Annexes to the Transport Agreement :

Annex 1: Associated companies within the meaning of Sections 15 ff of the *Aktiengesetz* (AktG - German Public Limited Companies Act)

Annex 2: Section 1: Price sheet/freight space contingents
Section 2: Diesel Floater

Annex 3: Wepa's conditions for processing transport

Annex 4: Cargo tie-down guidelines

Annex 5: Wepa's criteria for exchanging pallets and other load carriers

Annex 6: Non-disclosure agreement

Annex 7: Minimum wage agreement

Annex 8: Licenses and approvals

Annex 9: Social Compliance

Annex 1 -Version: 01.03.2018-

Associated companies according to paragraph 15 ff of the Aktiengesetz (AktG - German Public Limited Companies Act)

Billing address:	Business address:
Wepa Hygieneprodukte GmbH Rönkhauser Straße 26 59757 Arnsberg GERMANY	Wepa Hygieneprodukte GmbH Rönkhauser Straße 26 59757 Arnsberg GERMANY VAT ID no. DE 815201629 Court of register: Arnsberg Local Court, HRB 9280
Wepa Professional GmbH Rönkhauser Straße 26 59757 Arnsberg GERMANY	Wepa Professional GmbH Rönkhauser Straße 26 59757 Arnsberg GERMANY VAT ID no. DE 815196516 Court of register: Arnsberg Local Court, HRB 9243
Wepa Papierfabrik Sachsen GmbH An der Zschopau 2 09648 Kriebstein GERMANY	Wepa Papierfabrik Sachsen GmbH Rönkhauser Straße 26 59757 Arnsberg GERMANY VAT ID no. DE 141208522 Court of register: Chemnitz Local Court, HRB 3901
Wepa Leuna GmbH An der B 91 Alter Maienweg 06237 Leuna GERMANY	Wepa Leuna GmbH An der B91, Alter Maienweg 06237 Leuna GERMANY VAT ID no. DE 261251850 Court of register: Arnsberg Local Court, HRB 8385
Wepa Kraftwerk GmbH Unterm Klausknapp 5 34431 Marsberg GERMANY	Wepa Kraftwerk GmbH Rönkhauser Straße 26 59757 Arnsberg GERMANY VAT ID no. DE: 279634626 Court of register: Arnsberg Local Court, HRB 1967
WEPA France S.A.S. Avenue de l´Europe 59166 Bousbecque FRANCE	WEPA France S.A.S. Avenue de l´Europe 59166 Bousbecque FRANKREICH USt.-ID-Nr.: FR05 507. 500. 635-APE 1722 Z RCS Lille Metropole 507 500 635

Wepa Piechowice sp.zo.o Ul. Pakoszowska 1B 58-573 Piechowice POLAND	Wepa Piechowice sp.zo.o Ul. Pakoszowska 1B 58-573 Piechowice POLAND VAT ID no. PL6111003358 Wrocław KRS 0000137657
WEPA ITALIA S.R.L. Localita Salanetti Frazione Lunata 55012 Capannori (Lucca) ITALY	WEPA ITALIA S.R.L. Localita Salanetti Frazione Lunata 55012 Capannori (Lucca) ITALY VAT ID no. IT02595500212 Court of register: Incritta al registro imprese di Lucca al N. 02595500212
NORTHWOOD & WEPA LIMITED Bridgend Paper Mill Llangynwyd Bridgend Mid Glamorgan South Wales CF34 9RS ENGLAND	NORTHWOOD & WEPA LIMITED Bridgend Paper Mill Llangynwyd Bridgend Mid Glamorgan South Wales CF34 9RS ENGLAND VAT ID no. GB154682493 Court of register: Company Register 08347876
WEPA Nederland B.V. Boutestraat 125 6071 JR Swalmen NETHERLANDS	WEPA Nederland B.V. Boutestraat 125 6071 JR Swalmen NETHERLANDS USt.-ID-Nr.: NL 009429554B01 Chamber of Commerce 13029403
WEPA UK Ltd Citygate Park Stafford Road Fordhouses Wolverhampton WV 107EJ, GB	WEPA UK Ltd Citygate Park Stafford Road Fordhouses Wolverhampton WV 107EJ, GB UST:-ID-Nr.: GB 882443605 Company registration 0585 72 85

Annex 2 **-Version: 21.09.2015-**

Part 2

wepa - Diesel Floater

Valid from 01.06.2008
Prices per litre of diesel fuel in € in Germany

without VAT		with 19% VAT		
from	to	from	to	Premium/discount
0.766	0.802	0.912	0.955	**-10%**
0.803	0.839	0.956	0.999	**-9%**
0.840	0.876	1.000	1.043	**-8%**
0.877	0.913	1.044	1.087	**-7%**
0.914	0.950	1.088	1.131	**-6%**
0.951	0.987	1.132	1.175	**-5%**
0.988	1.024	1.176	1.219	**-4%**
1.025	1.061	1.220	1.263	**-3%**
1.062	1.098	1.264	1.307	**-2%**
1.099	1.135	1.308	1.351	**-1%**
1.136	1.194	**1.352**	1.421	**0%**
1.195	1.231	1.422	1.465	**1%**
1.232	1.268	1.466	1.509	**2%**
1.269	1.305	1.510	1.553	**3%**
1.306	1.342	1.554	1.597	**4%**
1.343	1.379	1.598	1.641	**5%**
1.380	1.416	1.642	1.685	**6%**
1.417	1.453	1.686	1.729	**7%**

Price data basis: MWV Average price April 2008
www.mwv.de

Application:
The WEPA Diesel Floater is based on the MWV average prices which uses the German Federal Statistics Office (energy information service) as its source for these figures.

Example:
The price from the past month (in this case May) is always used as a basis for the settlement for the next month (irrespective of whether via an invoice or a freight credit note issued by us).

The data basis is fixed at the price from April 2008. For the settlement for the month of July there was an average price in May of € 1.22/l and a discount of 3%.

April 2008 : Price basis = 0% premium/discount
May 2015 : Calculation basis for MWV
June 2015: Price published by MWV, identification of premium/discount
July 2015 : Month in which the premium/discount is applied to the freight rate.

Please initial here: _____ / _____
Client Contractor

Annex 3 -Version: 21.09.2015-

Wepa's conditions for processing transport

Finished goods

1. As a rule, orders are placed with two days notice.

2. **Time slots must be booked at the respective loading and unloading points if required. If a booked slot cannot be kept, the affected loading or unloading point must be informed.**

3. The booked time slot can be re-booked up to one hour before the booked time. If the time slot needs to be re-booked after that, this must always take place via the corresponding loading point (client's shipping department).

4. The driver is the loader within the meaning of the GüKG, HGB, CMR and other comparable German and foreign conditions. The client will not provide any loading staff.

5. The following data and documents are required for registration at the loading point: Transport number, free pallet places, driver's name, truck license plate, vehicle registration document, certified copy of the license for the commercial cross-border road haulage.

6. If loading is not possible, the contractor must agree the further approach to be taken with the client's scheduling department. It is not permitted to remove the vehicle without the client's permission. If the vehicle is removed without the client's permission, the freight space is viewed as not having been provided.

7. The truck driver must adhere to the applicable safety regulations. In particular he must wear safety shoes when using an electrical forklift truck. The driver must wear safety shoes and a high visibility safety vest on the client's site.

8. The driver must review the number, type and article number, quantity or weight of the goods to be transported. In addition, he must make sure that the goods to be loaded are intact, and also that the palettes (load carriers) are in proper condition. Any defects must be notified to the client's responsible employee on location immediately.

9. After the end of loading, the driver will receive all of the papers and documents in the shipping office.

Please initial here: _____/_____
Client Contractor

Waste paper

1. The shipping company has the official license required for transporting waste/recycled paper.

2. As a rule, trucks carry an “A” plate.

3. Standard, side-loading vehicles are used. The use of sliding floor or Joloda vehicles is not permitted.

4. Any re-bookings for delivery time slots must be agreed with the client’s contact person.

5. The driver registers at the loading point with the transport number provided in the shipping order, and with any additional documents required.

6. If loading is not possible, the contractor must agree the further approach to be taken with the client’s scheduling department. It is not permitted to remove the vehicle without the client’s permission. If the vehicle is removed without the client’s permission, the freight space is viewed as not having been provided.

7. As a rule, orders are placed on Fridays for the following week.

8. The cargo tie-down requirements at the loading point must be observed.

9. If desired by the respective loading point, the tour must be notified to this loading point.

10. The driver registers at the unloading point with the transport number provided in the shipping order, and if required with the weighing slip. In addition, he must also provide his name, the truck’s license plate number, the permissible payload and his mobile phone number.

11. The driver must wear safety shoes and a high visibility safety vest on the site.

12. After the end of unloading, the driver will receive a delivery receipt.

Please initial here: _____/_____
Client Contractor

Pulp

1. Standard, side-loading vehicles are used. The use of sliding floor or Joloda vehicles is not permitted.

2. Transport must be notified to the respective loading point.

3. The driver registers at the loading point with the transport number provided in the shipping order and the truck's license plate number.

4. If loading is not possible, the contractor must agree the further approach to be taken with the client's scheduling department. It is not permitted to remove the vehicle without the client's permission. If the vehicle is removed without the client's permission, the freight space is viewed as not having been provided.

5. The cargo tie-down requirements at the respective loading point must be observed.

6. The driver registers at the unloading point with the transport number provided in the shipping order. In addition, he must also provide his name, the truck's license plate number, the permissible payload and his mobile phone number.

7. The driver must wear safety shoes and a high visibility safety vest on the site.

8. After the end of unloading, the driver will receive a delivery receipt.

Please initial here: _____/_____
Client Contractor

Jumbo Reels / DIP / Intercompany (IC)

1. Orders are placed flexibly with at least one day's advance notice.

2. The driver registers at the loading point with the transport number provided in the shipping order and the truck's license plate number.

3. If loading is not possible, the contractor must agree the further approach to be taken with the client's scheduling department. It is not permitted to remove the vehicle without the client's permission. If the vehicle is removed without the client's permission, the freight space is viewed as not having been provided.

4. Upholding the special cargo tie-down requirements for DIP and JR is mandatory.

5. The driver is responsible for tying down the cargo in line with statutory requirements and the guidelines for cargo tie-down (Annex 4). The driver receives all of the requisite documents after loading.

6. Time slots may have to be booked at the unloading point. Any special features will be notified separately. The driver registers at the unloading point with the order number provided in the shipping order. In addition, he must also provide his name, the truck's license plate number, the permissible payload and his mobile phone number.

7. The driver must wear safety shoes and a high visibility safety vest on the site.

8. After the end of unloading, the driver will receive a delivery receipt.

Please initial here: _____/_____
Client Contractor

Annex 4 Load Securing Guidelines

Documents for load securing for all product groups

1. Loading instructions finished goods DEKRA-Certificate
2. Loading instructions Dip on pallet DEKRA-Certificate
3. Loading instructions Dip without pallet DEKRA-Certificate
4. Loading instructions Dip on sliding floor vehicles DEKRA-Certificate
5. Loading instructions semi-finished goods (Free translation in English-

   Original is in German Language and is the relevant version)

Please initial here _____/_____

Client Contractor

DEKRA Automobil GmbH

Branch Bielefeld Department: Vehicle technique / load securing
Otto - Brenner - Str. 168 D-33604 Bielefeld Germany
Phone: 00 49 / 521 / 2 99 05 - 20 Fax: - 70
E-mail: karsten.wulhorst@dekra.com

WEPA Papierfabrik *P.KRENGEL GmbH & CO.KG* *Rönkhauser Str. 26* *D-59757 Arnsberg Müschede*	*Phone: 00 49 / 29 32 / 3 07 - 245* *Fax: 00 49 / 29 32 / 3 07 – 72 245*

From: Karsten WULHORST *00 49 / 174 / 9 82 55 31*	*To: WEPA Papierfabrik* *P.KRENGEL GmbH & CO.KG*	*Bielefeld, 20/04/2011*

DEKRA - Certificate 313 / 16294 YF 1810344808 confirming that the WEPA stowing and securing features for WEPA finished products on Pool pallet as listed below correspond to the valid rules of load securing as the clauses 22 and 23 of the German Road Traffic Regulations (StVO), the clauses 30 and 31 of the German Road Traffic Licensing Regulations (StVZO), to the standard DIN-EN 12195-1 and to the VDI Guidelines 2700:

Stowing and securing:	*Stowing and securing according to the supplement sheet 1 to 11;*
Load unit:	*WEPA finished goods on pool pallet* *Type and weight according to the supplement (sheet 1 and 2);*
Transport vehicles: (with dust-free broom clean floor)	*Transport vehicles according to DIN-EN 12642 Code L and Code XL, equipped with lashing points according to DIN EN 12640. The transport vehicle with its body and related components (e.g. side tarpaulin, stanchions, side slat supports, ...) must be in proper technical conditions.* *Type and equipment in accordance to the supplement (sheet 1 to 11);*
Driving test series:	*BI11/03/03 -1 to BI11/03/03 -4 on 03/03/2011*

The present Certificate is only valid for the presented WEPA stowing and securing features. It expires after the coming into force of new legal regulations or after modifications of important parts of the WEPA stowing and securing regulations. Important modifications or new developments of the WEPA stowing and securing features must be post-certified by the DEKRA Automobil GmbH. Certified additional load securing systems and equipment must undergo, analogous to the VDI Guideline 2700, once a year a technical inspection, e.g. at the moment of the statutory vehicle inspection as specified in section 29 of the Road Traffic Licensing Regulations (StVZO), executed by the DEKRA Automobil GmbH, or an examination realized by the manufacturer or other persons authorized by the latter. Repair work must be executed by the manufacturer or by enterprises which are authorized by him. Loading activities must be carried out respecting obligatory the accident prevention regulations of BGV D 29 (Employer's Liability Insurance Association Code).
The signature of the person responsible in the company and the company seal confirm that packing scheme, packaging and form stability of the stowed load units correspond to the characteristics of the examined version and/or meet the specifications of the supplement.

The DEKRA - Expert: *Dipl.- Ing.(FH) Karsten WULHORST*	*License number: .....* *Haulage contractor: .....* *Seal and signature: .....* *WEPA Papierfabrik P.KRENGEL GmbH & CO. KG*

Instructions for the load securing of WEPA finished products on road vehicles

General:

These instructions are valid for road vehicles like semi-trailers, swap bodies and articulated trains equipped with tarpaulins; the following requirements have to be met.
The specification of these instructions is based on the results of dynamic driving tests according to the standard DIN EN 12642 Part B which had been carried out during March 2011.
As test vehicle served a semi-trailer with sliding tarpaulin at the sides, the body structure fulfilled the requirements of the standard DIN EN 12642 Code L (photos = sheet 7).

These stowing instructions are exclusively valid for the transport of WEPA finished products as characterized below.
In case of Code L bodies the maximal admissible weight of a Pool pallet (800 x 1,200 mm²) is ≤ 250 kg. The total admissible payload of a three or two axle semi-trailer is ≤ 8.5 t. The payload indicated in the trailer document **cannot be applied** if the presented load securing measures are carried out.
In case of Code XL bodies the maximal admissible weight of a Pool pallet can be increased to ≤ 350 kg, the total admissible payload is then ≤ 12 t.
As the cargo to be transported has a smooth and flexible texture, most of the occurring acceleration forces are internally compensated by deflection and compression.
I any evwnt, the load units on Pool pallets have to be enveloped by stretch wrap.

The present stowing instructions are not applicable in case of other <u>solid</u> goods with higher, equal or lower pallet weights!

Specification of the WEPA finished products to be secured with the indicated measures:

WEPA finished products like kitchen paper towels, toilet paper, paper tissues and similar goods are made of soft paper.
All of the specified products have a smooth texture, they can be compressed by applying only small forces and their specific weight is extremely low; the weight of the payload of a 13.62 m long semi-trailer is generally ≤ 8.5 t.
Sketches of some of these products are to be found on sheet 8 to 10.
In case of e.g. kitchen paper towels a slight undercut of the capacity of the Pool palled is admissible (sheet 8).
If paper tissues are packed in cardboard boxes on a Pool pallet positioned in the longitudinal direction of the vehicle an undercut of the pallet capacity is <u>not admissible</u>, the stretch wrap tears during abrupt brake manoeuvres. In this case, filler material has to be deposited in the occurring gap, or the boxes have to be positioned in the direction of travel flush with the pallet edge, or a slight overload of the pallet has to be applied (sheet 9).

Only by one of these methods the retaining force during brake manoeuvres can be compensated by the bulkhead, so they have to be applied with all body types indicated below.

For the transport of similar but different soft paper load units the result of the static tilting test in longitudinal direction of the pallet (1,200 mm) must be an angle of ≥ 20° and in its lateral direction (800 mm) ≥ 14°.
Because of their smooth texture the products described before require only small retaining forces from the body structure. The forces generated by this kind of cargo, which really act on the body structure, remain small.

Composition of load units:
On a pallet, the before specified cargo must be combined to load units, which is carried out at the WEPA company by machine-based shrink-wrapping with shrink wrap stretch foil.
There are cast and blow-extrusion foils with thicknesses from 15 to 17 mm in use, depending on the film pre-stretching of 220 % to 300 % is applied.
With a pitch of app. 5 to 7 degrees the foil is wound twice around the load unit, additionally 6 windings are added in the foot zone, these windings must entirely cover the upper board of the pallet, an overlap of app. 10 mm is required.

Stowing of the cargo on the load platform:

- Before loading, the load platform must be broom-clean
- Beginning at the bulkhead, the load units have to be stowed without gaps between the pallets
- In case of goods packed in cardboard boxes gaps between the cargo in longitudinal direction are not admissible
- ≥ 65 % of the pallets must be positioned in lateral direction on the load platform (2 x 1,200 mm laterally).
  If 65 % are reached the load units are positioned 4 times in blocks of 7 (one block of 7 = 800 + 800 + 1,200 mm = 2,800 mm length).
  Preferable is continuous lateral positioning of the load units on the load platform, in this case turning manoeuvres generate the smallest forces on the sidewall of the vehicle.
- If side board vehicles are used, see (C1)
- The film windings around the load units must be in proper conditions.

Minimum requirements on the body structure:

A) Weight of a pallet ≤ 250 kg

A1) Three or two axle trailer with an rear axle load of 20 t or 24 t / 13.62 m load length / sliding tarpaulins at the sides / a minimum body structure according to the requirements of the standard DIN EN 12642 old version up to the year 2006, new version since 01/01/2007 / in this case Code L.

Bulkhead / rear wall:
Strength of the bulkhead ≥ 5,000 daN / Strength of the rear wall ≥ 3,100 daN.

Strength of the side boards (according to DIN EN 12642 Code L):
in case of sliding tarpaulins at the sides no test requirements.

Load securing of WEPA products requires only low strength of the side tarpaulins.
The body structure must at least meet the requirements of the standard DIN EN 12642. The before specified cargo has to be regarded as a special case, which generates only low forces to the sides, if the following conditions are respected:

1. 13.62 m long semi-trailer, equipped with at least 3 pairs of shiftable full-length stanchions at the sides (stanchions must reach from the load floor up to the roof beam). Due to a lack of strength, stanchions with an articulated joint above the load floor are not admissible (Exception: a sufficient bending strength with a centred applied point load of ≥ 450 daN had been proofed).

2. A continuous Aluminium side slat inserted at the bottom with a cross section of 25 x 100 mm² or 25 x 150 mm², i.e. totally ≥ 8 pieces of Aluminium side slats.

3. If instead of an Aluminium side slat a wooden side slat inserted at the bottom is used, load securing can be carried out by means of friction-enhancing material (RHM) placed under all pallets.

4. Two rows of wooden side slats with a cross section of 25 x ≥ 90 mm², positioned at a height as indicated on sheet 7. The uppermost side slat should be positioned app. 200 to 600 mm below the upper level of the load unit.

5. The sliding tarpaulins at the sides must meet the following requirements:

   - The tarpaulins must be in proper conditions!

   - The tarpaulins at each side must be equipped with ≥ 18 vertically mounted belt tensioners. The average distance between the belt tensioners is app. ≤ 700 mm (sheet 7).

- The vertical belts are joined by welding, the tarpaulin belt tensioners must be attached to with two side by side situated fixing elements (sheet 7).

- Missing welded to the tarpaulin vertical belts among the belt tensioners are not admissible.

- Prior to the departure must be ensured that horizontal tensioning of the tarpaulin had been carried out properly and that the vertical belt tensioners are tightly closed and locked.

- Damaged tarpaulins, defect vertical belt tensioners or faulty connections between support rollers and tarpaulin as well as other imperfections of the side tarpaulins or the tarpaulin tensioners and the tensioning gear of the tarpaulins are not admissible. If damage occurred, repair work must be carried out immediately. In case of imperfections of the side tarpaulins and/or the other tarpaulin handling equipment the body structure of the vehicle must not be used for load securing purposes any longer!!!

6. Additional load securing measures backwards become necessary if the gap between the rear part of the cargo and the rear door exceeds 150 mm.
   Load securing measures as indicated in the following are admissible:

   - Up to a gap of less than 150 mm the rear doors carry out the load securing function, in case of Code L ≥ 3,100 daN.

   - Vertically positioned empty pallets in upright position are admissible to fill in the gap.
   In cases of up to 1,500 mm height of the cargo 2 empty pallets can be positioned laterally, covering a height of 800 mm; cargo with a height of up to 2,250 mm require 3 pallets in upright position.

   - Locking beams with a total retaining force of ≥ 1500 daN (applied on the surface) are admissible, but the connection to the side slats must be taken into consideration (wooden side slats would not be sufficient).

   - Two rear locking beams with an admissible retaining force of ≥ 800 daN (applied on the surface).

B) Weight of a pallet ≤ 350 kg

B1) Three or two axle trailer with an rear axle load of 20 t or 24 t / 13.62 m load length / sliding tarpaulins at the sides / a minimum body structure according to the requirements of the standard DIN EN 12642 new version since 01/01/2007 / in this case Code XL.

Whenever possible this type of body structure which meets stricter requirements should given priority over the type Code L.

Bulkhead / rear wall:
Strength of the bulkhead ≥ 0.5 x P / Strength of the rear wall 0.3 x P

Strength of the side boards:
0.4 x P with admissible bulging of ≤ 300 mm.

Load securing of WEPA products requires only low strength of the side tarpaulins.
The body structure must at least meet the requirements of the standard DIN EN 12642 Code XL.
Up to a total weight of ≤ 12 t the before specified cargo has to be regarded as a special case where the sliding tarpaulins at the sides can absorb lateral forces applied by the load, if the items 1 / 2 / 3 / 4 / 5 of the following conditions from (A1 / see sheet 3) are respected.
Concerning the item 5 of (A1) the vertically positioned tarpaulin tensioners are mounted with a smaller distance.

A) Weight of a pallet ≤ 250 kg and B) Weight of a pallet ≤ 350 kg

C1) Three or two axle trailer with an rear axle load of 20 t or 24 t / 13.62 m load length / swap bodies or trailer with side boards / a minimum body structure according to the requirements of the standard DIN EN 12642 old version up to the year 2006, new version since 01/01/2007 / in this case Code L / swap bodies can also be tested according to the requirements of the standard DIN EN 283.

Bulkhead / rear wall:
Strength of the bulkhead ≥ 5,000 daN / Strength of the rear wall ≥ 3,100 daN, in case of swap bodies (WB) according to DIN EN 283 0.4 x P in both directions, this means app. 5 t to 5.5 t with a the swap body of a permissible total weight of 16 t.

Strength of body in lateral direction:
According to the standard DIN EN 12642 or DIN EN 283 the test load of the side walls is 0.24 x P, for the side tarpaulins it is 0.06 x P.
For this cargo (per pallet ≤ 350 kg) the strength of the side walls is sufficient.

Strength of the side boards,
Protruding of the side boards ≥ 600 mm above the load floor
Exclusively with the before specified cargo / load units the side walls can be used for load securing of high load units. The prerequisites are that ≥ 90 % of the Pool pallets are positioned laterally on the vehicle (2 x 1,200 mm) and that the height of the load units does not exceed 2,250 mm.

In case of this cargo appearance and due to the applied film windings and a width of the load unit of 1,200 mm the part of the load unit which exceeds the height of the side boards provides a sufficient stability, at a height of app. ≥ 500 to 550 mm the side boards support the load unit laterally.
Above the side boards 2 rows of wooden side slats have to be inserted.

Summary of the prerequisites for load securing in case of vehicle bodies with side boards:
(The indicated payloads of 8.5 t and 12 t are applicable for a two or three axle semi-trailer with a length of 13.62 m).

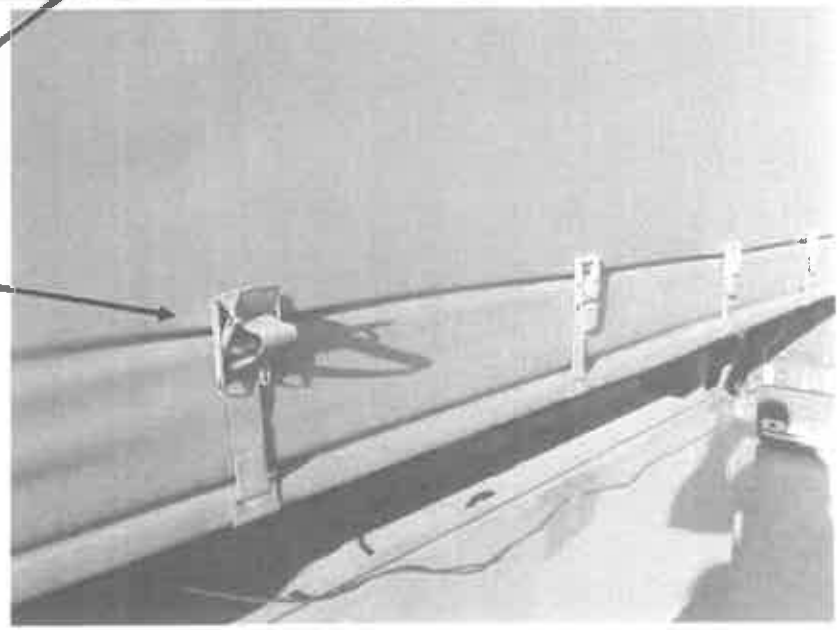
- The body has been tested according to the requirements of the standard DIN EN 12642 Code L (in case of swap bodies according to DIN EN 283), an appropriate confirmation can be presented. The total admissible payload is ≤ 8.5 t.
- The body has been tested according to the requirements of the standard DIN EN 12642 Code XL, an appropriate confirmation can be presented. The total admissible payload is ≤ 12 t.
- Maximum weight of a pallet is 250 kg (total = 8.5 t) or 350 kg if packed in cardboard boxes (total = app. 12 t).
- App. 90 % of the Pool pallets must be stowed laterally (2 x 1.200 mm) (see sheet 2: Stowing of the cargo on the load platform).
- The maximum height of the load units is 2.250 mm.
- As specified before, all load units are wrapped with stretch foil.
- As specified before, the cargo must be composed of soft paper. The goods inside the cardboard boxes must also consist of soft paper.
- Height of the side boards ≥ 600 mm, above the side boards 2 rows of wooden side slats have to be inserted.

Stanchions must be of full-length type.
The vertical zone of the tarpaulin is connected to the side boards by means of eyelets. The distance between the eyelets must be ≤ 300 mm, during the transport, the securing cable must be properly installed and locked.
As far as technical and optical features are concerned, the entire tarpaulins must be in proper conditions.
Prior to the stowing activities, damaged tarpaulins or defect tarpaulin frames must be refused!

Full-length middle stanchion

Side view rear section

Side view front section



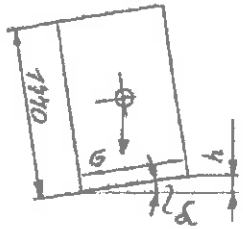
Riveted or bolted tarpaulin belt tensioners, two rivets or bolts per tensioner side by side

Kitchen paper towels, capacity of the load unit slightly undercut

Test of stability against tipping with specification of the max. admitted tipping angle

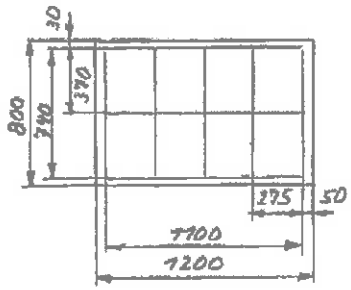
Technical data of the cargo:

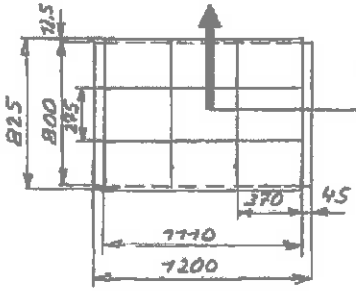
Load A1 Paper tissues packed in cardboard boxes
Per pallet ≅ 238 kg x 33 pallets = 7.854 kg
Per pallet ≅ 238 kg x 34 pallets = 8.092 kg



Static tilting test
1,200 mm longitudinally h = 508 mm α = 25°
800 mm laterally h = 274 mm α = 20°
Cardboard box actually app. 370 x 275 x 325 mm³
Totally 5 layers stacked on top of each other
8 cardboard boxes ≅ 1,100 x 740 mm²

Cardboard box packaging not admitted because of the surrounding gap to the pallet edge

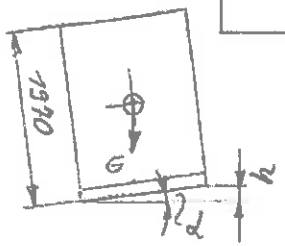




Direction of travel (longitudinal axis of the vehicle)

Admitted cardboard box packaging without gap in the direction of travel

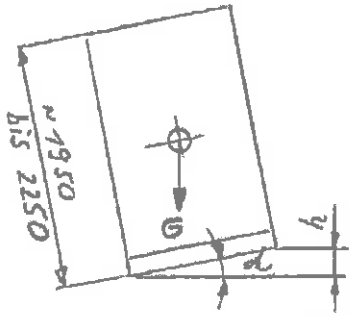
Load A2 Towel paper
Per pallet ≅ 207 kg x 33 pallets = 6.831 kg
Per pallet ≅ 207 kg x 34 pallets = 7.038 kg



Static tilting test
1,200 mm longitudinally h = 440 mm α = 21° 30'
800 mm laterally h = 200 mm α = 14° 30'
Cardboard box app. 600 x 400 x 365 mm³
Totally 5 layers stacked on top of each other
8 cardboard boxes ≅ 1,200 x 800 mm²

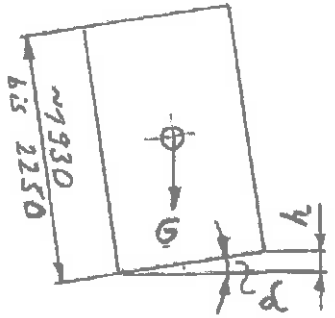
Technical data of the cargo:

Load B1 Toilet paper
Per pallet ≙ 154 kg x 33 pallets = 5.082 kg
Per pallet ≙ 154 kg x 34 pallets = 5.236 kg



Static tilting test
1.200 mm longitudinally h = 410 mm α = 20°
800 mm laterally h = 207 mm α = 15°

Load B2 Kitchen paper towels
Per pallet ≙ 122 kg x 33 pallets = 4.026 kg
Per pallet ≙ 122 kg x 34 pallets = 4.148 kg



Static tilting test
1.200 mm longitudinally h = 430 mm α = 21°
800 mm laterally h = 207 mm α = 15°

Load securing by means of a locking beam and a lashing strap, LC ≥ 2000 daN.

Shifted cargo after a brake of > 0.5 g.
The stretch foil was not torn.

This kind of load securing is not admitted!

DEKRA Automobil GmbH Page 1 of 2

Branch Bielefeld Department: Vehicle technique / load securing
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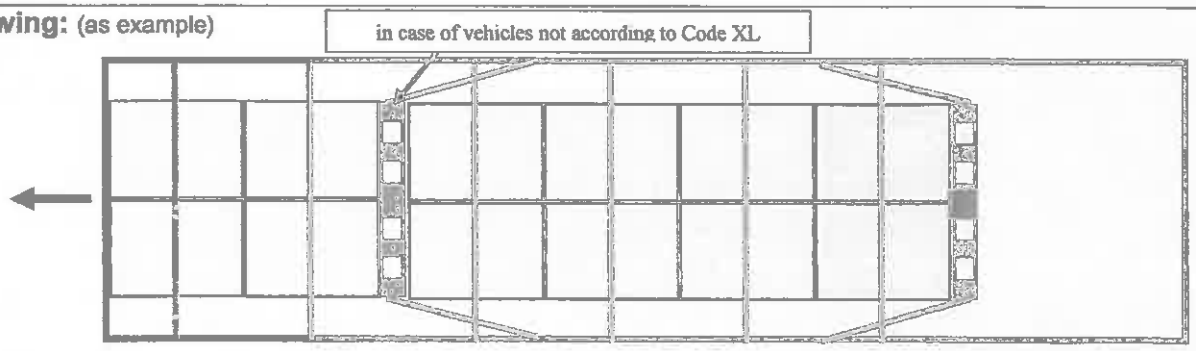
E-mail: karsten.wulhorst@dekra.com

WEPA Hygieneprodukte GmbH Rönkhauser Str. 26 D-59757 Arnsberg-Müschede Phone: +49 2932 307-0 Internet: www.wepa.de	**DEKRA – Certificate** **313/16294/702073/1821006004-1** **11 December 2017**

DEKRA - Certificate 313/16294/702073/1821006004-1 confirming that the WEPA stowing and securing features for DIP (Deinked Pulp) on Euro pallet as listed below correspond to the valid rules of load securing according to the standard DIN-EN 12195-1 and to the VDI Guidelines 2700:

Load unit: 	Sheets of DIP stacked on top of each other on Euro pallet L/W/H 1,200/ 800/ 1,500 [mm] Weight up to app. 1,150 kg
Stowing:	Two load units are stowed longitudinally side by side with form-lock securing against the headboard and among each other. Tying-down of each load row by means of a tie-down strap each with a pre-tension STF of 500 daN, positioned laterally to the direction of travel and hooked in the lashing points of the vehicle. Securing to the rear e.g. by an artificial bulkhead, composed of two pallets in upright position, fixed by a head loop of a tie-down strap which is laid through the pallet above the pallet blocks in the middle and hooked into the lashing points of the vehicle in the direction of travel forward. Alternatively other securing measures according to DIN-EN 12195-1 or VDI 2700 ff. are possible.

Stowing: (as example)



Tie-down strap for tying down **Tie-down strap for head lashing**

DEKRA

DEKRA - Certificate 313/16294/702073/1821006004-1

Transport vehicle: (with dust-free broom clean floor)	Platform type vehicles according to DIN-EN 12642 Code XL, equipped with lashing points according to DIN EN 12640. If the body structure strength of the transport vehicle does not meet the requirements of DIN-EN 12642 Code XL, a load of more than app. 15,000 kg requires additional measures to relieve the bulkhead. This can e.g. be achieved by 2 pallets in upright position, fixed by a head loop of at least one tie-down strap which is laid against the direction of travel backward or by a round sling which is looped in the upper zone around the load units of a load row and hold by a tie-down strap at the left and at the right side which are laid at an angle of 30° to the rear and hooked into the lashing points of the vehicle.
Driving test series:	BI17/11/09-1 to -3 on 09/11/2017 in D-33689 Bielefeld

Notes and conditions

1. The present certificate is only valid for the outlined WEPA securing and stowing features.
2. After the coming into force of new legal regulations, after new findings in the field of load securing or after modifications of parts of the outlined WEPA securing and stowing features an update of the certificate including new or reviewed tests becomes necessary.
3. All tie-down straps must be 50 mm tie-down straps according to the standard DIN EN 12195-2 with a Lashing Capacity LC of 2,500 daN.
4. Load securing systems and equipment, like e.g. tie-down straps or vehicle bodies according to DIN 12642, must undergo analogous to the VDI Guideline 2700 a technical inspection once a year, e.g. executed by the DEKRA Automobil GmbH, or an examination realized by the manufacturer or other persons authorized by the latter. Repair work must be carried out exclusively by the manufacturer or by enterprises which are authorized by him.
5. Loading activities must be carried out respecting obligatory the load distribution plan and the accident prevention regulations of DGUV 70 (German Social Accident Insurance).

Bielefeld, 11/12/2017 The DEKRA - Expert: Dipl.- Ing. (FH) Karsten WULHORST	DEKRA Automobil GmbH Niederlassung Bielefeld Otto-Brenner-Str. 168 D-33604 Bielefeld
The signature of the person responsible in the company and the company seal confirm that packing scheme, packaging and form stability of the stowed load units correspond to the characteristics of the examined version. This certificate consists of 2 pages; it is only valid if complete and signed by the representative in charge, accompanied by the seal of the manufacturer. Date, seal and signature	WEPA Hygieneprodukte GmbH Rönkhauser Str. 26 D-59757 Arnsberg-Müschede Phone: +49 2932 307-0 Internet: www.wepa.de

DEKRA Automobil GmbH

Branch Bielefeld Department: Vehicle technique / load securing
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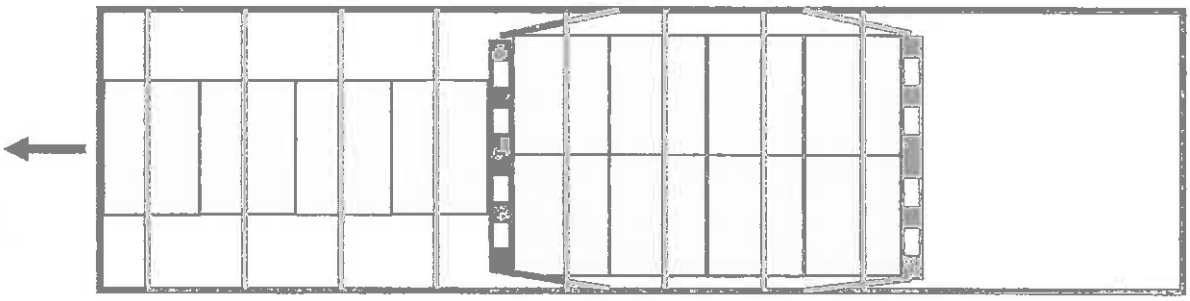
WEPA Hygieneprodukte GmbH Rönkhauser Str. 26 D-59757 Arnsberg-Müschede Phone: +49 2932 307-0 Internet: www.wepa.de	**DEKRA – Certificate** **313/16294/702073/1821006004-2** **12 December 2017**

DEKRA - Certificate 313/16294/702073/1821006004-2 confirming that the WEPA stowing and securing features for DIP (Deinked Pulp), two packets stacked on top of each other without pallet as listed below, correspond to the valid rules of load securing according to the standard DIN-EN 12195-1 and to the VDI Guidelines 2700:

Load unit: 	A load unit (DIP stack) consists of two DIP packets stacked on top of each other. DIP packet: L/W/H 1,030/ 770/ 915 [mm] Each DIP packet is strapped laterally by two steel bands, its weight can be up to 680 kg. Total weight of a load unit: up to 1,360 kg
Stowing:	Up to two stacks are stowed laterally side by side with form-lock securing against the robustly designed headboard and among each other. Tying-down of each load row by means of a tie-down strap with a pre-tension STF of 500 daN, positioned laterally to the direction of travel and hooked in the lashing points of the vehicle. In case of load-distribution depending stowing with single load units positioned on the longitudinal axis of the vehicle and thus in front occurring lateral gaps, behind the single load units the following side by side to the direction of travel stowed WEPA load units must be secured in the direction of travel forward by an artificial bulkhead. This can be e.g. composed of 2 pallets in upright position, fixed by a head loop of at least one tie-down strap which is laid through the pallet above the pallet blocks in the middle, hooked into the lashing points of the vehicle against the direction of travel backward. Load securing to the rear e.g. by an artificial bulkhead, composed of 2 pallets in upright position, fixed by a head loop of one tie-down strap which is tied through the pallet above the pallet blocks in the middle, hooked into the lashing points of the vehicle in the direction of travel forward. Alternatively other securing measures according to DIN-EN 12195-1 or VDI 2700 ff. are possible.

DEKRA - Certificate 313/16294/702073/1821006004-2

Stowing: (as example)



Tie-down strap for tying down Tie-down strap for head lashing

Transport vehicle: (with dust-free broom clean floor)	Platform type vehicles according to DIN-EN 12642 Code XL, equipped with lashing points according to DIN EN 12640. If the body structure strength of the transport vehicle does not meet the requirements of DIN-EN 12642 Code XL, a load of more than app. 15,000 kg requires additional measures to relieve the bulkhead. This can e.g. be achieved by 2 pallets in upright position, fixed by a head loop of at least one tie-down strap which is laid against the direction of travel backward or by a round sling which is looped in the upper zone around the load units of a load row and hold by a tie-down strap at the left and at the right side which are laid at an angle of 30° to the rear and hooked into the lashing points of the vehicle.
Driving test series:	BI17/11/09-1 to -3 on 09/11/2017 in D-33689 Bielefeld

Notes and conditions

1. The present certificate is only valid for the outlined WEPA securing and stowing features.
2. After the coming into force of new legal regulations, after new findings in the field of load securing or after modifications of parts of the outlined WEPA securing and stowing features an update of the certificate including new or reviewed tests becomes necessary.
3. All tie-down straps must be 50 mm tie-down straps according to the standard DIN EN 12195-2 with a Lashing Capacity LC of 2,500 daN.
4. Load securing systems and equipment, like e.g. tie-down straps or vehicle bodies according to DIN 12642, must undergo analogous to the VDI Guideline 2700 a technical inspection once a year, e.g. executed by the DEKRA Automobil GmbH, or an examination realized by the manufacturer or other persons authorized by the latter. Repair work must be carried out exclusively by the manufacturer or by enterprises which are authorized by him.
5. Loading activities must be carried out respecting obligatory the load distribution plan and the accident prevention regulations of DGUV 70 (German Social Accident Insurance).

Bielefeld, 12/12/2017 The DEKRA - Expert Dipl.- Ing. (FH) Karsten WULHORST	DEKRA Automobil GmbH Niederlassung Bielefeld Otto-Brenner-Str. 168 D-33604 Bielefeld
The signature of the person responsible in the company and the company seal confirm that packing scheme, packaging and form stability of the stowed load units correspond to the characteristics of the examined version. This certificate consists of 2 pages; it is only valid if complete and signed by the representative in charge, accompanied by the seal of the manufacturer. Date, seal and signature	WEPA Hygieneprodukte GmbH Rönkhauser Str. 26 D-59757 Arnsberg-Müschede Phone: +49 2932 307-0 Internet: www.wepa.de

DEKRA Automobil GmbH

Branch Bielefeld Department: Vehicle technique / load securing
Otto - Brenner - Str. 168 D-33604 Bielefeld Germany
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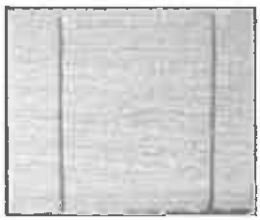
E-mail: karsten.wulhorst@dekra.com

WEPA Hygieneprodukte GmbH Rönkhauser Str. 26 D-59757 Arnsberg-Müschede Phone: +49 2932 307-0 Internet: www.wepa.de	**DEKRA – Certificate** **313/16294/702073/1821006004-3** **13 December 2017**

DEKRA - Certificate 313/16294/702073/1821006004-3 confirming that the WEPA stowing and securing features for DIP (Deinked Pulp) on sliding floor vehicles as listed below correspond to the valid rules of load securing according to the standard DIN-EN 12195-1 and to the VDI Guidelines 2700:

Load unit: 	DIP packet Each DIP packet is strapped laterally by two steel bands, its weight can be up to 680 kg. L/W/H 1,030/ 770/ 915 [mm]
Stowing:	Three load units are stowed laterally side by side with form-lock securing against the headboard of the vehicle, the side walls, the rear portal and among each other. Remaining gaps at the sides do not have any negative impacts on the load securing properties. In case of gaps between cargo and rear portal load securing measures to the rear become obligatory. This can be achieved e.g. by an artificial bulkhead, composed of a laterally placed pallet in upright position, fixed by a head loop of a tie-down strap which is laid through the pallet above the pallet blocks in the middle and hooked into the lashing points of the vehicle in the direction of travel forward. Alternatively other securing measures according to DIN-EN 12195-1 or VDI 2700 ff. are possible.

Stowing: 	**Securing to the rear:** (as example)

DEKRA

DEKRA - Certificate 313/16294/702073/1821006004-3

Transport vehicle: (with dust-free broom clean floor)	Large volume body with sliding floor according to DIN-EN 12642 Code XL and lashing points according to DIN-EN 12640.

Driving test series:	BI17/11/09-4 to -7 on 09/11/2017 in D-33689 Bielefeld

Notes and conditions

1. The present certificate is only valid for the outlined WEPA securing and stowing features.
2. After the coming into force of new legal regulations, after new findings in the field of load securing or after modifications of parts of the outlined WEPA securing and stowing features an update of the certificate including new or reviewed tests becomes necessary.
3. All tie-down straps must be 50 mm tie-down straps according to the standard DIN EN 12195-2 with a Lashing Capacity LC of 2,500 daN.
4. Load securing systems and equipment, like e.g. tie-down straps or vehicle bodies according to DIN 12642, must undergo analogous to the VDI Guideline 2700 a technical inspection once a year, e.g. executed by the DEKRA Automobil GmbH, or an examination realized by the manufacturer or other persons authorized by the latter. Repair work must be carried out exclusively by the manufacturer or by enterprises which are authorized by him.
5. Loading activities must be carried out respecting obligatory the load distribution plan and the accident prevention regulations of DGUV 70 (German Social Accident Insurance).

Bielefeld, 13/12/2017 The DEKRA - Expert: Dipl.- Ing. (FH) Karsten WULHORST	DEKRA Automobil GmbH Niederlassung Bielefeld Otto-Brenner-Str. 168 D-33604 Bielefeld

The signature of the person responsible in the company and the company seal confirm that packing scheme, packaging and form stability of the stowed load units correspond to the characteristics of the examined version. This certificate consists of 2 pages; it is only valid if complete and signed by the representative in charge, accompanied by the seal of the manufacturer. Date, seal and signature	WEPA Hygieneprodukte GmbH Rönkhauser Str. 26 D-59757 Arnsberg-Müschede Phone: +49 2932 307-0 Internet: www.wepa.de

4. Loading instructions semi-finished goods + DEKRA certificate
(FREE TRANSLATION - ORIGINAL IS IN GERMAN LANGUAGE)

DEKRA Automobil GmbH

Bielefeld FB branch: Transport accident analysis/cargo tie-down
Otto – Brenner - Str. 168 D-33604 Bielefeld Tel.: 00 49 / 521 / 2 99 05 - 20 Fax: - 70
E- mail: karsten.wulhorst@dekra.com

DEKRA Automobil GmbH Otto-Brenner-Str. 168 D-33604 Bielefeld

WEPA Paper Factory P.KRENGEL GmbH & CO.KG Rönkhauser Str. 26 D-59757 Arnsberg Müschede Tel.: 00 49 / 29 32 / 3 07 - 245 Fax: 00 49 / 29 32 / 3 07 – 72 245	This certificate only applies for the WEPA tie-down and loading version presented. It expires once new statutory provisions come into effect, changes to key components of the WEPA packaging and tie-down regulations. Key changes or new developments in the WEPA packaging and tie-down versions have to be re-certified by DEKRA Automobil GmbH. The certified additional cargo tie-down systems and materials. such as polyester lashing belts, are to be tested annually in line with Guideline VDI 2700 Page 3 1, for example on the date for the general inspection according to Section 29 of the StVZO by DEKRA Automobil GmbH, by the manufacturer or by a person authorised by the manufacturer. Maintenance work is only authorised if performed by the manufacturer or a company authorised by him. Upholding and following the accident prevention regulations in BGV D 29 is mandatory.

From: Karsten WULHORST
00 49/174/9825531

To: WEPA Paper Factory
P.KRENGEL GmbH & CO.KG

Bielefeld, 16.01.2008

DEKRA - Certificte 313/16294 YF 1805837523 for agreement in the WEPA loading and tie-down versions, with WEPA finished products on pool palettes according to list, in line with the applicable guidelines on cargo tie-down according to Sections 22 and 23 of the StVO, Sections 30 and 31 of the StVZO, DIN-EN 12195-1 and VDI guidelines

Loading and tie-down:	Loading and tie-down according to Annex
Load unit:	Soft paper roll Ø 1,200 to 2,480 mm
Transport vehicles: (with dust-free and clean-swept floors)	Transport vehicle according to DIN-EN 12642 (front wall rigidity ≥ 5000 daN) with lashing points according to DIN-EN 12640. Transport vehicle with front wall and rear gate stabilisation, located to the left and right in the corner posts at a distance of < 800 mm from the ceiling tree and comprising one lashing point in each case. In each of these lashing points (to the left and right), at a distance of approx. 3,800 to 4,600 mm from the front wall facing rearwards and for the rear gate in the direction of travel, tension belts are used in the exterior framework profile of the structure. The rear gate stabilisation can be waived for loading according to the Annex page 200-1 and 2400-7. In addition when transporting rolls of paper with a diameter of <1,900 mm the vehicle must be fitted with three side bars per rung field and ≥ 1,900 mm with two.
Side bar:	TruXafe side bar Even load up to 800 daN:
Locking bar	TruXafe locking bar even load of up to 2500 daN;
Lashing belt:	50 mm polyester lashing belt according to DIN-EN 12195-2-LC 2500 daN for wrapping and diagonal anchoring;
Driving test series	BI07/01/24 -1 and BI07/01/24 -4 on 24.01.2007 in D- 24537 Neumünster BI07/10/09 -1 on 09.10.2007 in D- 01998 Klettwitz BI07/01/24 -1 and BI07/01/24 -3 on 10.10.2007 in D- 1998 Neumünster

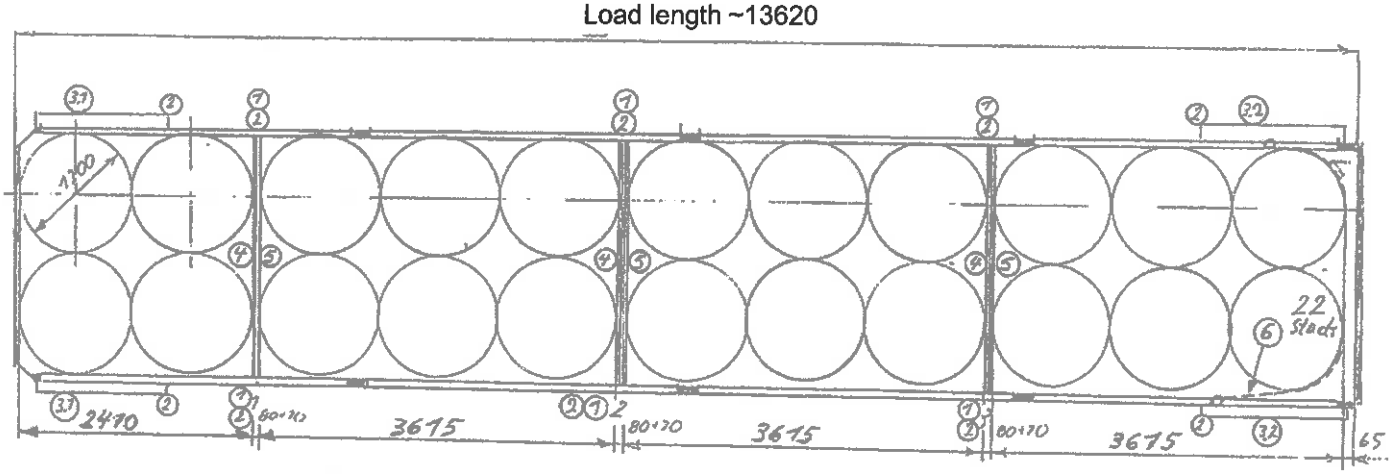
DEKRA - expert:	License plate: ..... Carrier: ..... Stamp and signature: ..... WEPA Papierfabrik P. KRENGEL GmbH & CO.KG

Please initial here:

_____ / _____
Client Contractor

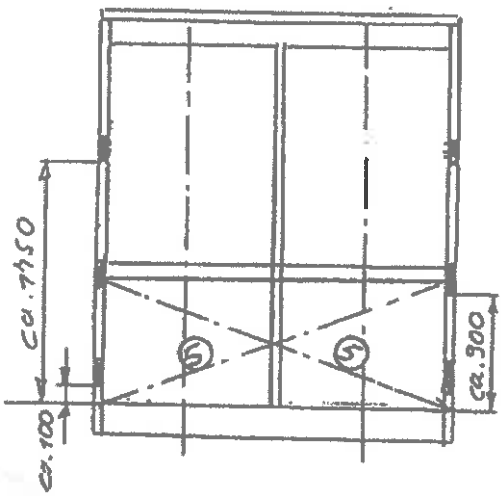
22 rolls Ø1200

Load length ~13620



1 Belt hook on middle side bar
2 Belt hook on exterior vehicle frame
3.1 Diagonal anchoring – front wall – exterior frame
3.2. Diagonal anchoring - rear frame - exterior frame
4 Locking bar with belt diagonals, on middle side bar
5 Diagonal belt anchoring ⊗
6 Wrapping belt at height of middle side bar

⊗ not required if: Vehicle tested to EN12642 Code XL and middle rings can stand ≥ 1400 daN of medium point load



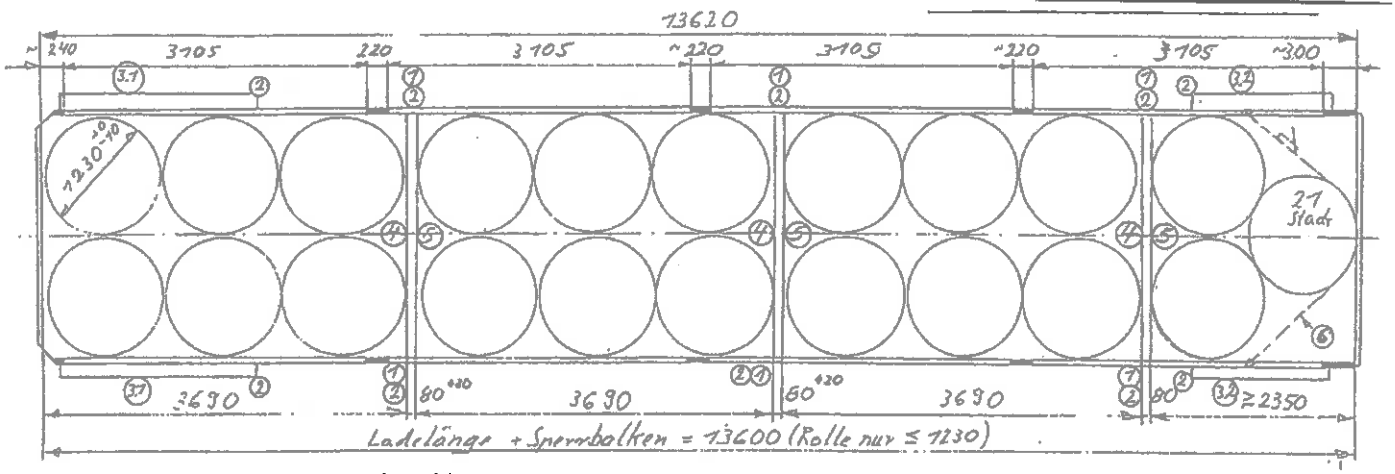
Tissue - paper Ø1200

3 rows of side bars Height above floor approx. 100-900-1750 mm

Please initial here:

Client / Contractor

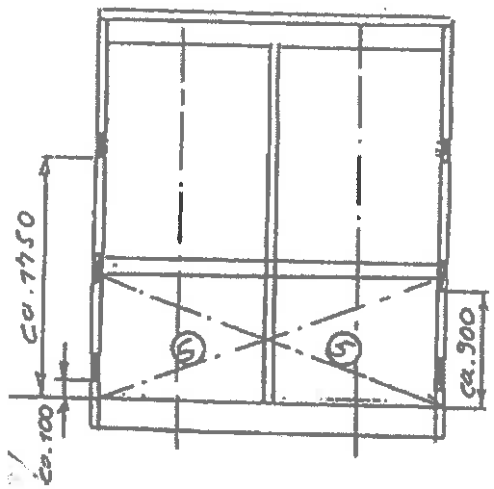
21 rolls Ø1230$^{+0}_{-30}$



Load length + Locking bar = 13600 (roll only ≤ 1230)

1 Belt hook on middle side bar
2 Belt hook on exterior vehicle frame
3.1 Diagonal anchoring – front wall – exterior frame
3.2. Diagonal anchoring – rear frame – exterior frame
4 Locking bar with belt diagonals, on middle side bar, locked
5 Diagonal belt anchoring ⊗
6 Wrapping belt at height of middle side bar

⊗ not required if: Vehicle tested to EN12642 Code XL and middle rings can stand ≥ 1400 daN of medium point load

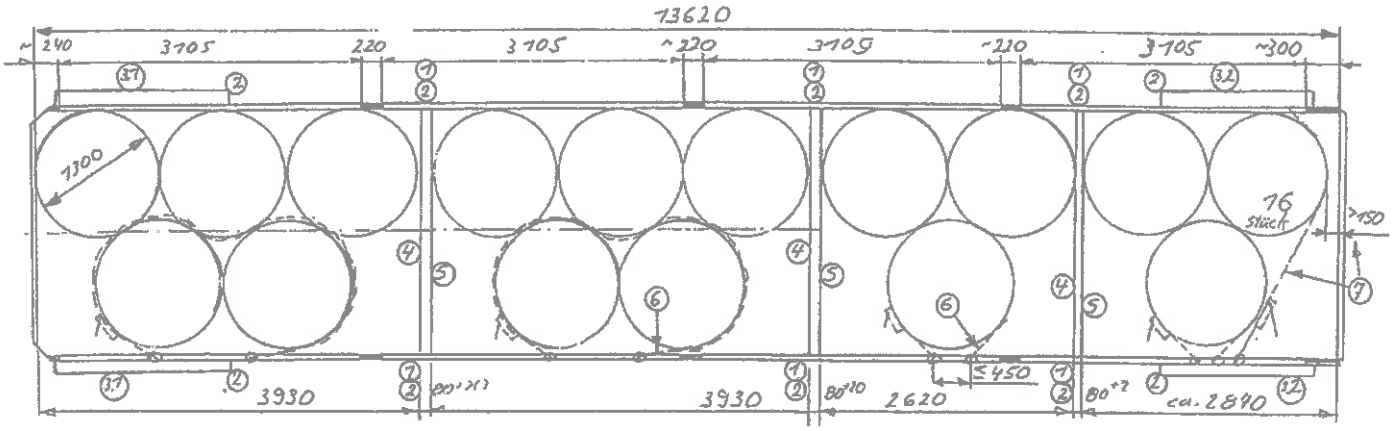


Tissue paper Ø1230

3 rows of side bars Height above floor approx. 100-900-1750 mm

Please initial here:

Client / Contractor



1 Belt hook on middle side bar
2 Belt hook on exterior vehicle frame
3.1 Diagonal anchoring – front wall – exterior frame
3.2. Diagonal anchoring – rear frame – exterior frame
4 Locking bar with belt diagonals, on middle bar locked
5 Diagonal belt anchoring on locking bar ⊗
6 Wrapping belt at height of middle side bar
see page 1400-2.4
7 Wrapping belt required if distance > 150 mm

⊗ not required if: Vehicle tested to EN12642 Code XL and middle rings can stand ≥ 1400 daN of medium point load

Tissue paper Ø1300

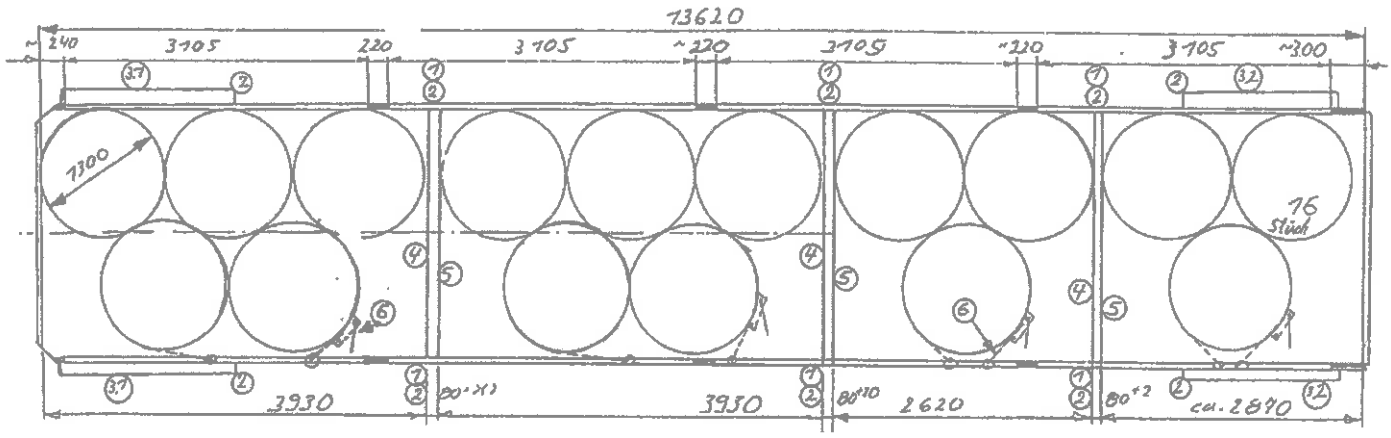
Stowing version Ia

3 rows of side bars: Height above floor approx. 100 – approx. 1100 – approx. 2150 mm

Lashing see sheet (1400 – 2.4)

Please initial here:

Client / Contractor



1 Belt hook on middle side bar
2 Belt hook on exterior vehicle frame
3.1 Diagonal anchoring – front wall – exterior frame
3.2. Diagonal anchoring – rear frame – exterior frame
4 Locking bar with belt diagonals, on middle bar locked
5 Diagonal belt anchoring on locking bar ⊗
6 Wrapping belt at height of middle side bar
see page 1400-2.4

⊗ not required if: Vehicle tested to EN12642 Code XL and middle rings can stand ≥ 1400 daN of medium point load

Tissue paper Ø1300

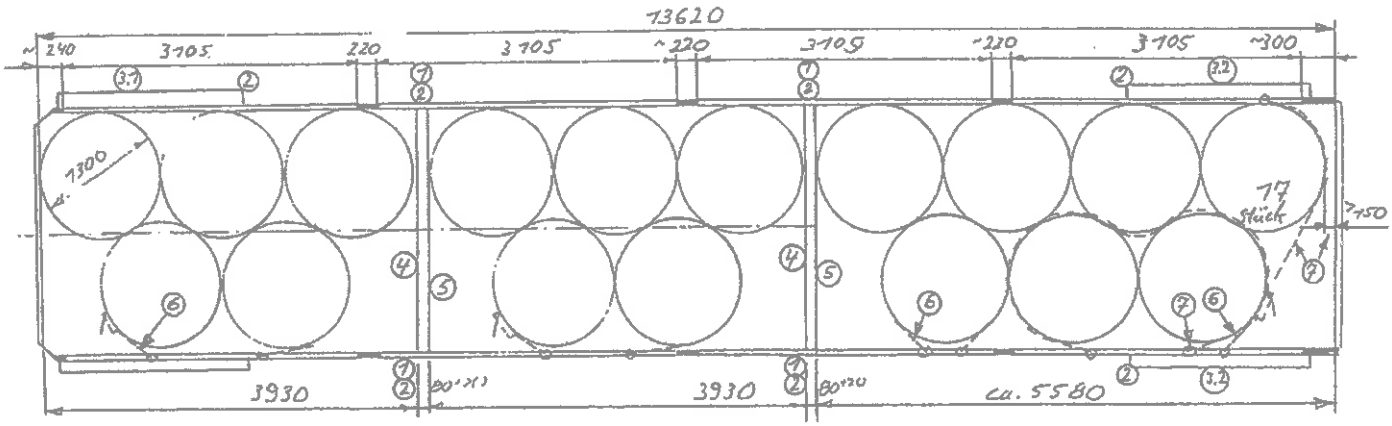
Stowing version Ib

3 rows of side bars: Height above floor approx. 100 – approx. 1100 – approx. 2150 mm

Lashing see sheet (1400 – 2.4)

Please initial here:

Client / Contractor



1 Belt hook on middle side bar
2 Belt hook on exterior vehicle frame
3.1 Diagonal anchoring – front wall – exterior frame
3.2. Diagonal anchoring – rear frame – exterior frame
4 Locking bar with belt diagonals, on middle bar locked
5 Diagonal belt anchoring on locking bar ⊗
6 Wrapping belt at height of middle side bar
see page 1400-2.4
7 Wrapping belt for rear load tie-down, if >150 mm

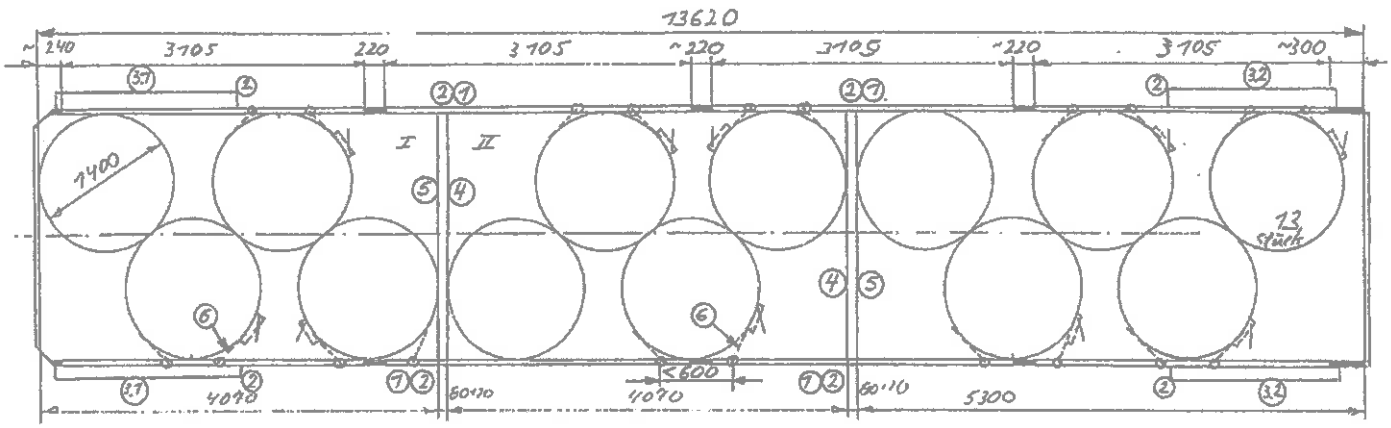
⊗ not required if: Vehicle tested to EN12642 Code XL and middle rings can stand ≥ 1400 daN of medium point load

Tissue paper Ø1300

Stowing version II

3 rows of side bars: Height above floor approx. 100 – approx. 1100 – approx. 2150 mm

Lashing see sheet (1400 – 2.4)



1 Belt hook on middle side bar
2 Belt hook on exterior vehicle frame
3.1 Diagonal anchoring – front wall – exterior frame
3.2. Diagonal anchoring – rear frame – exterior frame
4 Locking bar with belt diagonals, on middle bar locked
5 Diagonal belt anchoring on locking bar ⊗
6 Wrapping belt at height of middle side bar
see page 1400-2.4

⊗ not required if: Vehicle tested to EN12642 Code XL and middle rings can stand ≥ 1400 daN of medium point load

Tissue paper Ø1400

Stowing version I

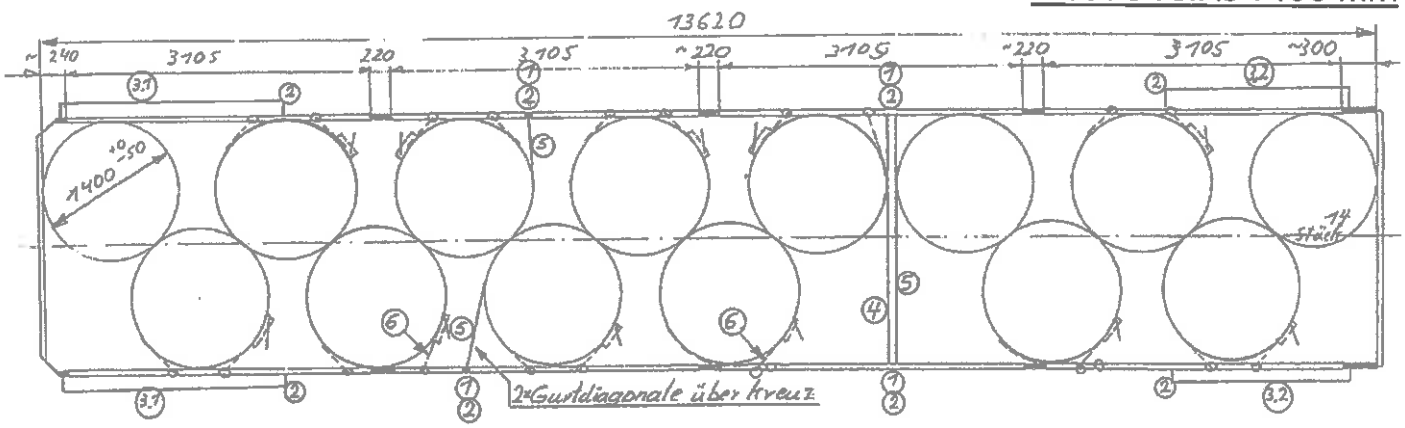
3 rows of side bars: Height above floor approx. 100 – approx. 1100 – approx. 2150 mm

Lashing see sheet (1400 – 2.4)

Please initial here:

_____ / _____
Client Contractor

Tissue roll Ø1400 mm



2 x diagonal belts crossing

1 Belt hook on middle side bar
2 Belt hook on exterior vehicle frame
3.1 Diagonal anchoring – front wall – exterior frame
3.2. Diagonal anchoring – rear frame – exterior frame
4 Locking bar with belt diagonals, on middle bar locked
5 Diagonal belt anchoring on locking bar and in front third ⊗
6 Wrapping belt at height of middle side bar
see page 1400-2.4

⊗ not required if: Vehicle tested to EN12642 Code XL and middle rings can stand ≥ 1400 daN of medium point load

Tissue paper Ø1400^{-50}

Stowing version II

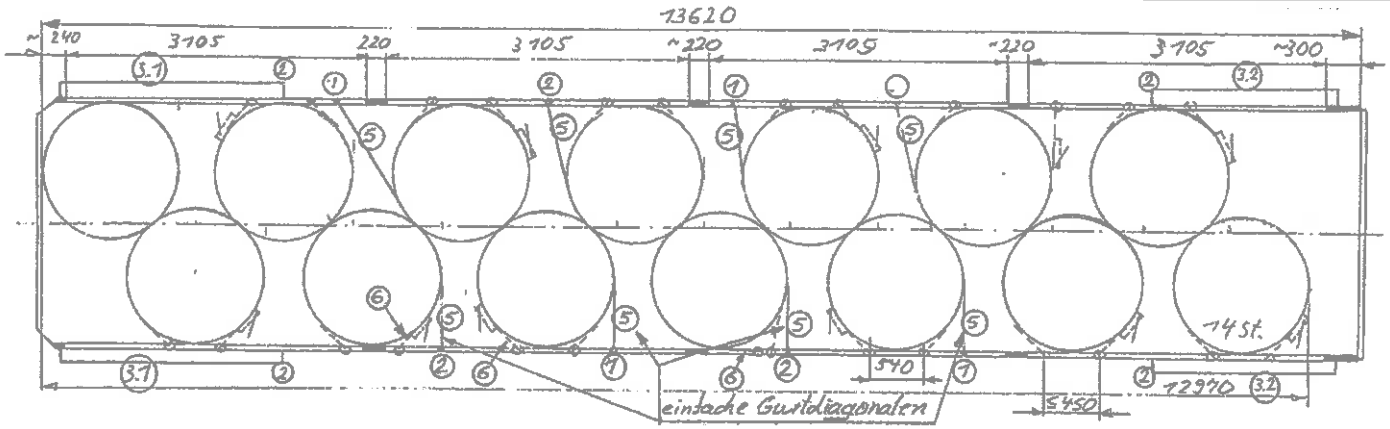
3 rows of side bars: Height above floor approx. 100 – approx. 1100 – approx. 2150 mm

Lashing see sheet (1400 – 2.4)

Please initial here:

Client / Contractor

Tissue roll Ø1400 mm



simple diagonal belts on alternate sides attached to side bar 1100 mm high

1 Belt hook on middle side bar
2 Belt hook on exterior vehicle frame
3.1 Diagonal anchoring – front wall – exterior frame
3.2. Diagonal anchoring – rear frame – exterior frame
4 Without locking bar
5 Diagonal belt anchoring ⊗
6 Wrapping belt at height of middle side bar
see page 1400-2.4

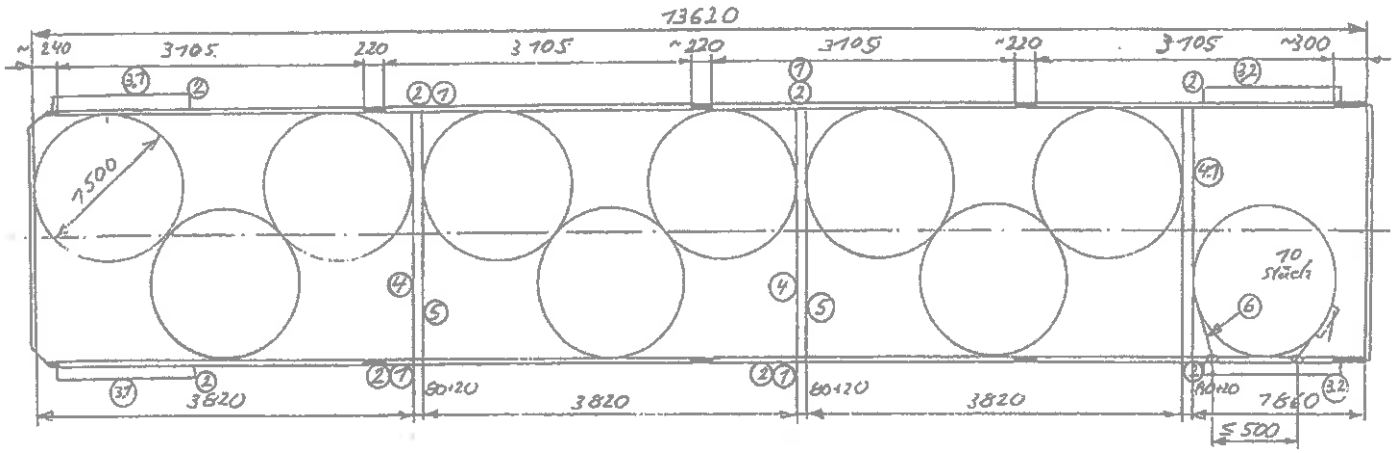
⊗ not required if: Vehicle tested to EN12642 Code XL and middle rings can stand ≥ 1400 daN of medium point load

Tissue paper Ø1400

Stowing version III

3 rows of side bars: Height above floor approx. 100 – approx. 1100 – approx. 2150 mm

Lashing see sheet (1400 – 2.4)



10 items

1 Belt hook on middle side bar
2 Belt hook on exterior vehicle frame
3.1 Diagonal anchoring – front wall – exterior frame
3.2. Diagonal anchoring – rear frame – exterior frame
4 Locking bar with belt diagonals, on middle bar locked
5 Diagonal belt anchoring on locking bar ⊗
6 Wrapping belt at height of middle side bar
see page 1400-2.4

⊗ not required if: Vehicle tested to EN12642 Code XL and middle rings can stand ≥ 1400 daN of medium point load
4.1 Locking bar without diagonal belt

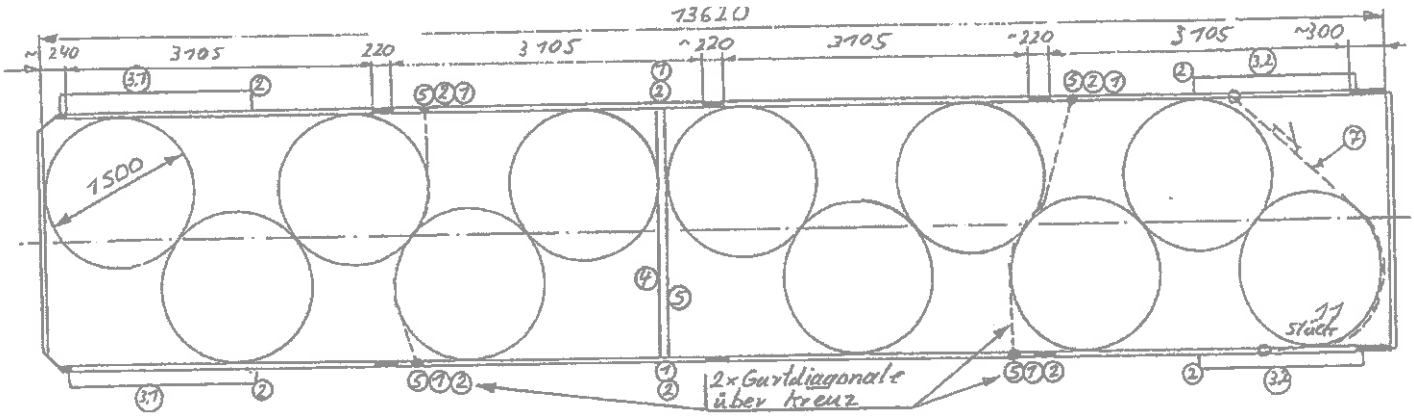
Tissue paper Ø1500

Stowing version I

3 rows of side bars: Height above floor approx. 100 – approx. 1100 – approx. 2150 mm

Please initial here:

Client / Contractor



2 x diagonal belts crossing

1 Belt hook on middle side bar
2 Belt hook on exterior vehicle frame
3.1 Diagonal anchoring – front wall – exterior frame
3.2. Diagonal anchoring – rear frame – exterior frame
4 Locking bar with belt diagonals
5. Diagonal belt - crossing/on the locking bar/in the front and back third ⊗
6 Wrapping belt at height of middle side bar
see page 1400-2.4

⊗ not required if: Vehicle tested to EN12642 Code XL and middle rings can stand ≥ 1400 daN of medium point load
7 Wrapping belt for rear load tie-down

Tissue paper Ø1500

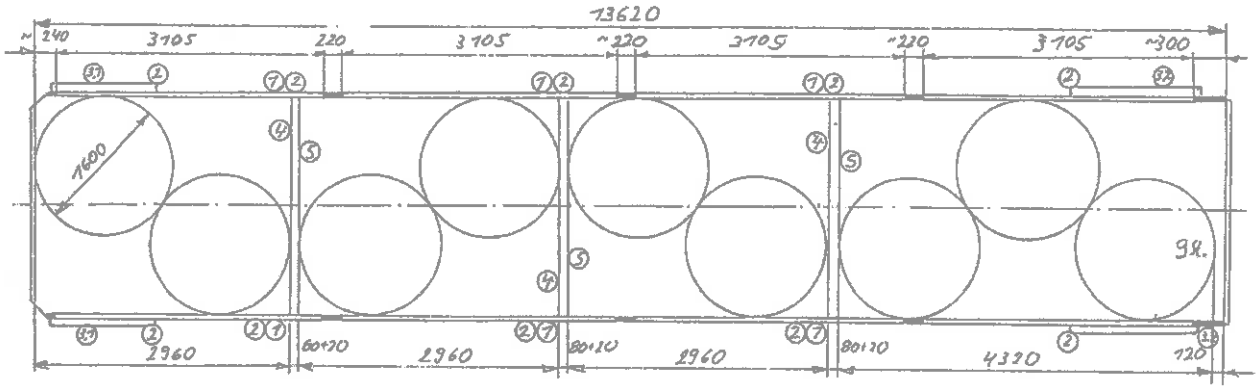
Stowing version II (max. no. of rolls)

3 rows of side bars: Height above floor approx. 100 – approx. 1100 – approx. 2150 mm

Lashing see sheet (1400 – 2.4)

Please initial here:

Client / Contractor



1 Belt hook on middle side bar
2 Belt hook on exterior vehicle frame
3.1 Diagonal anchoring – front wall – exterior frame
3.2. Diagonal anchoring – rear frame – exterior frame
4 Locking bar with belt diagonals
5 Diagonal belt anchoring ⊗
6 Wrapping belt at height of middle side bar
see page 1400-2.4

⊗ not required if: Vehicle tested to EN12642 Code XL and middle rings can stand ≥ 1400 daN of medium point load

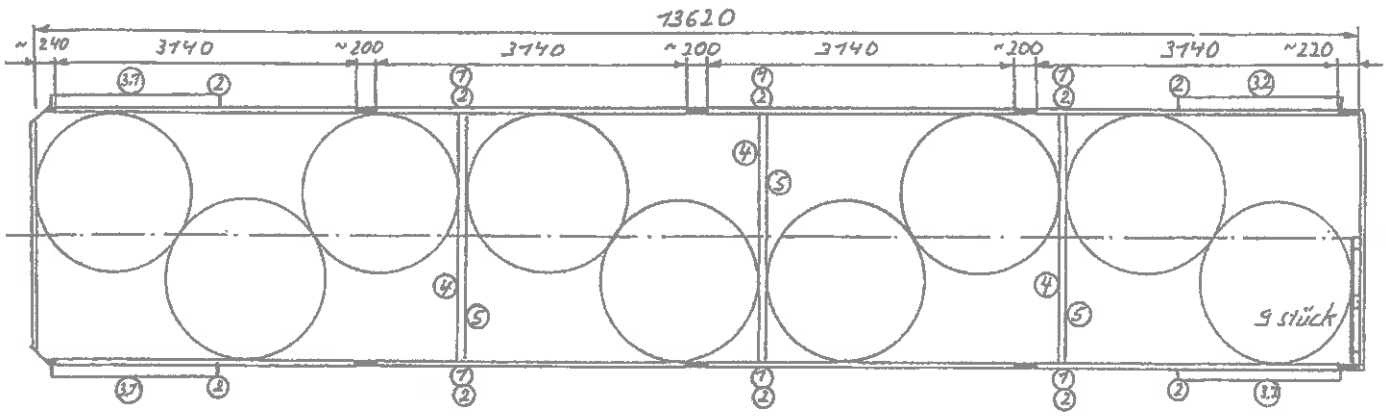
Tissue paper Ø1600

Stowing version I

3 rows of side bars: Height above floor approx. 100 – approx. 1100 – approx. 2150 mm

Please initial here:

Client / Contractor



1 Belt hook on middle side bar
2 Belt hook on exterior vehicle frame
3.1 Diagonal anchoring – front wall – exterior frame
3.2. Diagonal anchoring – rear frame – exterior frame
4 Locking bar with belt diagonals
5 Diagonal belt anchoring ⊗
6 Wrapping belt at height of middle side bar
see page 1400-2.4

⊗ not required if: Vehicle tested to EN12642 Code XL and middle rings can stand ≥ 1400 daN of medium point load

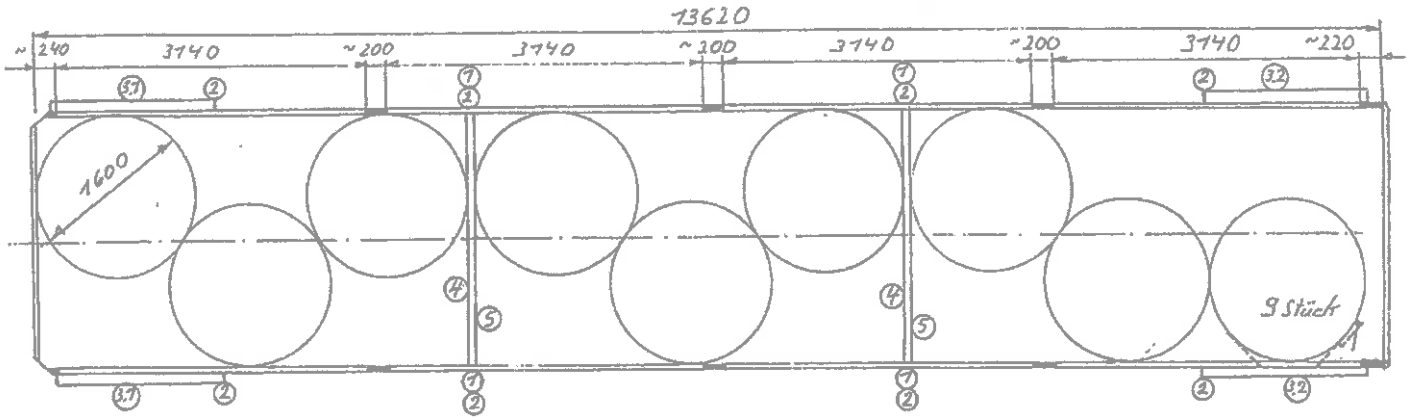
Tissue paper Ø1600

Stowing version II

3 rows of side bars: Height above floor approx. 100 – approx. 1100 – approx. 2150 mm

Please initial here:

Client / Contractor



1 Belt hook on middle side bar
2 Belt hook on exterior vehicle frame
3.1 Diagonal anchoring – front wall – exterior frame
3.2. Diagonal anchoring – rear frame – exterior frame
4 Locking bar with belt diagonals
5 Diagonal belt anchoring ⊗
6 Wrapping belt at height of middle side bar
see page 1400-2.4

⊗ not required if: Vehicle tested to EN12642 Code XL and middle rings can stand ≥ 1400 daN of medium point load

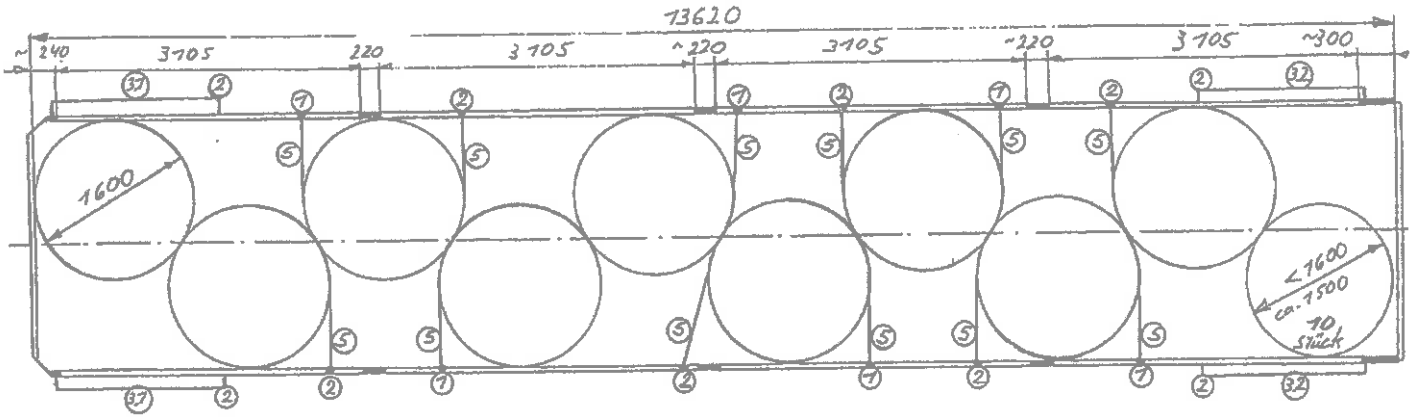
Tissue paper Ø1600

Stowing version III

3 rows of side bars: Height above floor approx. 100 – approx. 1100 – approx. 2150 mm

Please initial here:

Client / Contractor



1 Belt hook on middle side bar
2 Belt hook on exterior vehicle frame
3.1 Diagonal anchoring – front wall – exterior frame
3.2. Diagonal anchoring – rear frame – exterior frame
~~4 Locking bar with belt diagonals~~
5 Diagonal belt anchoring ⊗
6 Wrapping belt at height of middle side bar
see page 1400-2.4

⊗ not required if: Vehicle tested to EN12642 Code XL and middle rings can stand ≥ 1400 daN of medium point load

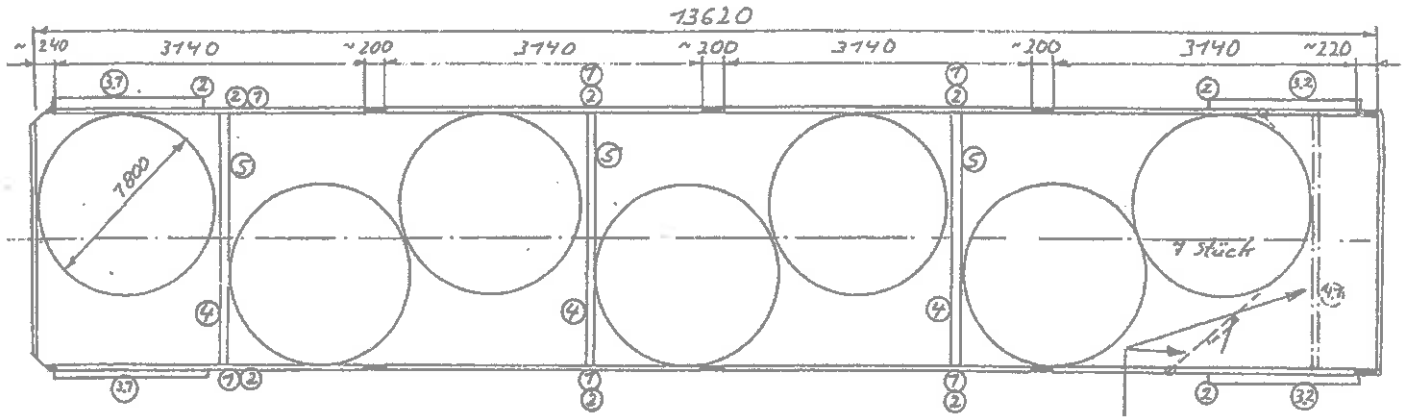
Tissue paper $Ø1600^{+0}_{-50}$

Stowing version IV max. no. of rolls

3 rows of side bars: Height above floor approx. 100 – approx. 1100 – approx. 2150 mm

Please initial here:

Client / Contractor



choice between tension belt or locking bar

1 Belt hook on middle side bar
2 Belt hook on exterior vehicle frame
3.1 Diagonal anchoring – front wall – exterior frame
3.2. Diagonal anchoring – rear frame – exterior frame
4 Locking bar with belt diagonals
5 Diagonal belt anchoring on locking bar ⊗
6 Wrapping belt at height of middle side bar
see page 1400-2.4

⊗ not required if: Vehicle tested to EN12642 Code XL and middle rings can stand ≥ 1400 daN of medium point load
4.1 Choice of locking bar without diagonal belt

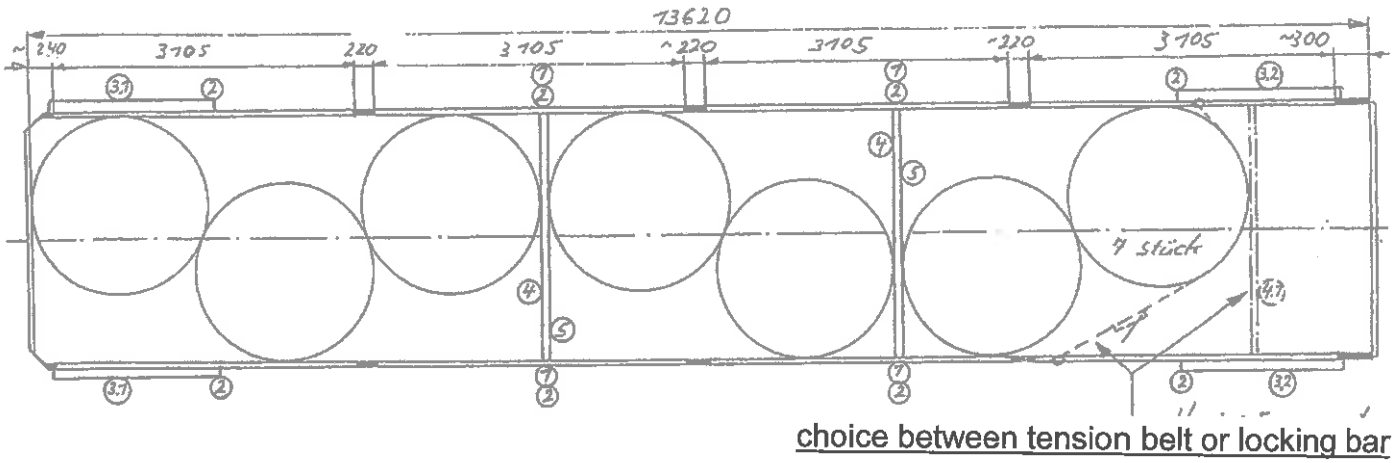
Tissue paper Ø1800

Stowing version I

3 rows of side bars: Height above floor approx. 100 – approx. 1100 – approx. 2150 mm

Please initial here:

Client / Contractor



choice between tension belt or locking bar

1 Belt hook on middle side bar
2 Belt hook on exterior vehicle frame
3.1 Diagonal anchoring – front wall – exterior frame
3.2. Diagonal anchoring – rear frame – exterior frame
4 Locking bar with belt diagonals
5 Diagonal belt anchoring on locking bar ⊗
6 Wrapping belt at height of middle side bar
see page 1400-2.4

⊗ not required if: Vehicle tested to EN12642 Code XL and middle rings can stand ≥ 1400 daN of medium point load
4.1 Choice of locking bar without diagonal belt

Tissue paper Ø1800

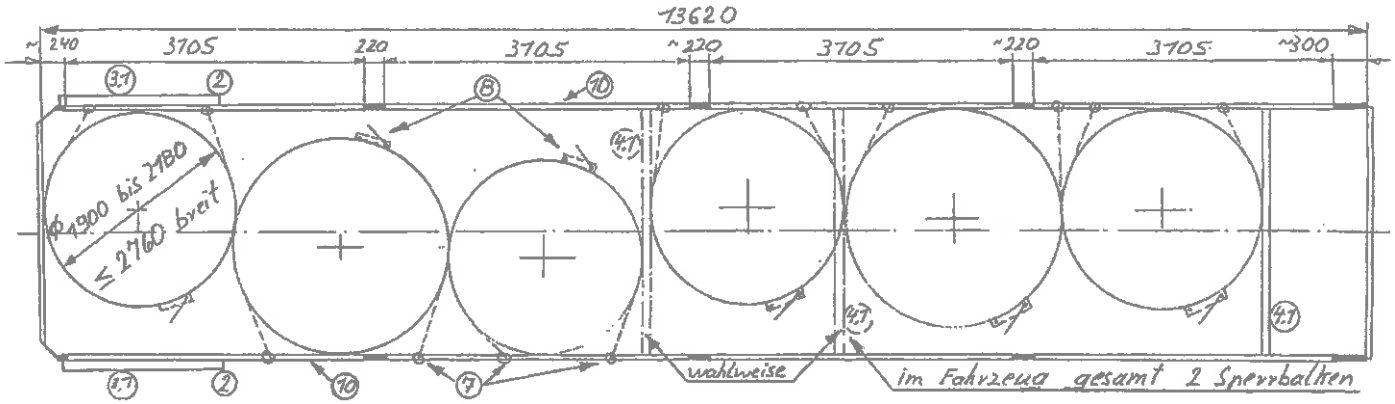
Stowing version II

3 rows of side bars: Height above floor approx. 100 – approx. 1100 – approx. 2150 mm

Please initial here:

Client / Contractor

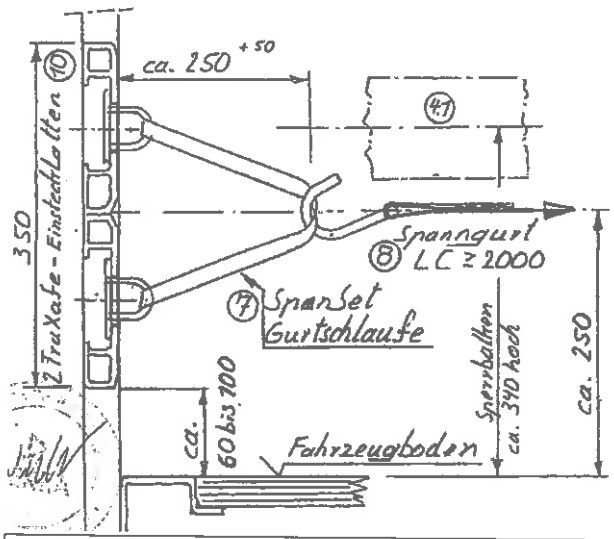
ø1900 to 2180
≤2760 wide



choice of
total of 2 locking bars in vehicle

2 Belt hook on exterior vehicle frame ⊗
3.1 Diagonal anchoring – front wall – exterior frame ⊗
4.1 Locking bar without diagonal belt, hooked into upper side bar
7 Tension set belt loop
8 Tension belt LC ≥ 2000 || fixed end 2.8 m || loose end ≥ 4 m
9 Rung rigidity ≥ 450 daN with medium point load
10 2 rows of TruXafe slats

⊗ not required for DIN EN 12642 Code XI structures



2 TruXafe – Einstecklatten	2 TruXafe - slats
SpanSet Gurtschlaufe	Tension set belt loop
Spangurt LC ≥2000	Tension belt LC ≥ 2000
Sperrbalken ca. 340 hoch	Locking bar approx. 340 high
ca. 60 bis 100	approx. 60 to 100
Fahrzeugboden	Vehicle floor

Please initial here:

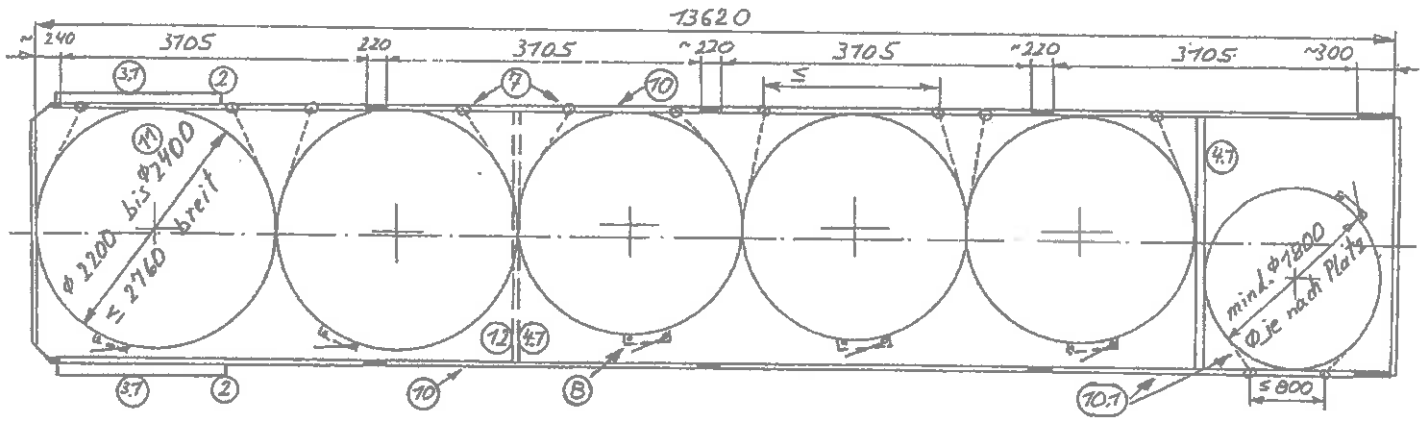
Client / Contractor

Tissue paper Ø1900 to 2180
Stowing version I
2 rows of side bars

Please initial here:

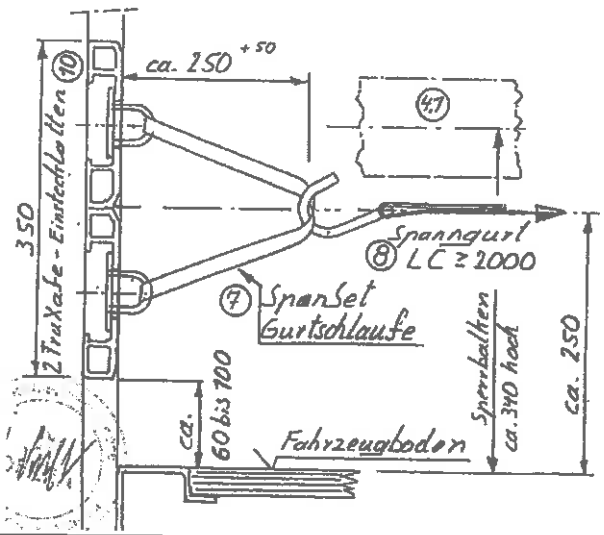
Client Contractor

ø2200 to 2400
≤2760 wide



min. Ø1800
Ø depending on space

2 Belt hook on exterior vehicle frame ⊗
3.1 Diagonal anchoring – front wall – exterior frame ⊗
4.1 Locking bar without diagonal belt, hooked into upper side bar
7 Tension set belt loop
8 Tension belt LC ≥ 2000 || fixed end 2.8 m || loose end ≥ 4 m
9 Rung rigidity ≥ 450 daN with medium point load
10 2 rows of TruXafe slats
10.1 for smaller tissue diameters = upper slat locked approx. 900 mm high.
⊗ not required for DIN EN 12642 Code XI structures
11 From a diameter of 2410 to 2480: side attachment is not required here.
12 locking bars only required if (11) applies, max 3 rollers



2 TruXafe – Einsteckla tten	2 TruXafe - slats
SpanSet Gurtschlaufe	Tension set belt loop
Spangurt LC ≥ 2000	Tension belt LC ≥ 2000
Sperrbalken ca. 340 hoch	Locking bar approx. 340 high
ca. 60 bis 100	approx. 60 to 100
Fahrzeugboden	Vehicle floor

Please initial here:

Client / Contractor

Tissue paper Ø2200 – 2400 – 2480

Stowing version I

2 rows of side bars

Please initial here:

Client / Contractor

Annex 5 -Version: 21.09.2015-

Wepa's criteria for exchanging pallets and other load carriers

Exchanging pallets and other load carriers (such as barred boxes) is only possible at the specified acceptance points, the loading and unloading points.

Other load carriers are only exchange in agreement with the client.

Pallets are exchanged concurrently in line with the WEPA Pallet Standard (see last page of this Annex).

Quantities of more than 100 pallets must be previously reported to the head of shipping at the respective loading point.

The contractor's driver unloads the pallets at the pallet ramp. The pallets are checked in the driver's presence. Any damaged pallets that can be repaired can be handed over to the client. These are credited in the ratio of 2:1. The contractor may take back pallets that are not exchanged in the ratio of 1:1 or which are sorted out as being not exchangeable if this does not negatively impact the load, for example storage outside the loading area in pallet boxes.

Scrap pallets, disposable pallets and other pallets are disposed of free of charge and without a credit note when handed over.

The contractor receives remuneration for exchanging pallets according to Annex 2 Part 1.

If a goods recipient does not exchange the pallets, the reasons for this must be noted. The contractor must reach an agreement with the recipient of the goods. As a rule, a pallet note is issued for later collection.

In agreement with the client, the pallet notes for individual goods recipients can be exchanged at certain service companies. The contractor is liable for the pallet until a consensual solution for the further approach to be taken has been agreed between the contracting parties. This solution only comes into effect if it is not possible to exchange pallets for reasons in the control of the goods recipient.

The contractor undertakes to inform the client immediately if there are problems connected with exchanging pallets at the goods recipient.

The permitted pallet balance is, at most, the transport volume for 5 working days if not otherwise agreed in writing in the price sheet (Annex 2 Part 1) or otherwise. In the event of a missing settlement for more than the agreed permitted pallet balance, the client will automatically calculate the pallets at the current re-procurement value. The resulting amount will be netted immediately with the contractor's outstanding receivables.

As an alternative to exchanging pallets, the contractor can purchase the pallets at their re-procurement value in line with the price sheet (Annex 2 Part 1) when the client takes over the goods. The client then creates a corresponding invoice each month and nets the respective amount with the remuneration for the freight.

Please initial here: _____/_____
Client Contractor

IN-GR-3615 DE WEPA Pallets Standard

Only pallets which meet the following criteria in addition to UIC 435-2 will be accepted:

- all running and cover boards are in place
- no blocks are missing
- the corresponding brands are present
- The pallets are clean. Oil and acid-free (discolorations due to age are permissible)
- The pallets are dry (max. humidity 22% of the weight of the dry wood)
- The blocks do not protrude beyond the exterior of the boards
- Max. 1 nail or screw shaft is visible
- Any chipping on the cover board is no larger than 40 cm long and 2 cm wide.
- Any chipping on the front side outside max. 1 cm, inside 2 cm, together max. 2 cm.
- Chipping on the inside middle block is permissible if max. 1 nail can be seen.
- Minimum insertion height 98 mm
- No nail shafts may be protruding from the pallet cover: this also applies to runner bases

Permissible chipping on board

Permissible chipping on board

Permissible chipping on interior middle block

Please initial here: _____/_____
Client Contractor

Annex 6 -Version: 20.06.2016-

NON-DISCLOSURE AGREEMENT

Between

Contractor (see agreement)

- hereafter referred to as "**Contractor**" -

and

Client (see agreement)

- hereafter referred to as "**Client**" -

Preamble:
The **Client** and **Contractor** reach this agreement with the aim of a trusting cooperation for logistics.

The **Contractor** has extensive expertise for logistics. As a result, the **Client** intends to use the **Contractor's** knowledge in order to have its goods transported or stored by the **Contractor.**

A successful cooperation demands that the **Client** passes on technical purchasing and/or business administration information, for example concerning contractual partners and previous conditions, and also information over and above this (CONFIDENTIAL INFORMATION) to the **Contractor.**

In order to ensure non-disclosure, the following agreement is a master agreement under which the CONFIDENTIAL INFORMATION is disclosed.

1 NON-DISCLOSURE
1.1 GENERAL FINDINGS

1.1.1 The non-disclosure obligation according to this agreement covers all of the information referred to by the **Client** as being confidential and which is not state-of-the-art, as well as all commercial, chemical and technical information, in particular - but not exclusively - prices, customers, formulae for the products to be transported, manufacturing methods, recipes, materials, samples, product samples, technical and chemical processes and other technical and chemical expertise. The **Contractor** undertakes to treat the CONFIDENTIAL INFORMATION received from the counterparty in the strictest confidence, and to neither directly nor indirectly make these accessible to third parties, unless there is a prior written declaration of understanding from the **Client.** The non-disclosure obligation applies, irrespective of whether information is made accessible verbally, as documents, in a machine-readable form, electronically or otherwise. It also applies to group companies, licensees and other third parties who receive access in any form to the confidential information.

1.1.2 The **Contractor** undertakes to use the CONFIDENTIAL INFORMATION exclusively for the stipulated contractual purpose and not to exploit this either directly or indirectly by itself or by third parties in any manner, in particular not to make any confidential use of this, to the extent that no other written agreement has been reached between the parties.

1.1.3 The **Contractor** is authorised to pass on the CONFIDENTIAL INFORMATION to the responsible authorities to the extent that is required by law or by a directive. The **Contractor** will inform the **Client** of any such notice and send a copy thereof, as far as possible in advance.

1.1.4 The CONFIDENTIAL INFORMATION including any copies, data carriers, etc. must be stored securely. They must be returned at any time at the counterparty's request. Information must be stored so that these are secure from third-party access. Upon request

Please initial here: _____/_____
Client Contractor

by the **Client** the information must be handed over in full, i.e., including all copies, data records and other documents. If a physical handover is not possible, the **Client** must be informed of this and the **Client** must then determine in which form the information must be issued or destroyed.

1.1.5 The **Contractor** undertakes to subject its employees and other persons who obtain knowledge of the confidential information when performing the orders issued by the **Client** to non-disclosure obligations in line with the regulations in this agreement, to the extent permissible also for the period after the end of their activities, and to verify this to the **Client** in writing upon request.

1.1.6 The non-disclosure obligation does not include information that

(a) is or becomes generally known (unless this occurs directly or indirectly via a violation of this agreement); or

(b) has already been announced to the recipient by third parties or which will still be announced (unless this occurred or occurs via a violation of statutory or contractual provisions); or

(c) the transferring party has already agreed to this being passed on to third parties in writing.

1.2 SPECIAL PROVISIONS/CLOSING PROVISIONS

1.2.1 This agreement is also binding for the parties' legal successors. The **Contractor** may not transfer its rights or obligations from this agreement to third parties without prior written approval from the **Client.**

1.2.2 The **Contractor** undertakes to pay a contractual penalty of EUR 5,000.00 (in words: five thousand euros) to the **Client** for each violation of this agreement that has to be reviewed for reasonableness by Arnsberg Local Court in the event of a dispute. This does not affect further claims by the **Client.** A contractual penalty that may have been forfeited must be netted with any claim to compensation based on the same legal reason.

1.2.3 This agreement comes into effect when the transport or logistic agreement, from relevance is the first date, is signed and has been concluded for an unlimited period. It is valid worldwide. The obligation not to disclose the confidential information obtained as a result of this agreement applies to the extent that this has not otherwise become public knowledge, including after the end of all agreements.

1.2.4 The parties clarify that there is no obligation to contract for a contract in advance of which the confidential information was transferred.

1.2.5 This non-disclosure agreement is subject to German law to the extent legally permissible. The parties have agreed the court in Arnsberg as the responsible court. Further more the sectors of the transport or logistic agreement regarding the place of jurisdiction and applicable law apply.

Please initial here: _____/_____
Client Contractor

Annex 7 -Version: 21.09.2015-
Minimum wage agreement

Declaration of commitment and indemnification for the minimum wage regulation, in particular MiLoG or comparable German and foreign conditions:

The contractor irrevocably herewith declares (see transport agreement)

the following:

1. The contractor guarantees that, as part of his activities for Wepa Hygieneprodukte GmbH (hereinafter referred to as the "client"), he will act in line with the law and, in particular, that he will uphold all of the relevant obligations regarding payment of a minimum wage (resulting, for example, from acts of law, a collective agreement or other legal provisions) in good time and in full, and that he will also obtain a corresponding undertaking from any (sub-)contractors and vicarious agents that he may engage.

   The contractor undertakes to at least pay his employees the statutory minimum wage according to the German Minimum Wage Act (Mindestlohngesetz - MiLoG) or comparable German or foreign conditions, to the extent that these employees are covered by the regulations of these acts of law.

2. The contractor guarantees that any (sub-)contractors and vicarious agents he engages also uphold the above requirements, and that in particular they pay the statutory minimum wage. In this regard, the contractor fully guarantees that these obligations will be upheld, and is fully liable to the client for any own violations or violations by his vicarious agents and any (sub-)contractors he engages.

3. In particular, the contractor undertakes to indemnify the client from any and all claims for compensation by third parties upon initial request.

4. If the contractor does not uphold one or several of the above regulations, the client is entitled to terminate without notice either individual or all of the existing agreements between the contractor and the client.

5. This declaration is issued in addition to the existing agreements between the parties. All of the existing agreements between the parties remain unaffected by this declaration and continue to remain valid in full to the extent that this is not expressly amended or supplemented in this document.

Please initial here: _____/_____
Client Contractor

Annex 8 -Version 21.09.2015-

Licenses and approvals:

The contractor warrants to have the requisite licenses and approvals for the transport according to Sections 3, 6 of the GüKG or comparable German or foreign regulations (license, Euro-license, licenses in other countries, CEMT license, Swiss license).

The contractor undertakes

1. to only employ foreign drivers from other countries with the requisite work permit or driver's certificate.

2. to provide the client with all of the documents to be carried on the transport unit for controls by the client upon request for examination.

3. to issue corresponding general instructions to its staff.

4. to include this duty of presentation and the other obligations set out above in the freight agreement with the executing freight carriers, and only to employ freight carriers which reliably meet the conditions of Section 7b of the GüKG or Directive (EEC) no. 881/92, if required in connection with Directive (EC) No. 3118/93 or the conditions of other comparable German or foreign regulations.

5. to control that these requirements have been upheld by the executing freight carriers.

Please initial here: _____/_____
Client Contractor

Annex 9 -Version: 21.09.2015-

Social Compliance: Upholding human rights and ILO core labour standards, MiLoG

1. The contractor confirms that he and his sub-contractors uphold the respective acts of law and other relevant provisions for all contractual services for the client and for all other business activities and decisions. In this regard, the contractor also confirms that he and his sub-contractors observe and uphold without exception human rights as a minimum standard for ethical behavior and in particular the so-called ILO core labour standards (http://www.ilo.org/berlin/arbeits-und-standards/kernarbeitsnormen/lang--de/index.htm)

   - Convention 87 - Freedom of Association and Protection of the Right to Organise Convention

   - Convention 98 - Right to Organise and Collective Bargaining Convention

   - Convention 29 - Forced Labour Convention - including Protocol of 2014 to the Forced Labour Convention

   - Convention 105 - Abolition of Forced Labour Convention

   - Convention 100 - Equal Remuneration Convention

   - Convention 111 - Discrimination (Employment and Occupation) Convention

   - Convention 138 - Minimum Age Convention

   - Convention 182 - Convention concerning the Prohibition and Immediate Action for the Elimination of the Worst Forms of Child Labour.

2. The contractor assigns responsibility to at least one member of its management team to monitor the upholding of the standards set out in section 1. during the provision of contractual services, as well as all other business actions and decisions. These controls must be performed at least once per year; a corresponding meaningful report must be transferred to the client upon request. The client is authorised, while upholding a reasonable notice period, to control that the requirements and standards set out in section 1. have been upheld, either itself or via a third-party who is subject to a non-disclosure agreement, and to perform controls in this regard in the operating facilities. This also includes checking the equipment, offices and records that evidence that these standards are upheld. The contractor undertakes to correct all differences compared to the requirements set out in section 1.

3. The contractor guarantees that, as part of his activities for the client, he will act in line with the law and, in particular, that he will uphold all of the relevant obligations regarding payment of a minimum wage (resulting, for example, from acts of law, a collective agreement or other legal provisions) in good time and in full, and that he will also obtain a corresponding undertaking from any (sub-)contractors and vicarious agents that he may engage. The contractor undertakes to at least pay his employees the statutory minimum wage according to the German Minimum Wage Act (Mindestlohngesetz - MiLoG), to the extent that these employees are covered by the regulations of the MiLoG. The contractor guarantees that any (sub-)contractors and vicarious agents he engages also uphold the above requirements, and that in particular they pay the statutory minimum wage. In this regard, the contractor fully guarantees that these obligations will be upheld, and is fully liable to client for any own violations or violations by his vicarious agents and any (sub-)contractors he engages. In particular, the contractor undertakes to indemnify client from any and all claims for compensation by third parties upon initial request.

4. If the contractor does not uphold one or several of the above regulations, and does not rectify this situation despite being given a reasonable deadline to rectify this, client is entitled to terminate without notice either individual or all of the existing agreements between the contractor and client.

Annex 10 -version of: 04.01.2018-

Affiliated companies of the contractor

Invoice Address:	Business Address:

Please initial here:

Client Contractor

Please initial here: Client Contractor