



## GENERAL CONDITIONS GOVERNING CARGO SECURING

The transport contract is subject to the provisions in the CMR Convention (Convention on the Contract for the International Transport of Goods by Road of 19 May 1956), the Law of 3 May 1999 concerning the carriage of goods by road (Belgian Official Gazette of 30 June 1999), the general conditions referred to on the back of the CMR consignment note and the following specific conditions.

With regard to the Royal Decree on cargo security of 27 April 2007, and more specifically:

*Art. 45a. 3. If the primary packaging for the goods is not sufficiently strong to ensure the safe transport of the products, the person in charge of this packaging and/or the loader has to provide the goods with further covering by way of transport packaging that is strong enough to ensure effective cargo security. The loader has to provide the carrier being used, in advance and in writing, with all the information the carrier deems necessary for the stowage of the goods.*

unless the loader provides notification of other specifications beforehand in writing, the following provisions shall apply between the parties:

1. The terminology used in any notification shall be consistent with EN12195-1 to 4.
2. The centre of gravity of each load unit shall be transversally and longitudinally symmetrical.
3. The centre of gravity of each load unit shall be located no higher than 10cm above half of the height of the unit load.
4. Each load unit shall be able to withstand the forces of a lashing in the form of a top-overlapping 50 mm wide with a standard tension force of 500 daN without the use of corner guards.
5. Each load unit shall remain stable in the event of a lateral and backward acceleration of up to 0.5g and a forward deceleration of up to 0.8 g. It is possible to provide evidence of this if requested by the inspection authorities.
6. The bottom of the load unit is composed of rough wood.

The loader has to provide the following information beforehand in writing:

1. The mass per load unit and the total mass of the cargo.
2. The external dimensions (length, width and height) per load unit.
3. The load unit orientation to implement during transport (which measurement in the direction of the traffic flow).
4. Limitations concerning the use of direct lashing methods.
5. Any divergences from the aforementioned provisions 1 to 6:
  - specific terminology
  - asymmetry of the centre of gravity transversally and/or longitudinally per load unit
  - the centre of gravity being positioned higher than 10cm above half of the height of the load unit
  - maximum tension in a 50 mm lashing in the event of top-overlappings without corner guards or specifications for corner guards in the event of a tension of 500 daN or an adapted securing system.
  - maximum forward, lateral and backward stability per unit load.
  - The material on the bottom of the cargo, as required for determining the friction.

When the cargo is secured by the loader, the loader shall also be required to provide written proof of reliability of the cargo securing provisions.

The concerned carriers shall reserve all rights if the loader's failure to comply with the aforementioned arrangements should result in any criminal or other legal proceedings.