

Supplementary instructions for overseas shipment

1. Introduction

This regulation regulates the specific requirements for goods deliveries from non-EU countries by sea, air and rail **in addition** to the general shipping and packaging regulations.

The following factors must be taken into account:

- Type, condition and other circumstances of the planned route
- Expected external influences on the goods during transportation
- Climatic conditions (passage through several climate zones)
- Exposure to possible external contamination
- Adequate protection during stowage, reloading and other movement of the goods

2. Packaging materials and loading equipment

Compliance with the IPPC standard (International Plant Protection Convention) ISPM 15 (International Standard for Phytosanitary Measures) is mandatory for all packaging materials made of wood. The materials used must be in an untreated condition (no varnishing or coating and no impregnation). The materials used must be in perfect and undamaged condition.

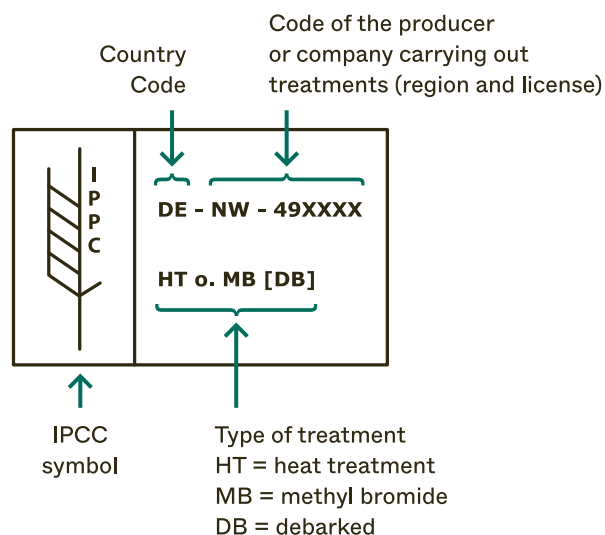
Wooden crates must be made of heat-treated wood.

The wood packaging material must be treated according to a special time-temperature plan, in which an uninterrupted minimum temperature of 56 degrees Celsius must be reached for at least 30 minutes through the entire cross-section of the wood (including its core).

The wooden packaging material must be made of debarked wood.

The heat treatment is carried out by certified specialist companies that provide proof of heat treatment by means of a certificate when the wood is delivered for crate production.

The application of the following mark indicates that the internationally recognized phytosanitary measures have been applied.



3. Packaging

3.1. Specific requirements for the transport packaging

Loading equipment and packaging must be designed in such a way as to ensure adequate transport protection while minimizing the use of packaging. The loading units must be able to withstand stacking without deformation or other damage. If the goods or the transported goods cannot be stacked, they must be marked accordingly. This marking must be permanently and clearly visible on each package concerned.

3.2. Supplementary instructions for mechanical components

The material must be packed in wooden crates in accordance with the IPPC standard (ISPM 15) or on plastic pallets in conjunction with heavy-duty corrugated cardboard (3-wall cardboard). The 3-wall heavy-duty corrugated cardboard folding carton is extremely stable, withstands high loads and prevents the penetration of moisture to an adequate extent.

Products susceptible to corrosion must be wrapped in VCI film and protected during transportation. The VCI film (hoods or inserts are also possible) actively protects against corrosion. The VCI active ingredient evaporates and covers the packaged material like a protective film. This protects metal parts against rust, even in hard-to-reach areas, and ensures that they are securely packaged. The VCI method has proven itself as long-term protection against corrosion of steel, iron, chrome, copper, brass, zinc and even aluminum.

The rule “heavy before light” must be applied when packing goods that are not sorted by type (mixed pallet). This means that the heavy items should be arranged in the lower area of the wooden crate or on the pallet and the lighter items should be stowed on top of the heavy items.

3.3. Supplementary instructions for electronic components

The use of desiccant bags or the use of watertight bags that are tightly sealed with a film sealer to ensure safe transportation is mandatory.

In addition, a humidity indicator must be included with the packaging in order to reliably indicate the prevailing humidity inside the packaging and to react by changing color if the permissible humidity is exceeded.

The electronic components may only be shipped in transport packaging (wooden crate or plastic pallet with folding carton) to protect the product packaging.

4. Securing cargo in sea containers

Cargo in containers passes through a long transportation chain of several stages, both on land and at sea. The cargo in overseas containers must therefore be secured on all sides. However, it is particularly important to secure the cargo on the door side, as no parts of the cargo may fall out when the door is opened.

Most containers are so-called ISO containers, as their dimensions, brackets and stackability are standardized. The sea containers contain the following components for load securing:

- Lashing bars on the corner posts and the roof and floor side rails
- Lashing rings in the floor
- Corrugated steel side walls
- Wooden container floor

Load securing equipment can be attached to these components. The transported goods must be secured with lashing straps or dunnage bags.

ATTENTION: Container fumigation, a procedure used to protect packaging materials and transport aids from pest and mold infestation during transport in containers, is strictly prohibited and will inevitably lead to a refusal to accept the delivery!

5. Documentation and labelling

5.1. Accompanying documents (delivery note)

The delivery of goods must be accompanied by the correct accompanying documents. These include the delivery bill (packing list), commercial invoice and consignment note as well as any customs documents.

Content of the consignment note:

- Consignor (supplier) with address and supplier number
- Receiving address Vossloh Rolling Stock GmbH or external warehouse
- “Notify” remark, if applicable
- Order number of Vossloh Rolling Stock GmbH
- Number of packages belonging to the shipment
- Total weight of the shipment (gross and net weight)
- Handover or dispatch date of the shipment

5.2. Labelling of goods

Each parcel must be clearly and indelibly marked for clear identification and conformity with the delivery bill (packing list).

The content of the package must be labeled as follows:

- Article number of Vossloh Rolling Stock GmbH
- Article number as barcode
- Material designation of the article
- Production date
- Quantity of the packaging unit