









1. General guidelines

- The driver must report to reception in long trousers (shorts are prohibited) and must wear the compulsory safety clothing, i.e. safety shoes and helmet, and a fluorescent jacket.

PBM	Where and when	Symbol	Risk
High visibility clothing EN ISO 20471 min. Class 2	Outside the cabin, except in office areas		Risk of collision with internal vehicles
Safety helmet EN 397	Outside the cabin, except in office areas		Stacked concrete products falling over, slipping off the truck; load falling from hoisting or lifting equipment
Safety helmet with chin strap	On truck loading platforms		
Safety footwear EN345 - S3	Outside the cabin, except in office areas		Falling objects, protruding objects
Work clothing Long trousers	On the site outside the cabin, except in office areas		Cuts from rough and sharp concrete / object

- If the driver does not have this standard equipment, he/she may be refused access to the site. It is not possible to lend out safety equipment. Instead, the driver will be given the address of the nearest store where safety equipment is sold so that the driver can purchase the necessary equipment.
- The use of additional safety equipment such as safety goggles or safety gloves is not compulsory, but it is recommended for specific tasks.

PBM	Where and when	Symbol	Risk
Working gloves	When manually handling concrete products or heavy goods		Cutting / crushing by rough and sharp concrete
Hearing protection 30 dB (A) reduction	When using loading installation, compressor or in marked areas		Noise-induced hearing loss
Safety goggles EN 166	Compulsory when unloading bulk trucks (cement, limestone etc.)		Damage to eyes
Dust mask P3	When unloading bulk trucks (cement, limestone etc.)		Damage to airways

- On arrival at reception the driver must, as a minimum, show his transport permit. If the driver does not have a valid transport permit, he/she will be refused access to the factory. Drivers transporting goods on their own account but in their employer's name, must also be able to show this.
- Access to the factory will also be refused if a person under 18 years old is on board the truck.
- The driver must remain with his vehicle at all times. He/she has no access to the site except for the loading/unloading areas and the drivers' waiting area.



General conditions and guidelines for carriers

- The driver must follow the instructions given by the carrier's employees
- CRH is entitled to check both the driver's driving licence and the vehicle's certificate of technical conformity, on a random sample basis. If these documents are not in order, access to the factory will be refused.
- Depending on their truck/combination, drivers must be given the correct training on:
 - Taking the correct precautionary measures when operating their tipper.
 - Securing their load to ensure that it is secured in accordance with the legal requirements.
 - Operating a crane (if required) / safely hoisting / attaching loads.
 - Risks when unloading or tipping close to above ground or underground pipes or cables.
 - Performing daily safety checks on their truck.

CRH - Structural Concrete provides online training and assessment for carriers. This training in safety instructions must be completed annually by all drivers who come to collect products from any of our sites (Echo, Ergon, Prefaco or Schelfhout).
- Smoking and drinking alcohol are **PROHIBITED** on the factory premises (even inside truck cabins).
- The driver must comply with warning and traffic signs.
- Trucks that have carried ADR goods before arriving at the site and have not been cleaned will be refused access.
- Drivers must check the following on their trucks every day:
 - Visual inspection of every tyre on the vehicle.
 - Condition and positioning of mirrors in and on the vehicle.
 - The vehicle's lights. (all legally compulsory lights).
 - The reversing alarm signal (sound) on the trailer.
 - Functioning reversing camera or radar detection system.
- Every truck that carries out assignments for a CRH company must be equipped with the following:
 - Front mirror / Blind spot mirror / Pavement mirror / Main mirror / Wide mirror
 - Reversing signal on the trailer / truck combination
 - An audible warning system that informs the driver if the handbrake has not been applied when opening the door of his cabin.
 - Every truck (trailer) must be equipped with a side underride guard (side protection) bearing a clear warning sign (blind spot).
- Use of a mobile phone for work-related purposes is allowed. The following restrictions must be taken into account:
 - Do NOT use mobile devices when you are operating a vehicle that is not equipped with a hands-free system.
 - Do NOT use mobile devices when climbing ladders.
 - Do NOT use mobile devices or other electrical hardware in the immediate vicinity of fuel stores or stores of other inflammable substances.
 - Do NOT use mobile devices when crossing roads or in locations where a lot of traffic movements take place.





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- It is forbidden to view, read or send e-mails or text messages using a mobile phone while at the wheel of a vehicle.
- Make sure you are in a safe place before you pick up the telephone.
- Be aware that mobile devices can cause ignition of inflammable substances and vapours.

2. Impact on the environment

To limit the impact on the environment, the measures below must be complied with:

- Water:
 - Only use what is strictly necessary (toilet, personal hygiene).
- Air:
 - To limit air pollution, the engines of trucks and vans must be turned off when they are not needed.
- Dust:
 - Speed limit of 15 km/hr on the site.
 - Avoid creating dust as far as possible.
- Noise & vibration:
 - Comply with traffic plans on the site.
 - Do not sound your horn unnecessarily.
 - Turn off the engine when it is not needed.
- Waste:
 - Suppliers are asked to limit packaging when making deliveries.
 - Suppliers are asked to take back packaging.
 - Everyone is obliged to comply with selective sorting of waste on the site.
- Soil & ground water:
 - Forbidden: Emissions of waste water on the site / Cleaning vehicle
- Energy:
 - Limit energy consumption, particularly in regard to lighting.

The driver must report every leak or contamination that he/she causes and must make sure it is cleaned up. He/she is also obliged to report all (potential) incidents and all damage that is done to CRH's site, tools, machinery and equipment.

3. Overloading and load safety

- The carrier is aware of the provisions of the Belgian highway code, the Royal Decree on Technical Requirements, the Road Transport Law and the Axle Loads Decree concerning overloading and load safety.
- Specifically concerning overloading, the shipper must indicate the weight of the load so that the carrier or customer can select the correct vehicle.
- Also specifically concerning overloading, the carrier is responsible for giving the correct instructions for distribution of the weight across the loading floor based on the MPMs for the axles of his vehicle.



- In accordance with art. 45bis of the Highway Code, the carrier is responsible, as a minimum, for ensuring the following aspects of load safety:
 - Qualified personnel who are able to independently secure the load as necessary (in accordance with the provisions of the Highway Code);
 - A vehicle that is suitable for transporting the goods in question, with a sufficient number of anchoring points;
 - A vehicle with a clean loading floor (residual sand, gravel, ice formation etc. reduce friction and can allow the load to shift more easily);
 - Sufficient suitable load restraints (lashing straps, corner protectors, anti-slip mats, filling materials etc.) to secure the load as far as the final unloading site;
 - Load restraints that are compliant with the European standards (the relevant standard for lashing straps is EN 12195-2);
 - Load restraints that are in good condition. A lashing strap with wear and tear, such as fraying, tearing, deformed metal components, lost label etc. is unsuitable for securing a load.
 - Performing a visual check to make sure the rear loading doors, collapsible tailgate, doors, tarpaulins, spare wheel and other equipment associated with use of the vehicle are all secured;
 - Making sure the load does not cause any hindrance to safely driving the vehicle;
 - Making sure the centre of gravity of the load is at the centre of the vehicle as far as possible.

Taking the above into consideration, it is quite clear that legal responsibility for load safety and overloading lies with the carrier, who must therefore take measures as necessary to ensure compliance in this respect. As a shipper/client, however, CRH wishes to provide as much information as possible about safe loading methods to prevent incidents and penalties. Additional instructions on loading are therefore provided below, to help drivers with loading. The fact that these instructions are provided, does not, however, result in the transfer of any responsibility to CRH at any time whatsoever. CRH does, however, reserve the right to prevent vehicles from departing if they are not legally loaded or if their load has not been legally secured.

4. Instructions on load safety – general

Good load restraints and a correctly secured load constitute an essential part of good, safe transportation.

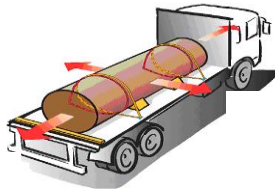
The Belgian legislature has put in place strict rules on the securing of loads on trucks. It is stipulated by law that loads must be secured against large enough forces exerted in forward, sideways and reverse directions.

A load can be secured in three ways, which may or may not be combined:

1. Increasing the friction coefficient between the load and the loading floor or between loading components, by using anti-slip mats.
2. Securing a load by lashing it down. Lashing down means pulling the load down towards the loading floor using lashing to increase the friction between the load and the loading floor or between load components.
3. Form-fit securing. This prevents the load from beginning to move horizontally.

The load restraint system must be able to withstand the following forces for transportation by road:

- deceleration of 0.8 g in a forward direction
- deceleration of 0.5 g in a reverse direction
- acceleration of 0.5 g in a sideways direction, on both sides



In the light of this, the following general tips can be provided for carriers:

- Try to position the load in a single block as far as possible. Form-fit loading makes it significantly easier to restrain the load. If this creates problems with the axle loads, try to make two blocks. Start every new block with a bulkhead made from pallets or suitable load restraints.
- If the floor is made of steel or wood, keep it as clean as possible and place anti-slip mats underneath every stacked block. When positioning the load, make sure there is no remaining contact between the loading floor of the vehicle and the stacked block(s).
- Secure your load. There are plenty of locations available on our sites where loads can be secured.
- Only use lashing straps that have no knots or tears and that have a clearly readable label indicating that they comply with the EN 12195-2 standard.
- We recommend using ergonomic ratchets with a retention mechanism to ensure that the lashing strap can be released safely.
- Use corner protectors!
- Only use the blocking strength of front and/or side walls if you have the necessary certificates to guarantee these.
- If open spaces are cumulatively larger than 15 cm then side panels, side bars and bulkheads, even if approved, can no longer be viewed as effective for securing the load. These free spaces can be filled using suitable load restraints if appropriate.



General conditions and guidelines for carriers

5. Specific instructions for each site

If deliveries or collections have to take place outside normal working hours, this must always take place with permission from the local plant manager.

	Deliveries	Collections
Echo Genk	Mon - Fri 07:30 - 16:00	Mon - Fri Sand & gravel (for other sites): 07:00 - 16:45 Finished products: 06:00 - 21:30
Ergon	Mon - Fri 07:30 - 16:00	Loading cargoes: Mon - Thu: 05:30 - 17:00 Fri: 05:30 - 15:00 Collecting loaded cargoes: Mon - Thu: 05:30 - 21:30 Fri: 05:30 - 19:30
Prefaco Houthalen	Mon - Fri 07:30 - 16:00	Mon - Fri Prefabricated slabs: 07:00 - 14:00 Wall panels: 06:00 - 20:00
Prefaco Lommel	Mon - Fri 07:30 - 16:00	Mon - Fri 05:30 - 18:00
Prefaco Neeroeteren	Mon - Fri 07:30 - 16:00	Mon-Fri Prefabricated slabs: 07:00 - 15:00 Wall panels: - Pre-loaded: 07:00 - 15:00 - Not pre-loaded: 07:00 - 13:30
Prefaco Wieze	Mon - Fri 07:30 - 16:00	Mon - Fri 07:00 - 19:00
Schelfhout Kinrooi	Mon - Fri 07:30 - 16:00	Mon - Thu: 05:30 - 22:00 Fri: 05:30 - 19:30
Schelfhout Vaulx	Mon - Fri 07:30 - 16:00	Mon - Fri 06:00 - 22:00