LTL (less than truckload) is a shipment from one shipper to a consignee where the full transport capacity (payload) of the truck is not utilized.

Both can be defined as “partial loads”.

It is the Ineos O&P policy to deliver full truck loads only and to have partial loads delivered by distributors.

GENERAL REQUIREMENTS

In case of LTL loads with no other goods present, it is mandatory that loading of our pallets starts against the headboard of the trailer. The forces in direction of the front wall must be blocked by the headboard. It facilitates the correct lashing and securing with the recommended cross and spring lashing method.

Partial loads in groupage shipments, may cause safety problems like inadequate load securing capabilities and risks caused by the load that is already on board of the trucks when they arrive on our sites.

Loading our goods on already partially loaded trucks can cause lashing and securing issues. As loader of our goods we are (partly) responsible for the lashing and securing of our goods in relation to the goods that are already on the truck. Physical interaction between the loads during transport is important for good lashing and securing.

Correct lashing and securing depends on the actual situation and good risk assessment.

Legal responsibilities can differ depending on national legislation. In Spain the loader is fully responsible but in most other European countries there is a shared responsibility.

Guidance can be found in the

[Cargo securing for road transport - Publications Office of the EU](#)

[Standards – EUMOS](#) (with a cost)

Therefore we strongly advise to keep groupage loadings to an absolute minimum or to only accept empty trucks or to load as a first load.

Our sites will do the utmost to ensure the mentioned requirements are met.

However partial loads cannot always be secured in the same way as full loads and we have no control on what is happening with our goods after leaving our sites.

Therefore Ineos O&P cannot be held responsible for any damage to the goods caused by inability to do a proper load securing, subsequent loading of other material on the truck, moving our goods and removing the straps etc....

If there is no alternative, groupage can only be accepted under the following conditions:

Requirements for bags on pallets.

1. Preference would be that the groupage truck comes to INEOS Olefins & Polymers Europe EMPTY first. (own sites or logistic service providers loading on behalf of INEOS O&P Europe)
2. If this is not possible and that there is no need of handling (e.g. moving) the (other) goods on the vehicle, in order to accommodate the Ineos O&P load and to execute proper securing of the INEOS' goods in relation to the goods already on the truck, our goods can be loaded.
3. If goods already loaded must be moved by the driver in order to load our goods it must be clearly stated that INEOS does not take any responsibility for any damage resulting from this action. It is not INEOS' responsibility to move any goods other than their own.
4. If there are already goods on board, these goods must
 - a. NOT be classified as dangerous goods according to the ADR.
 - b. NOT limit or exceed the total payload of the truck. Responsibility of the transport company / driver to check total payload prior to pick-up.
 - c. NOT be at risk for our products in terms of
Quality (i.e. strong odour)
Overall stability during transport:
They must be properly secured on their own.
They must not hinder the proper load securing of our goods.
5. If our goods are not sent directly to our customer but unloaded at a central location, we expect that, when the goods are loaded again for their final destination (2nd leg) , they are loaded and secured according to the same standard as in the first leg.
6. Sometimes product is ordered in smaller quantities going from half to full pallet load as "sample" deliveries. These deliveries are outsourced to transport companies on a spot basis and can be done by smaller pickup trucks. In this particular case loading from the back or side can be facilitated with a forklift and/or us of a pallet truck by the driver inside the truck. Correct securing of the goods must always be guaranteed.



Examples

Example of groupage shipment which is **not accepted**:



- The steel axle is not properly secured.
- Our pallets cannot be properly secured .



- Lashing and securing of pallets becomes difficult in this case.



- ADR/DG Products.
- No correct lashing is possible.

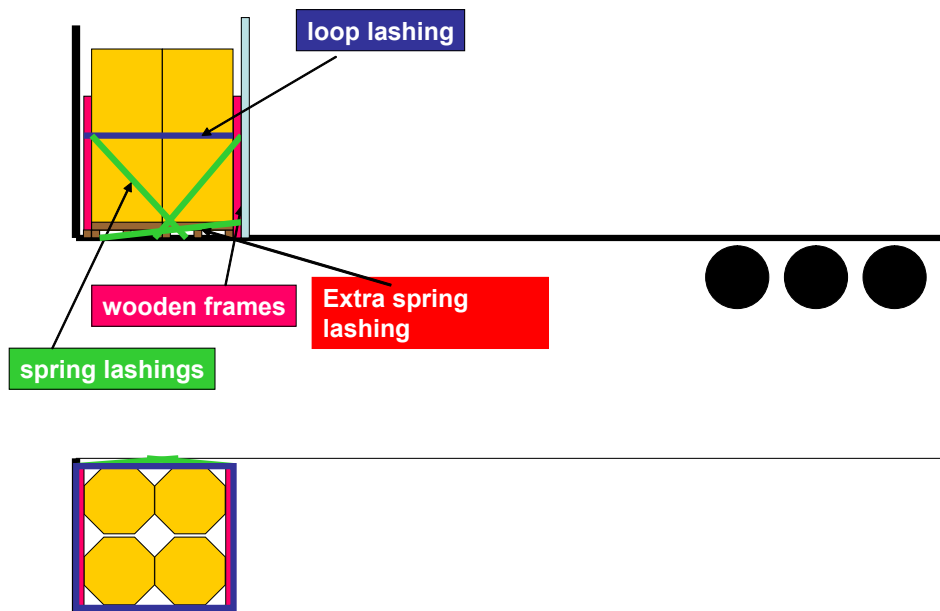


Requirements for octabins.

In addition to the above requirements, loading a small number of octabins as partial load or on groupage trucks can only be accepted in exceptional cases and only when:

1. The number of octabins to be loaded is always **even**, with a **minimum of 4**.
2. **The truck is empty at arrival** on our site or logistic service provider loading on behalf of INEOS O&P Europe) so that the octabins can be placed against headboard of the truck.
3. Sufficient lashings are available to do proper load securing.
4. The Octabins are secured in a block of minimum 4 according to the standard load securing method (in between two frames - spring- and loop lashings).

Partial load: 4 Octabins in curtain sider



Truck was already loaded with other goods.
Octabins loaded at the backside of the truck.
Not allowed!