



## LIST OF SUBSTANCES PROHIBITED FROM TANKER LOADING

(Appendix 2 on the conditions of purchase and transport valid for forwarding agents of liquid products)

As of 11 July 2018

In order to guarantee the very high demands on our medical qualities (white oils, vaseline and paraffin) throughout the entire logistics process, we must insist on the exclusion of odour-intensive, product-changing and carcinogenic precharges even with cleaned trailers (see point 4 next page).

Please note that if the tank wagon/container does not meet our criteria and a complaint is made due to unsuitable subpoenas, the freight forwarder is held liable under his duty of care.

The following **product groups** were conspicuous in the past (This list is not exhaustive. These are examples for identification of similar products that apply analogously to the exclusions listed):

- A - Acrylates, Amines, Ammonia, Aniline, Aromatics (and material containing aromatics), Acetic acid, Automotive gear oils (e. g. Titan Gear Oil, Anglamol ...), Animal fat
- B - Butyric acid (Butyric), Butyl acetate, Bone meal
- C - Caustic potash
- F - Formic Acid, Fatty acids and fatty acid esters
- G - Glykol
- H - Halogens (and materials containing halogens)
- I - Impregnating resin, Intestinal mucus – *see point 4 next page*
- M - Magnesium chloride, Multi-purpose gear oils (e. g. WIOLAN)
- N - Neopentyl glycol, Nitric Acid
- O - Organic plasticizers (e. g. DEHP (diethylhexal phthalate, di-sec-octyl phthalate, BIS2-ethylhexyl phthalate))
- P - Propionic acid, Phtalic acid bis-2-ethylhexyl ester
- S - Sodium hydrogen sulfide
- T - Trimethylamine hydrochloride
- U - Urea
- V - Vinyl acetate

In general, none of our products may be loaded into a tanker after any of these substances have been loaded:

- Inorganic and organic acids, alkalis and oxidizing agents
- Latex



## General information

### 1. Basic requirements for vehicles

As a general rule, tankers/containers must be clean, dry and odourless before loading.

### 2. Rejection of vehicles

If vehicles are conspicuous in the test despite cleaning, they can be rejected in justified cases, even if the preliminary product is not on the exclusion list.

### 3. Support by H&R for evaluating the compatibilities of preliminary products

If you need assistance in evaluating the compatibility, please do not hesitate to contact the staff of the responsible release laboratories in our loading locations. Please have meaningful documents available (e. g. technical data sheets, safety data sheets). *Please refer to section 2, page 1.*

### 4. Special regulations for handling of preliminary products of animal origin

Intestinal mucus is usually a product which, due to its good water solubility, is easily suitable as a pre-load for medical white oils if the tanker has subsequently been carefully cleaned by a specialist tanker cleaning company after unloading. Cleaning must take place directly before loading our white oil products.

We expressly point out that rejections may occur anyway at the H&R loading location in the course of the vehicle inspection. Our experience has shown that, in case of cleaning being not carried out directly before loading, or of pre-loads of already strongly oxidized and thus odor-intensive intestinal mucus qualities, the release for loading cannot be granted by H&R.

Therefore each load-on into vehicles with intestinal mucus as a preliminary product is always an individual single test at our loading locations, which - depending on the result - can lead to the release or blockage of the tankers. H&R will not pay any costs in the event of rejection. The risk is borne by the freight forwarder (see also point 1).

For safety reasons customers who insist on HALAL compliant products are in principle not permitted to preload with intestinal mucus, or products of animal origin in general. We explicitly reveal these customers in our order documents.