



SAFETY MANUAL

HUTCHISON PORTS ECT-TERMINALS





ECT SAFETY STATEMENT

- ▶ Employees at ECT make the difference, also when it comes to safety.
- ▶ Our goal: Everyone works safe and returns home in good health.
- ▶ 'ECT works Safe' is embedded in our safety DNA.
- ▶ It is expected of everyone that they inextricably link this safety-DNA to their professionalism.



OUR ECT SAFETY DNA

- ▶ I am responsible for my own safety and that of others.
- ▶ I perform a risk assessment when I prepare and plan my work.
- ▶ I take immediate action whenever I encounter an unsafe action or situation; if necessary, I will interrupt the work.
- ▶ I give and accept feedback related to safety.
- ▶ I respect the safety rules.
- ▶ I report incidents and dangerous situations to inform others and to learn from them.
- ▶ I maintain my professionalism.

MY PROFESSIONALITY

EMPLOYEE

- ▶ Always work according to our safety DNA.
- ▶ Make a Task-Risk assessment for dangerous, non-routine work.
- ▶ Make sure that you are informed about the risks and control measures of your workplace and the job you are going to perform.
- ▶ Always inform your supervisors about any dangers that you may encounter during your work.
- ▶ Always perform the 'I start Safe check'.
- ▶ Wear the required PPE.
- ▶ Use a work permit if required.
- ▶ Ensure that you are fit for duty.

MANAGEMENT/SUPERVISOR

- ▶ Set a good example, regarding the expectations that are in place for employees.
- ▶ Ensure that the principles of our safety DNA are complied.
- ▶ Stimulate safe working.
- ▶ Demonstrate that you stand for safe working and show leadership.
- ▶ Take control of dangerous situations and provide feedback.
- ▶ Create a socially secure environment in which employees are encouraged to work safely.
- ▶ Make sure that safety topics can be discussed.
- ▶ In case of a 'Safety stop', there is no production pressure.

INTRODUCTION

Welcome to the Hutchison Ports ECT Rotterdam terminals; the ECT Delta terminal and the ECT Euromax terminal.

This safety manual aims to inform employees, third parties and visitors about the risks that are present at the terminals and the general safety rules and measures that are in effect to this extent. These rules apply to everyone who is present at an ECT site or who is carrying out work there. For specific work activities, procedures and work instructions containing additional measures may have been drawn up.

OWN RISK

Anyone present at an ECT site or in the ECT buildings, including their means of transport and goods, does so entirely at their own risk.

ECT WORKS SAFELY!

At ECT, we believe that working safely is inextricably linked to professionalism.

The management of ECT therefore expects everyone to work according to the principles of the ECT Safety DNA.

PAY ATTENTION TO THE FOLLOWING 8:



RISK OF ENTRAPMENT

- In
- Onder
- Tussen
- Door



BLOOTSTELLING

- Extreme temperaturen
- Straling
- Lawaai
- Gevaarlijke stoffen
- Vuil
- Vuur
- Chemische verbrandingen
- Gevaarlijke atmosfeer
- Dieren, insecten of planten



CONTACT

- Kantelen voertuig
- Botsen voertuig(en)/equipment
- In aanraking komen/botsen met vaste objecten
- Risicovol contact met scherpe randen



ELECTROCUTION

- Elektriciteit
- Druk
- Compressiespanning / trekspanning
- Roterende apparatuur



PHYSICAL STRAIN (INCLUDING RISK OF IMPACT)

- Optillen / dragen
- Duwen / trekken
- Buigen / verdraaien / hurken
- Overstrekken
- Zich herhalende / statische taak
- Overbelasten / trillingen



TRIPPING/FALLING/SLIPPING

- Struikelen
- Uitglijden
- Vallen zelfde niveau



FALLING OBJECTS

- Geraakt worden door vallend of bewegend object



FALLS FROM A HEIGHT

- Vallen van hoogte

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ABBREVIATIONS

ABBREVIATION	EXPLANATION
AGV	Automated Guided Vehicle
AGV area	The area in which an AGV operates
ARMG	Automated Rail Mounted Gantry
ARMG area	This is the area at the Euromax terminal where unmanned portal cranes move containers in the main stack
ASC	Automated Stacking Crane
ASC area	This is the area at the Delta terminal where unmanned portal cranes move containers in the main stack
BCO	Bridge Crane Operator
BFC	Barge Feeder Crane
CLS	Coordinator Landside
CWS	Coordinator Waterside
Dangerous situation	An undesirable situation which could put a person at risk
DGO	Dangerous Goods Officer
FO	Foreman
HSE	Health, Safety, Welfare and the Environment
Incident	An undesirable situation resulting in damage or injury. This also includes environmental incidents.
INS-B	Inspection buffer
LMRA	Last Minute Risk Analysis
OPS	Operations Department
PCO	Planning & Control Operative
PPE	Personal Protective Equipment
QC	Quay crane
RAD	Radioman-Deck
RAS	Radioman-Shore
RC	Rail Crane
SC	Straddle carrier
SV	Supervisor. Person in charge of a group of people
TMS	Technical Maintenance Service
Traverse	A body that can be moved by the train driver to shift a locomotive from one of the rail tracks to the loop track
WPO	Work Permit Office

1. GENERAL SAFETY AT ECT

1.1 AIM

This safety manual describes the safety rules that are applicable at the ECT terminals. In addition to this safety manual, all current procedures and operational instructions remain in force.

1.2 SCOPE OF APPLICATION

The safety manual applies to all ECT employees and third parties.

1.3 AMENDMENTS TO THIS PROCEDURE

Proposals for amendments to this safety manual are offered by the Safety Manager in the consultation between the management of ECT, Safety department and Work Council.

1.4 DEVIATING FROM THIS PROCEDURE

It is not permitted to deviate from this safety manual.



2. GENERAL SAFETY AT ECT

2.1 INTRODUCTION

OPERATIONAL 24/7

For the safe and efficient handling of all modes of transport, ECT operates two deepsea terminals at Rotterdam's Maasvlakte directly on the North Sea: the ECT Delta terminal and the ECT Euromax terminal. 24/7, ECT's employees are ready to safely, quickly and efficiently handle all modalities, such as ships or trucks.

2.2 ECT HOUSE RULES / BASIC RULES

- Everyone present at an ECT site must comply with the legal obligations.
- All persons who carry out work at an ECT terminal must be verifiably trained and/or instructed to do so.
- Third parties who carry out work at an ECT site on behalf of or for ECT must be in possession of a VCA (Safety, Health and Environment Checklist Contractors) diploma. Matrans employees must be in possession of an 'ECT Works Safely' certificate.
- At ECT sites, it is mandatory to wear the required PPE, see chapter 2.5.
- Only approved work equipment (including machines, lifting equipment and tools) may be used.
- A permit-to-work is obligatory for maintenance and project work.
- Perform the 'I start safely' check before you start your work.
- It is strictly forbidden to stand under, drive under or park under a load. It is also prohibited to move loads over the heads of people.
- Only operational traffic is permitted in the operational area. All other persons/departments must request permission from the operational managers to enter the operational area.
- It is not permitted to take children and/or co-drivers onto the terminal. A child is defined as any person up to and including 17 years of age, unless there is an employment contract or other type of employment relationship (such as holiday work or an internship, for example).
- The use of mobile phones is not permitted when operating hoisting and lifting equipment and company vehicles.
- The moment that the performance of work presents a risk, everyone is authorised and obliged to perform a safety stop.

2.3 USE OF ALCOHOL, DRUGS AND/OR HALLUCINOGENIC SUBSTANCES

The following prohibitions apply to road users, ECT employees, visitors and third parties regarding the consumption of alcohol, drugs and/or hallucinogenic substances:

- Being under the influence of or consuming and/or possessing and/or transporting alcoholic beverages during work is prohibited to all employees, unless during special occasions at specifically designated locations, at the discretion of Management.
- Consuming drugs and/or hallucinogenic substances before or during work is prohibited, as is the possession and/or transport thereof during work, except when medically prescribed.

2.4 ACCESS TO THE ECT TERMINALS

Security supervisors working at ECT are authorised to carry out random identity checks and perform inspections of incoming and outgoing traffic at the terminal. Instructions from Security must always be adhered to. In the event of non-compliance with regulations, orders or instructions, ECT reserves the right to have the person in question removed from the terminals of our company and to deny him/her further access to the site.

ECT STAFF

- In the event of loss of and/or damage to the badge, the employee must immediately notify Security.
- Employees must be in possession of a valid proof of identity during their visit to an ECT terminal and must be able to identify themselves to Security upon request.

VISITORS

- Each visitor must have been registered in advance at the security lodge.
- Every visitor must have participated in the gate instruction in advance. After positively completing the corresponding test, you have access (2 years) to the terminal.
- Upon arrival, a visitor is obliged to report to the security lodge with a valid ID. At each terminal, the security lodge is located next to the access barriers.
- The security lodge issues the visitor with a day pass that gives that visitor access to the terminal. The day pass must be returned upon departure by depositing the day pass in the black slot of the portal next to the outgoing gate.
- Visitors must be in possession of a valid proof of identity during their visit to an ECT terminal and must be able to identify themselves to Security upon request.




















2.5 PERSONAL PROTECTIVE EQUIPMENT (PPE)



PLEASE NOTE!

It is mandatory to use the necessary personal protective equipment (PPE).

The overview below indicates which PPE must be routinely worn. In addition, certain specific activities may require the use of additional PPE.

Operational area				
Block group (ECT Euromax terminal)				
Block group (ECT Delta terminal)				
Quay				
Aboard ships				 
Workplace**				

* Wearing safety goggles aboard ships and on the stacker platform is mandatory, except when the performance of an LMRA shows that the wearing of safety goggles involves risks.

** At the entrance to the work areas, there is an overview with the PPE that must be worn during specific activities.

USE OF FALL PROTECTION

Fall protection is mandatory when working at heights of less than 2.50 metres as well as in situations with an increased risk of falling, for example near projecting parts.

Work at one container high or > 2.49 metres is considered working at a height. Specific measures to prevent the risk of falling are required here. If collective provisions are not sufficient, personal fall protection is necessary.

USE OF FALL PROTECTION ON BOARD OF SHIPS

When climbing unprotected vertical ladders/stairs on board of ships, it is mandatory for ECT employees to use the personal fall protection provided.

2.6 I START SAFELY CHECK / LMRA

Although we do everything we can to eliminate or minimise risks at ECT, you must be alert to unexpected risks. Before starting any work, therefore always make sure to perform the 'I Start Safely' check. If not all questions can be answered affirmatively, eliminate the risk first. Consult with the client if necessary.

I START SAFELY

ECT WORKS SAFE

CONSIDER YOUR SAFETY AND THAT OF YOUR COLLEAGUES!

MY CHECKLIST

- ▶ I know my safety rules and instructions and/or those of clients.
- ▶ I know what to do and how to do it.
- ▶ I am able to perform my work safely.
- ▶ I have the appropriate tools at my disposal.
- ▶ I have the correct PPE.
- ▶ My working environment is safe.
- ▶ Should something still go wrong: I know how to act/alarm others.
- ▶ I have performed the 'I Start Safely check'.

I START SAFELY

ECT WORKS SAFE

SO ALWAYS!

ASSESS THE RISKS

- ▶ What dangers are present?
- ▶ What could go wrong?

THINK

- ▶ Are risks/hazards under control?
- ▶ If not, what are the causes (and effects)?

TAKE ACTION

- ▶ Take measures to avoid/minimise danger.

WHEN

- ▶ Before starting work.
- ▶ Continuously when working.





2.7 TRAFFIC AT THE TERMINALS

GENERAL TRAFFIC RULES

These rules are a summary of the Company Traffic Code. The full code is available at <https://www.ect.nl/en/about-us/safety-and-security>

- Only dedicated traffic is allowed to drive on the quay.
- It is only allowed to turn at the quay at the designated turning loops.
- Be extra alert when a traffic light flashes orange (Delta terminal).
- The normal traffic rules apply to situations with non-working traffic light installations.
- The use of low-beam headlights and seat belts is mandatory.
- Overtaking other vehicles is prohibited, with the exception of stationary and very slow-moving vehicles (less than 10 km/hour).
- Stay clear of the marked road areas.
- Using a mobile phone without a car kit or earphones is prohibited.
- Driving on internal traffic lanes is not permitted.
- Driving backwards on the quay is not allowed.

MAXIMUM SPEEDS

Terminal	Through Roads	On the Quay
ECT Delta terminal		
ECT Euromax terminal A maximum speed of 30 km/hour is in effect at the entire terminal.		



PARKING GENERAL

- Parking is only permitted in the designated spaces at parking lots.
- On the quay, parking is only permitted before the fore or behind the stern of a ship.
- It is not permitted to park underneath an operational crane.
- It is not permitted to park in marked road sections ('yellow hatching').
- Never park on storm drains or on (crane) rails.

PARKING AT THE ECT DELTA TERMINAL

- Pay attention to the special parking lane on the quay at the Delta Terminal. Vehicles need to be parked between the quay edge and the white line.
- There are so-called 'smart bollards' on the quay of Area 26. Due to the presence of these bollards, parking space on Area 26's quay is very limited.

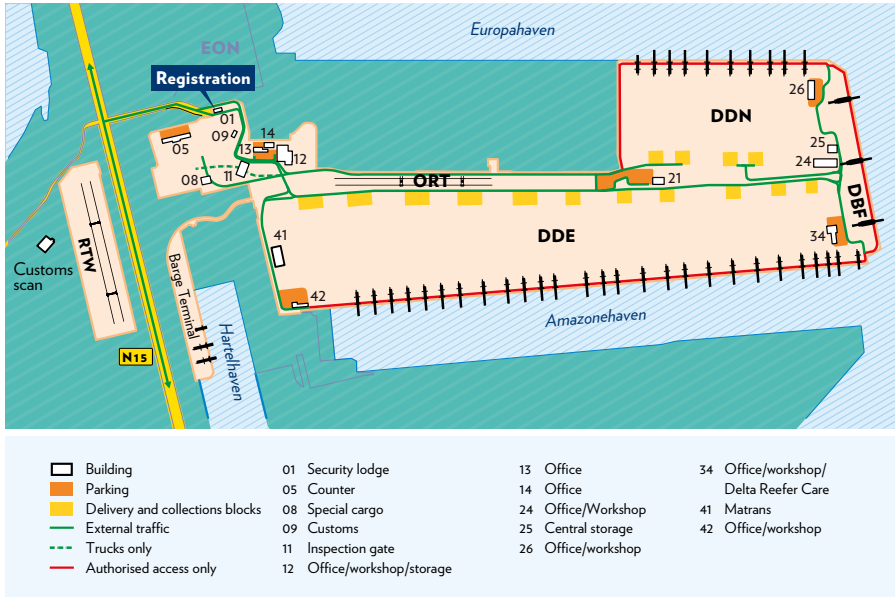
PARKING AT THE EUROMAX TERMINAL

- The Euromax terminal has a low level of car traffic. Visitors to the main building must park their cars at the parking lot outside of the terminal. The main building can be accessed via the tourniquets (turnstiles).
- Take note of the special parking lane on the quay of the Euromax terminal. Vehicles need to be parked in the areas marked with a 'P'.



3. SAFETY IN OPERATIONAL AREAS ECT DELTA TERMINAL

SCHEMATIC OVERVIEW OF THE ECT DELTA TERMINAL



PLEASE NOTE!

Heavy vehicles and automated equipment are used in operational areas. This is where the transhipment process takes place. It is a high-risk area.

- The operational area may only be accessed by authorised persons.
- It is strictly forbidden to stand under, pass underneath or park under a suspended load or a container.

3.1 ECT DELTA TERMINAL - QUAY AREA

RISKS



ACCESS

ECT employees and third parties may only be present on the quay if they need to be aboard a ship or if they need to perform work on the quay or on the crane.

SAFE ACCESS TO THE SHIP

The gangway can be reached from the parking area in front of or behind the ship. After exiting the car, make your way along the side of the parking lots (waterside) towards the gangway. Make sure that you do not pass underneath a suspended load.

SAFE ACCESS TO THE CRANE

When entering a manned crane, it is mandatory to report to the crane team.



3.2 ECT DELTA TERMINAL - AGV AREA

RISKS



The AGV area, the waterside transfer points and the ASC area (stack) together make up the automated area at the Delta terminal. The automated area may only be accessed by authorised persons (instructed ECT employees and instructed third parties). Other persons are only permitted to access the area under supervision.

The AGV area runs from below the crane to the waterside transfer point. Automated vehicles (AGVs) are operational here.

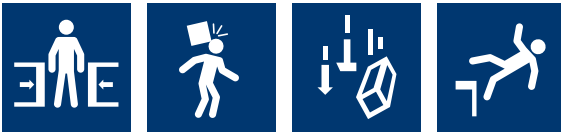
SAFE ACCESS

Provided that they have been adequately instructed, the ECT employees below may access the AGV area without supervision:

- CWS
 - CLS
 - SV/FO
 - Network Control
 - Technical Maintenance Service
 - Reefer mechanics
 - Forklift drivers for loading and unloading stacker bins
 - Dangerous Goods Officers
 - Terminal tractor operators from the MPS stack
 - Employees of the Special Cargo department
-
- Employees must report to the relevant Planning & Control Operative before they enter the AGV area.
 - Third parties must first pick up a work permit from WPO. Then the third party will be escorted to the job site by an ECT employee.
 - Persons in the automated area must be able to communicate with the Planning & Control Operative at all times.
 - When working in the AGV area, a secured area must be created.
 - Vehicles in the AGV area must run flashing lights.

3.3 ECT DELTA TERMINAL - ASC AREA

RISKS



The ASC area is also called the 'stack'. This is where the automated gantry cranes (ASCs) move the containers from the waterside transfer point (next to the AGV area) to the landside transfer point and vice versa.

SECURE ACCESS

- Persons in the ASC area must be able to communicate with the Planning & Control Operative at all times.
- Employees of Delta Reefer Care may only access the ASC area via the allocated entrances.
- Before entering the ASC area, each vehicle must stop to ensure that the route is safe.



PLEASE NOTE!

- In the event of technical disruptions, only reefer inspectors and engineers of the Technical Maintenance Service are allowed to perform work in an operational ASC stack, provided that this does not carry any risks.
- For all other work activities, the ASC stack and the relevant ASC must be fully decommissioned. No work may be done on the equipment without a work permit.



3.4 ECT DELTA TERMINAL - REEFER STACK

RISKS



Reefer containers are temporarily stored here and provided with cooling. Employees of Delta Reefer Care see to it that the cooling works correctly and where necessary technicians carry out repairs.

SAFETY INSTRUCTIONS

In order to minimise the risks and ensure safety during the activities in the stack, this process is based on the following principles:

- The reefer stacks may only be accessed by authorised personnel.
- Employees who enter the reefer stacks must be sufficiently instructed to recognise dangerous goods and must know the correct procedures for these situations.
- Employees are never permitted to climb onto a container or a railing of a reefer platform due to the risk of falling.



3.5 ECT DELTA TERMINAL - INSPECTION AREAS

RISKS



The inspection areas are where inspections, checks and maintenance work are performed.

SAFETY INSTRUCTIONS

To minimise the risks and to guarantee safety during the activities in the inspection buffer, this process is based on the following principles:

- The inspection buffer may only be accessed by (or under the supervision of) authorised personnel. These are employees who have been instructed and are familiar with the risks of the inspection buffer.
- When entering an inspection buffer, the warning light must be switched on.
- Additional instructions on entering the inspection buffer are available in the 'Werken in de inspectiebuffers (ECT Delta terminal)' procedure. This procedure is available within ECT.

3.6 ECT DELTA TERMINAL - SC AREA

RISKS



The SC area at the Delta terminal covers the area from the landside transfer point at the stack to the supply/delivery blocks of the trucks.

SAFETY INSTRUCTIONS

- Before entering the SC area, the CLS or Planning & Control Operative must be notified of this. The SC drivers are informed via the CLS or Planning & Control Operative.
- Before entering the SC area, each vehicle must stop to ensure that the route is safe. This also applies when departing from the ASC area to the SC area.
- In the SC area, you must cross the road in a perpendicular fashion and next pass in front of the ACSs (reefer road).
- Persons may only walk in the SC area if all work has been suspended.



PLEASE NOTE!

In the SC area, the SC always has right of way.



3.7 ECT DELTA TERMINAL - INTERNAL LANE

RISKS



Route across the terminal destined for internal traffic. An exception applies to the internal lane bound for the Hartelhaven, where designated traffic is allowed. The internal lane can be recognised by two driving lanes that have been cordoned off from the main axis. These partitions can be recognised by the yellow rails positioned on top of foundation blocks.



3.8 ECT DELTA TERMINAL - MPS STACK

RISKS



SAFETY INSTRUCTIONS

- On arrival at the ECT site, OOG cargo must always be positioned directly on the correct chassis or roll trailer.
- The speed of the transport must be adjusted to the load that is to be transported and the road over which the transport takes place.

3.9 ECT DELTA TERMINAL - SPECIAL CARGO AREA

RISKS



Special cargo is cargo that deviates from the standard container in terms of shape, dimensions and weight. Special cargo must be transported using a suitable means of transport. See the 'Transport non-standard containers' procedure. This procedure is available within ECT.

SAFETY INSTRUCTIONS

- Agree on a clear division of tasks when handling special loads.
- Never pass under or be in the vicinity of a load passing overhead.
- Special cargo may only be hoisted using suitable and approved hoisting and lifting equipment and suitable and approved hoisting tools such as spreaders & yokes.
- Materials that are at risk of coming loose, such as tension screws, bolts, fasteners and the like, must be adequately secured.



3.10 ECT DELTA TERMINAL - RAIL TERMINAL

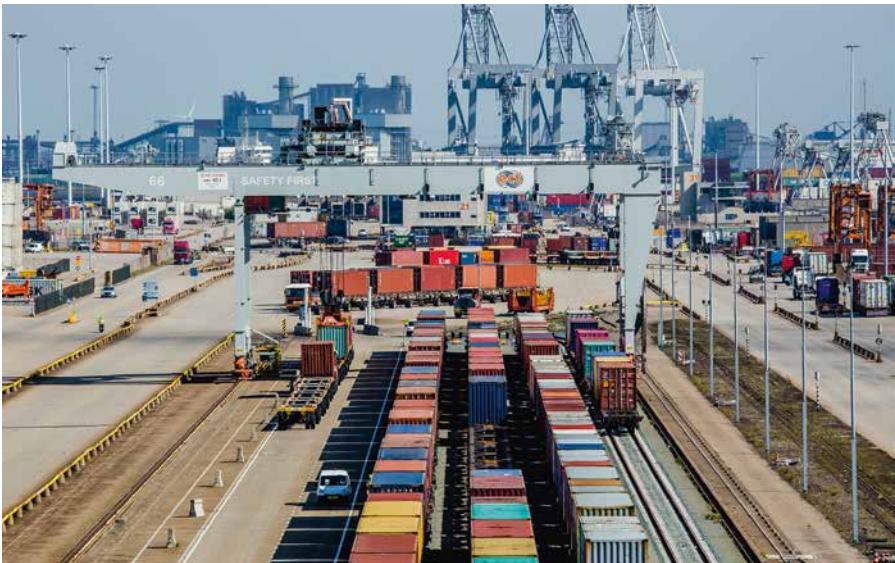
RISKS



SAFETY INSTRUCTIONS

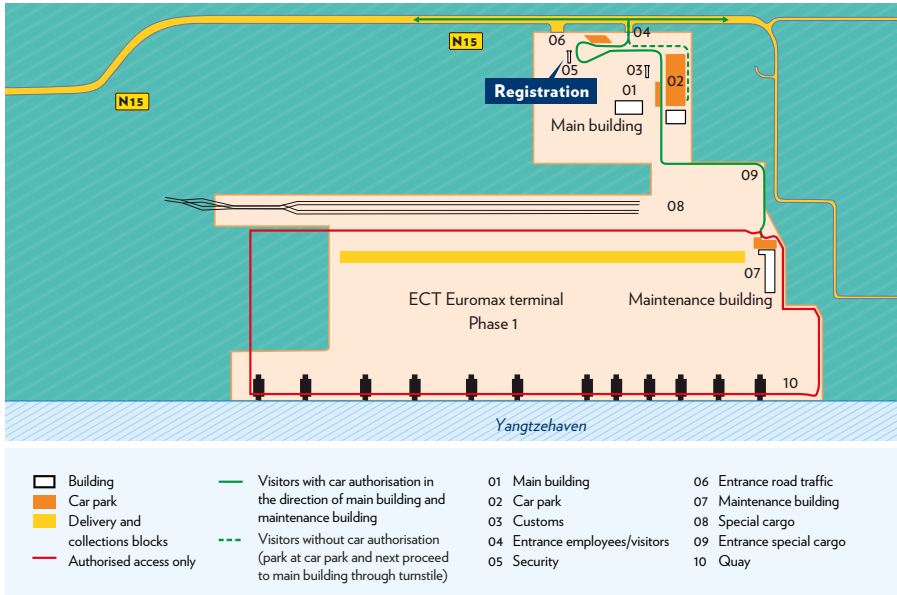
To minimise the risks and to guarantee safe operations in the area, this process is based on the following principles:

- When requesting/changing any planned train movements, the ProRail Train Service Manager must first be informed by the Planning & Control Operative Landside.
- During work performed by maintenance staff, no train movements may take place in the relevant work area.
- Maintenance activities should, if possible, be performed at the maintenance workshop.
- If the Train Warning System comes into effect, this means that a train will be arriving/departing. Operations can continue.
- If the evacuation alarm sounds, everyone must vacate the rail terminal.
- Employees must never climb on a wagon because of the risk of falling.



4. SAFETY IN OPERATIONAL AREAS ECT EUROMAX TERMINAL

SCHEMATIC OVERVIEW OF THE ECT EUROMAX TERMINAL



PLEASE NOTE!

Heavy vehicles and automated equipment are used in operational areas. This is where the transhipment process takes place. It is a high-risk area.

- The operational area may only be accessed by authorised persons.
- It is strictly forbidden to stand under, pass underneath or park under a suspended load or a container.

4.1 ECT EUROMAX TERMINAL - QUAY AREA

RISKS



ACCESS

ECT employees and third parties are only allowed to be present on the quay if they need to be aboard a ship or if they need to perform work on the quay or on the crane.

SAFE ACCESS TO THE SHIP

From the parking zone, cross the traffic lanes and the quay area (chassis parking and the hatch area) in a straight line until the restricted area before the quay wall.

SAFE ACCESS TO THE CRANE

When entering a manned crane, the crane team must be notified.



4.2 ECT EUROMAX TERMINAL - AGV AREA

RISKS



The AGV area at the ECT Euromax terminal is situated between the quay and the ARMG area. Automated vehicles are operational here.

SAFE ACCESS

- As a starting point, employees enter the unmanned area as little as possible. Maintenance activities are initially undertaken by the OPS Control (reset/restart).
- It is not permitted to enter the AGV area unless permission has been obtained from the Planning & Control Operative.

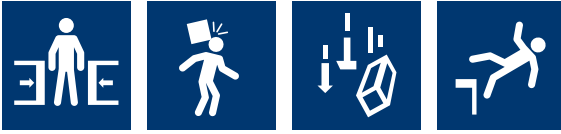
THIRD PARTIES

- Access and work by third parties in the unmanned area is always carried out under the supervision of instructed ECT personnel.
- An exception to this is made for contractor employees who have been instructed by the ECT Euromax terminal for work in the unmanned area.



4.3 ECT EUROMAX TERMINAL - ARMG AREA

RISKS



In the ARMG area, ARMGs transport containers between the AGV area and the landside transfer points.

SAFE ACCESS

- As a starting point, employees enter the unmanned area as little as possible.
- Maintenance activities are initially undertaken by the Planning & Control Operative (reset/restart).
- It is not permitted to enter the ARMG area unless permission has been obtained from the Planning & Control Operative.

AUTHORISED PERSONNEL

The ARMG area may only be accessed by authorised ECT personnel or under the supervision of authorised personnel following permission from the operation.

- The following employees may enter the ARMG area after permission has been granted by the operation:
 - Service engineers of the Technical Maintenance Service.
 - Operational employees of the Euromax terminal in cases where work is performed under the supervision of a coordinator.
 - In the event of emergencies: Dangerous Goods Officer, Security and the operation.
- TMS service engineers may enter the ARMG area if they are in possession of a valid permit-to-work.
- For further instructions on safe access, consult the 'Werken in het ARMG gebied (ECT Euromax terminal)' procedure. This procedure is available within ECT.

THIRD PARTIES

- Access and work by third parties in the ARMG area is always carried out under the supervision of qualified and instructed personnel.
- An exception to this is made for contractor employees who have been trained by the ECT Euromax terminal and who have been authorised to work in the unmanned area.
- For further instructions on safe access, consult the 'Werken in het ARMG gebied (ECT Euromax terminal)' procedure.

4.4 ECT EUROMAX TERMINAL - REEFER STACK

RISKS



Reefer containers are temporarily stored here and provided with cooling. Employees of Reefer Care see to it that the cooling works correctly and where necessary technicians carry out repairs.

SAFETY INSTRUCTIONS

In order to minimise the risks and ensure safety during the activities in the stack, this process is based on the following principles:

- The reefer stacks may only be accessed by authorised personnel.
- Employees who enter the reefer stacks must be sufficiently instructed to recognise dangerous goods and must know the correct procedures for these situations.
- Employees are never permitted to climb onto a container or a railing of a reefer platform due to the risk of falling or coming into contact with the container in the spreader of the ARMG.
- The pedestrian container tunnels serve as a safe walking route between the reefer platforms.



4.5 ECT EUROMAX TERMINAL - INSPECTIEVAKKEN

RISKS



The inspection buffer at the Euromax terminal is a shielded operational area on the landside of the ARMG stack. Containers are inspected and checked in the inspection areas.

SAFETY INSTRUCTIONS

- The inspection buffer may only be accessed by (or under the supervision of) authorised personnel. These are employees who have been instructed and are familiar with the risks of the inspection buffer.
- When entering an inspection buffer, the warning light must be switched on.
- Additional instructions on entering the inspection buffer are available in the 'Werken in het ARMG gebied (ECT Euromax terminal)' procedure. This procedure is available within ECT.



Inspection buffer ECT Euromax terminal.

4.6 ECT EUROMAX TERMINAL - SPECIAL CARGO AREA + MPS-STACK

RISKS



Special cargo is cargo that deviates from the standard container in terms of shape, dimensions and weight. Special cargo must be transported using a suitable means of transport. See the 'Transport non-standard containers' procedure. This procedure is available within ECT.

SAFETY INSTRUCTIONS

- Agree on a clear division of tasks when handling special loads.
- Never pass under or be in the vicinity of a load passing overhead.
- Special cargo may only be hoisted using suitable and approved hoisting and lifting equipment and suitable and approved hoisting tools such as spreaders & yokes.
- Materials that are at risk of coming loose, such as tension screws, bolts, fasteners and the like, must be adequately secured.

4.7 ECT EUROMAX TERMINAL - RAIL TERMINAL

RISKS



SAFETY INSTRUCTIONS

To minimise the risks and to guarantee safe operations in the area, this process is based on the following principles:

- When requesting/changing any planned train movements, the ProRail Train Service Manager must first be informed by the Planning & Control Operative Landside.
- During work performed by maintenance staff, no train movements may take place in the relevant work area.
- Maintenance activities should, if possible, be performed at the maintenance workshop.
- If the Train Warning System comes into effect, this means that a train will be arriving/departing. Operations can continue.
- If the evacuation alarm sounds, everyone must vacate the rail terminal.
- Employees must never climb on a wagon because of the risk of falling.



5. SAFETY WHEN LOADING AND UNLOADING TRUCKS

RISKS



5.1 GENERAL

- Drivers must wear the mandatory personal protective equipment: a safety vest and safety shoes. At the Euromax terminal, wearing a safety helmet is also mandatory.
- Twist locks may only be unfastened and fastened in the blocks.
- While the container is being loaded and unloaded:
 - No one is allowed to be present in the truck cabin.
 - You must stand next to the cabin and be visible to the straddle carrier driver, reach stacker driver or empty handler driver at all times. At the Euromax terminal, you need to wait at the covered waiting area.
 - It is not allowed to approach the chassis.

5.2 TRUCK DRIVERS AND THE SPECIAL CARGO AREA

Special cargo is cargo that differs in shape, dimensions and weight from standard cargo such as containers. Special cargo must be transported using a suitable means of transport. Special cargo is handled at the Special Cargo Area, where it is unloaded or loaded with a reach stacker. The Special Cargo Area is part of the operational area.

The following rules apply at the Special Cargo Area at all ECT terminals. Also see sections 3.8 and 4.6 and the brochure on the Special Cargo Area, see <https://www.ect.nl/en/about-us/safety-and-security>.

- It is not permitted to enter the area without supervision of and instructions from the Special Services employees.
- Always follow the instructions of the Special Services employees.
- The reach stacker always has priority over other traffic.
- The truck driver must always be in a safe place while the cargo is unloaded or loaded. Next to the cab of the truck and in sight of the straddle carrier driver, the reach stacker driver or the empty handler driver.
- It is not permitted to pass underneath a suspended load.

6. SAFETY WHEN LOADING AND UNLOADING SHIPS

RISKS



PLEASE NOTE!

- When loading and unloading ships, containers and other heavy loads (such as hatch covers, spreaders with or without a load and special cargo) are continuously transferred between quay and ship.
- It is prohibited for persons and vehicles to be underneath a load or a container that is suspended underneath the crane.

6.1 SAFETY INSTRUCTIONS

- In the event of imminent emergencies or unsafe situations on a ship in relation to the loading or unloading of the ship, you must notify the radioman-shore or the radioman-deck. They are able to directly contact the crane operator.
- The cranes are fitted with life-saving devices to assist people who fall into the water.
- The crane operator is obliged to stop the crane or suspend operations the moment a dangerous situation occurs or when he or she is instructed to do so via radio communication.
- The emergency stop is operated if necessary.
- Stay alert and pay attention when climbing up and down.
- Use extra caution if the deck is slippery and use the railing whenever possible.
- Lifebuoys are present on the quay cranes to offer assistance.
- An emergency escape mask is present in the crane operator's cabin.
- Close manholes.
- Close gates.
- Never climb on railings.
- Never work above or below each other.
- Make sure there is enough lighting.
- There must be a space of at least 3 containers between lashing and loading/unloading activities.

6.2 SAFETY INSTRUCTIONS REGARDING INLAND SHIPPING VESSELS

When boarding an inland vessel, it is mandatory to wear a life jacket.

7. HANDLING AND STORAGE OF HAZARDOUS SUBSTANCES

Containers that are handled at ECT may contain hazardous substances.

- The Dangerous Goods Officer can be consulted for advice on hazardous substances (see chapter 10.1).
- In the event of a calamity, follow the procedures in chapter 10.

7.1 CLASSIFICATION

Each group of hazardous substances has been assigned an IMO class. Furthermore, the UN number indicates which hazardous substance is involved. These 'IMO classes' are listed in appendix 1.

7.2 HANDLING AND STORAGE OF HAZARDOUS SUBSTANCES



If a container holds hazardous substances, the container must be fitted with an IMO sticker on all sides. If IMO stickers are not present, this must be reported to the customer and to the Dangerous Goods Officer. Upon arrival at the terminals, the IMO class and the UN number must always be registered.

7.3 WORK ON CONTAINERS HOLDING HAZARDOUS SUBSTANCES

GENERAL

To carry out work on containers with hazardous substances, you must always inform the Dangerous Goods Officer and request permission.

CONTAINER STUCK ON BOARD OF A SHIP

When unloading and loading a ship, it may occur that a container with hazardous substances becomes stuck in the hold or on deck. Before salvage work commences, permission must be requested from the Dangerous Goods Officer in cases where:

- Hot work (welding, burning and/or cutting) must be performed in order to free the container.
- There are one or more containers with hazardous substances under the stuck container or in the adjacent hold.

7.4 DAMAGE AND INCIDENTS

The Dangerous Goods Department coordinates the handling of incidents involving hazardous substances under the responsibility of the operational management.

RELOADING A CONTAINER

If a container with hazardous substances needs to be reloaded, the Dangerous Goods Department must be notified of this and the work needs to be performed under their supervision.

DAMAGE DURING HANDLING

If a container or tank container with hazardous substances is damaged during transshipment, the Radioman-Shore informs the driver of this, stating the damage and the IMO class.

IN THE EVENT OF LEAKS/RELEASE OF A HAZARDOUS SUBSTANCE

- Report this directly to the Foreman and Control. Control reports the incident to the Dangerous Goods Department.
- The (tank) container must be transported to a designated location using a spill receptacle OR the Dangerous Goods Department issues further instructions regarding the removal of the (tank) container to an assigned location using a spill receptacle.

IN THE EVENT OF INCIDENTS OR IMMEDIATE DANGER IN RELATION TO HAZARDOUS SUBSTANCES

- Call Security as quickly as possible via the emergency number (see chapter 10.1).
- Security will next contact the relevant ECT departments and the emergency services.

8. PERFORMING WORK AT AN ECT SITE

As a rule, it is prohibited to position materials in such a way that they obstruct from view instructions or directions on traffic signs and other signage.

8.1 DEMARCATIONS AND CORDONING OFF THE WORKPLACE

- Open ditches, pits and holes must be cordoned off and marked.
- Barriers and demarcations may only be removed in consultation with the department that installed them.
- In darkness or poor visibility, it is mandatory to illuminate demarcations and barriers in the workplace.
- The installation of lighting must be carried out in consultation with the Technical Maintenance Service. In the event of an emergency, Security may use cones and/or lights to cordon off an area.
- If demarcations and/or lighting have not been applied or if these are insufficient, they will be removed and/or supplemented (costs borne by party responsible).

8.2 USING AN AERIAL WORK PLATFORM (CHERRY-PICKER) TO WORK ON A STATIONARY CRANE IN THE AGV AREA

When using a cherry-picker to work on a stationary crane in the AGV area, the following measures must be taken:

- When issuing the permit-to-work, the issuing party must contact Control. Control must create a (software-based) secure area so that an AGV blockade is created.
- The cherry-picker must enter the AGV area under the supervision of an ECT vehicle. Next, the cherry-picker must be positioned.
- In conclusion, two safety containers (2x 20 ft containers on one chassis) or chassis are to be positioned perpendicular to the quay on either side of cherry-picker.
- During operations involving a platform on a truck, two certified employees capable of operating the platform must be present at all times.
- While working in the workbox of the cherry-picker, one must be leashed.



PLEASE NOTE!

- Two safety containers (2x 20 ft containers on one chassis) must be placed on both sides of the platform at all times.

8.3 BLOCKING A ROAD DUE TO WORK

- A road may be blocked if work needs to be performed. The Technical Maintenance Service must be consulted about this. The barrier and demarcations must be effective and must comply with legal requirements.
- In darkness or poor visibility, a blocked road must clearly be marked with lighting in consultation with the Technical Maintenance Service.
- It is prohibited to block entrances and exits or passages, unless additional measures have been agreed upon in consultation with the Technical Maintenance Service.

8.4 KEEPING THE LOADING GAUGE OF A CRANE TRACK, RAIL TRACK OR TRAIN TRACK CLEAR

The loading gauge comprises the space that a crane requires in order to be able to move. This space is as wide as the relevant drive unit.



PLEASE NOTE!

- Under all circumstances, the storage of materials within the loading gauge of a crane track, rail track or train track is strictly prohibited.

8.5 PROTECTION OF ELECTRICAL INSTALLATIONS AND EQUIPMENT

- Regarding an electrical installation, the authorisations for this must be laid down in writing and people have to be appointed for these authorisations.
- It is forbidden to remove protections or to (temporarily) disable them without prior permission from ECT.
- If protections need to be removed, measures must be taken in advance to guarantee the safety.
- As soon as the necessity for removing a protection has been eliminated, this protection must be correctly installed again.
- Installations and equipment may only be commissioned again after they have been cleared by the employee who has decommissioned said installation or his/her replacement.



PLEASE NOTE!

- If there is doubt as to the possible consequences of a certain action, you must first consult your managers.
- Third parties must request advice from the client within ECT.

8.6 FIRE PREVENTION

- Suitable fire extinguishing equipment must be present if the work poses a potential fire hazard.
- Fire hydrants and service boxes must remain accessible to the fire brigade at all times.
- Flammable materials may not be stored in locations with a fire hazard. Prior consultation on this must take place with the Environmental Manager and the Dangerous Goods Officer (see chapter 10.1).
- The use of fire extinguishing equipment must be reported to the Dangerous Goods Officer.
- In places with a fire hazard, working with an open flame or with equipment that may cause a fire is only permitted after a permit-to-work has first been obtained from the Technical Maintenance Service.

8.7 TRANSPORT TOOLS

- It is prohibited to transport people aboard transport equipment, unless:
 - the transport equipment has been made suitable to transport more than one person.
 - work is being performed to fix a disruption or for testing purposes.

8.8 HOISTING, LIFTING AND AUXILIARY TOOLS

- Hoisting and lifting equipment may only be operated by certified employees.
- When using steel cables, note that the cables must be rejected in the following cases:
 - If strong rust is present.
 - If a number of wires are broken.
 - If the cable has been severely deformed due to kinking.
- Steel cables, chains, slings, tires or nooses must meet the applicable standards.
- Hoisting straps that are used as stevedoring tools must feature the SWL (safe working load), the manufacturer's name, type number and usage factor.
- Hoisting and lifting equipment must be inspected by an expert at least once a year.

8.9 WORKING AT A HEIGHT

- During temporary work at a height (above 2.5 metres), measures must be taken to prevent the risk of falling and to enable safe passage through the work area. Examples of this are the installation of temporary railings, chains or the use of fall protection.
- The measures must be suitable for the work that is to be carried out and the expected loads.
- In addition, the following must be in place:
 - Safe access.
 - An exit that allows for safe evacuation.
 - A safe transfer from the entrance/exit to the work area and vice versa.
- For more information, please see 'Working at height procedure'. This procedure is available within ECT.

8.10 SCAFFOLDING

The construction and dismantling of scaffolding as well as any changes to said scaffolding must be performed under the supervision of an authorised person and by persons who have been specifically trained for this purpose. Before entering a scaffold, an expert who is verifiably licensed performs an inspection on the safety of the structure. The safety of the construction must also be inspected following any event that may negatively impact the construction of the scaffolding (for example after severe weather conditions or changes to the construction).

8.11 LADDERS

Whenever possible, work equipment is used that offers a safe and stable work surface. The use of ladders is avoided as much as possible. For activities where the use of a ladder is unavoidable, a second person must be present who holds the ladder so that this cannot slip. Only use inspected ladders that can be deployed in a stable and safe manner. A ladder may be used up to and including wind force 6..

8.12 PERMITS-TO-WORK

GENERAL

The work permit system aims to:

- Provide a safe and available workplace for ECT employees and third parties at the terminal.

APPLYING FOR PERMIT-TO-WORK

The permit-to-work applies to ECT staff and third parties for all* work on infrastructure, buildings and equipment.

Prior to applying for a permit-to-work, ECT must have issued an (internal or external) assignment for carrying out the relevant work.

If there is any doubt about the need for a permit-to-work, please inquire with the WPO of the relevant terminal whether the work is subject to a permit-to-work requirement.

During the day shift, the permit-to-work can be collected at WPO (Delta terminal) or Front office TOD (Euromax terminal). During nights/weekends, the permit-to-work can be collected at the Foreman CSD (Delta terminal) or the Front office TOD (Euromax terminal).

*Unless it concerns one of the activities below.

PERMIT-TO-WORK EXCEPTIONS

No permit-to-work is required for the following activities:

- Daily work carried out by the ECT Breakdown Service (B)TOD that is not combined with other work.
 - If a malfunction is transferred to the maintenance service or an external party, a permit-to-work must be drawn up. If ECT (B)TOD structurally guides these third parties during the resolution of the malfunction, no permit-to-work is required.
 - If following up on a malfunction is combined with other activities, a permit-to-work is required.
 - If a malfunction concerns entering an enclosed space or working at height, a permit-to-work is required.
- Work carried out by the IT breakdown service.
- Daily work in ECT workshops and warehouses.
- Work in, on and around ECT office buildings must be reported to the WPO, depending on the work it will be assessed whether an additional permit-to-work is required.
- All loading and unloading activities of materials by ECT and third parties in non-operational areas.
 - If loading and unloading activities occur in an operational area, a reporting obligation applies to the ECT client.
- Work on the liquid-tight floor that is coordinated by the DGO.
- If the location meets the criteria of a 'construction site' and therefore falls under a H&S regime.

8.12.1 HSE PLAN

GENERAL

Plans related to Health, Safety and the Environment (HSE) aim to make information available for a specific project related to, among other things:

- the tasks that carry risks and associated measures;
- the risks arising from environmental aspects;
- stakeholders, responsibilities and authorisations within the project;
- the course of action in the event of an emergency.

HSE PLANS MUST BE DRAWN UP WHEN THE FOLLOWING POINTS ARE APPLICABLE:

- the project has a lead time of more than 30 days during which at least 20 employees (including subcontractors) are active and/or;
- the project in its entirety takes more than 500 man-days and/or;
- the contract price is in excess of € 350,000 and/or;
- there is an increased risk and/or;
- it is a requirement on the part of the client.

18.12.2 LIFTING PLAN

A lifting plan is required in the following situations:

- When lifting with multiple mobile cranes within each other's swivel range.
- With a tandem lift (one load with two or more mobile cranes).
- When lifting mobile cranes with a large load and shape (rule of thumb > 25 tons).
- When lifting mobile cranes in combination with additional risks (such as in the vicinity of high voltage or near and/or on the water).

POINTS OF ATTENTION

- Always have the lifting plans assessed by an experienced expert (within your own external organization) before starting the work.
- Stop the lifting work when circumstances or the working method change compared to the original plan.
- Have complex lifting activities supervised by an experienced lifting expert (from your own external organization).

8.13 PERMISSION FOR PERFORMING WORK

ELECTROTECHNICAL WORK

- Persons who carry out electrotechnical work must report to the client both prior to the work and after the work has been completed.
- Prior to the start of the work, permission is requested from a responsible expert designated by ECT's management.
- Said expert must also confirm in writing (link letter) that all necessary safety measures have been taken.
- Persons who are to carry out electrotechnical work must be authorised or adequately instructed. Permission from the installation manager is required to perform these kinds of work activities.
- Before starting work, these persons must be sure that the necessary safety measures have been taken. Permission from the WPO is required to perform this work.
- These persons must be in possession of a permit-to-work for this work.

NON-ELECTROTECHNICAL WORK ON, IN THE IMMEDIATE PROXIMITY OF OR IN AN AREA SURROUNDING ELECTRICAL INSTALLATIONS

- For carrying out non-electrical work, permission must be requested from the work manager before starting the work.
- You need to sign out again after the work has been completed.
- Work may only start if a responsible expert designated by the ECT management has confirmed that all necessary safety measures have been taken.
- These persons must be in possession of a permit-to-work for this work.

WORK ON ROOFS

- For carrying out the work, permission must be requested from the Technical Maintenance Service.
- After completion of the work, the person needs to sign out again with the Technical Maintenance Service.
- These persons must be in possession of a permit-to-work for this work.

WORK INVOLVING ABRASIVE BLASTING AND HIGH-PRESSURE EQUIPMENT

- To perform the work, permission must be requested from the Technical Maintenance Service.
- The work area must be cordoned off.
- Entering the work area is only permitted for those involved in the work.
- If there are pipelines, electrical cables, load-bearing structural parts or vehicles in the work area, measures must be taken to prevent these from being affected by the equipment.
- If there is a chance that people and/or cargo will be affected by the equipment, blasting or spraying is completely prohibited.
- These persons must be in possession of a permit-to-work for this work.

9. GOOD HOUSEKEEPING

9.1 GENERAL

- It is prohibited to feed seagulls.
- It is prohibited to leave behind litter at the site.

9.2 CLEANING AND DISPOSAL OF WASTE AND CHEMICAL WASTE DURING OPERATIONS TECHNICAL MAINTENANCE SERVICE

WASTE

- You are responsible for arranging for the disposal of your own waste while performing work.
- For example, garbage and waste must be sorted and collected and must be removed periodically.
- You must be familiar with the applicable regulations as per the Environmental Management Act. This act is available via:
<http://wetten.overheid.nl/BWBR0003245/2017-05-01>

CHEMICAL WASTE

- Contamination of soil, air or surface water must be prevented at all times.
- Chemical waste must be disposed of in consultation with the Technical Maintenance Service.

IN THE CASE OF SPILLAGE /LEAKAGE OF OIL, CHEMICALS OR OTHER SUBSTANCES

- Anyone using oil, chemicals or other substances must be familiar with the relevant safety regulations, the use of small extinguishing devices and the applicable regulations in the event of a fire.
- If oil, chemicals or other substances are spilled, the Dangerous Goods Officer must determine whether an immediate clean-up is necessary. If this is not the case, then the Technical Maintenance Service must be informed of this.
- If there is a risk of injury, damage to cargo or disruption of operational processes, Security must be involved (see chapter 10.1).

10. EMERGENCY SITUATIONS

10.1 WHAT TO DO IN THE EVENT OF EMERGENCY SITUATIONS, ACCIDENTS WITH INJURY, FIRE OR ENVIRONMENTAL EMERGENCIES

ALARM NUMBERS

Calling via internal line	All terminals	112
Calling via landline or mobile phone	ECT Delta terminal	+31 (0)181 - 278 112
	ECT Euromax terminal	+31 (0)181 - 377 112



SECURITY +31 (0)181 278 200
EMERGENCY +31 (0)181 278 112



SECURITY +31 (0)181 377 005
EMERGENCY +31 (0)181 377 112

SECURITY LODGE

Calling via internal line	ECT Delta terminal	8200
	ECT Euromax terminal	7005
Calling via landline or mobile phone	ECT Delta terminal	0181 - 278 200
	ECT Euromax terminal	0181 - 377 005

DANGEROUS GOODS DEPARTMENT

Calling via internal line	ECT Delta terminal	8280
	ECT Euromax terminal	7280
Calling via landline or mobile phone	ECT Delta terminal	0181 - 278 280
	ECT Euromax terminal	0181 - 377 280

Immediately call the emergency number or make an emergency call via the radio telephone. Next, report the following items:

- Your name.
- What happened.
- The location of the incident.
- Whether there are victims. If yes, also state any injuries.

10.2 REPORTING INCIDENTS

GENERAL

- ECT employees can report dangerous situations via the Portal.
- Damage to or loss of company assets, vehicles, goods and personal property must be reported to Security.

TRAFFIC ACCIDENT AT ECT SITE

Follow the instructions below if you are involved in a collision or accident.

- Accident with personal injury: always report this immediately to Security (see Chapter 10.1).
- In the event of a collision: Always report this immediately to Security. Leave the vehicle where it is. If an ECT vehicle is involved: report the incident to the department for which you work. The damage report will be drawn up by the department for which you work.

REPORTING A SUSPICIOUS SITUATION, OBJECT OR PERSON

Should you come across a suspicious situation, object or person at the terminal, then contact Security. What you should not do:

- Move the suspicious object.
- Pursue the suspicious person.

If you notice a suspicious person in the stack area, immediately report this by means of the emergency dispatch (internal) or the emergency number. Control and Security will automatically receive the emergency dispatch. They will immediately initiate the 'intruders' protocol.

It is important that you provide the following information:

- Your name.
- Location and description of the situation.
- Whether other people are present in the immediate vicinity.

10.3 INCIDENTS INVOLVING HAZARDOUS SUBSTANCES

In the event of an incident involving a hazardous substance, it is important that you first direct yourself and your colleagues to safety.

- Proceed to a safe zone upwind from the location as soon as possible.
- Move perpendicular to the wind direction. There are wind bags at various locations at the terminal to determine the wind direction.
- Warn colleagues and bystanders.
- Call Security and sound the alarm.
- Alert your supervisor.
- Wait for further instructions.

10.4 IN-HOUSE EMERGENCY RESPONSE TEAM (ERT)

The main focus of the in-house emergency response team (ERT) is to prevent the direct negative consequences of accidents or fires as much as possible. Its key tasks are to provide first aid, combat fires, perform evacuations and communicate with (external) emergency services. Fast professional assistance can limit personal distress and, in many cases, can prevent major damage.

10.5 EVACUATION OF BUILDING(S)

If a building needs to be evacuated, an (automatic) evacuation signal will be sounded. All persons in the building must vacate the premises. Never use the lift during an evacuation. Follow the instructions of the ERT officers.

10.6 EVACUATION OF TERMINAL(S)

Fortunately, major emergencies are a very rare occurrence, but we must still prepare for them. In the Europoort/Maasvlakte industrial complex, situations can occur that may have a severe impact on its inhabitants and the area. The government is fully committed to limiting major accidents or disasters and the impact thereof. Should such a situation however still arise, then the government will take the lead in combatting said situation. ECT however also has tasks to perform in this respect.

WHAT YOU NEED TO DO

When the alarm sounds

- Always take any alarm seriously. It always means potential danger.
- Quay and crane personnel are picked up by bus.
- If you are in a building and you hear the alarm, then close the windows and doors as a precaution.
- Immediately proceed to the nearest canteen.
- The supervisor will inform you of the kind of danger that is imminent and will explain the next course of action.

IF YOU ARE NOTIFIED OF AN INCIDENT OR CALAMITY IN ANOTHER WAY (FOR EXAMPLE BY MEANS OF WALKIE-TALKIE OR SURVEILLANCE VEHICLE)

- Immediately proceed to the nearest canteen and wait there.

10.7 SAFETY DEVICES

- Devices such as fire extinguishing equipment, emergency showers and eye showers and escape and rescue masks must be ready for immediate use.
- These devices must only be used for their intended purpose.
- Devices must be kept in good condition.
- After use of the following resources, please report this to the Dangerous Goods departement:
 - Firefighting equipment
 - Escape and rescue masks
 - Emergency showers and eye showers
 - Emergency response kits



11. IN ADVERSE WEATHER CONDITIONS

11.1 INTRODUCTION

In adverse weather conditions, people, equipment and cargo are at risk of being endangered or damaged, meaning operations can no longer be carried out in a responsible manner. Storm, fog, slippery surfaces and thunder are involved here. Set procedures come into effect in adverse weather conditions.

For each shift, a 'weatherman' is appointed. Every day, ECT receives a weather forecast from a meteorological service. If necessary, this serves as the basis for measures in the case of adverse weather.

Specific operational instructions and workability limits for the equipment have been established for each terminal.



PLEASE NOTE!

- Each employee has the option of halting the operations if he/she is of the opinion that it is not possible to work in a safe and responsible manner. If that is the case, the situation needs to be reported to the immediate supervisors.

11.2 WHAT TO DO IN THE CASE OF A STORM

11.2.1 GENERAL

In relation to stormy weather, we have the warning phase, the alarm phase or the stop phase.

- The **warning phase** comes into effect when stormy winds or strong gusts of wind are expected.
- The **alarm phase** is triggered when an approaching storm is expected that no longer makes it possible to operate safely.
- The **stop phase** means that all regular operations are suspended because the workability limits for both cranes and stack are exceeded.

Warning phase

During this phase lights are not yet ignited.

In the warning phase, persons, equipment and cargo may be subject to danger or damage. Increased vigilance is required at the terminals during this phase and preparatory measures are taken.

Alarm phase

During this phase, the blue flashing light is activated.

During the alarm phase, it is expected that safe operations can no longer be guaranteed in the short term in one or more locations. The alarm phase comes into effect from a certain wind speed. As a result, (parts of) the operational activities may be halted.

Stop phase

In addition to the blue flashing light, the red lamp is also activated during this phase.

The stop phase is the phase in which regular operational activities can no longer be carried out in a responsible manner. All operations are seized because the alarm limit values for both cranes and stack are exceeded. Permits-to-work are revoked.

END STOP PHASE

The stop phase ends when the criteria for the stop phase are no longer applicable. This may occur when (the forecast for) bad weather has decreased; the warning level might be scaled down to the alarm phase or the warning phase or operations might be resumed again.



11.2.2 PROCEDURE FOR THIRD PARTIES

- Third parties are notified about the moment a warning phase, alarm phase or stop phase starts and ends via the client.
- Third parties must take into account the workability limits of their own equipment and tools (for example, the workability limit of an AWP is at wind force 6).

11.3 WHAT TO DO IN THE CASE OF MIST

In the event of very dense fog, the Planning & Control Operative may, under his responsibility, decide to suspend operations. This must next be reported to other stakeholders (for example the relevant customers).

TRUCK DRIVERS

In very dense fog, trucks are no longer granted access to the terminals. Truck drivers are referred to the forecourt by Security. If this area is filled to capacity, truck drivers will be referred to a truck buffer area at the Maasvlakte. This procedure is further handled by the Port of Rotterdam Authority.

11.4 WHAT TO DO IN THE CASE OF SLIPPERINESS

- If you notice any slipperiness on the through roads and/or the internal lane, you need to report this to Security. The driving speed must be adjusted accordingly. If measures need to be implemented at the terminal to counter slipperiness, the weatherman on duty must contact the coordinator responsible for this.
- If you notice any smoothness on equipment, you must report this to the Foreman. The Foreman provides the crane team and the stevedore with salt to scatter on the equipment.

11.5 PROCEDURE FOR THUNDERSTORMS

11.5.1 ROLLING EQUIPMENT

Operations at the terminal can continue during a thunderstorm. You must remain in the vehicle during the thunderstorm. Should lightning strike a vehicle, then the cabin will act like a Faraday cage and the tyres will conduct the electricity to the ground.

11.5.2 CRANE TEAM

The crane team can continue operating during a thunderstorm. The crane conducts the lightning to the ground. The cabins of the crane operator and the radioman-shore also work as a Faraday cage. The containers, ship's bridge and crane serve as lightning rods whilst operating on the deck of a ship.

If the time between lightning and thunder is less than 5 seconds:

- You need to seek protection:
 - in cabin of Radioman-Shore, Bridge Crane Operator, stevedore or in vehicles:
 - under steel roofs on deck or in the accommodations on board a ship.
- It is not permitted to use a gondola or work with a safety cage because in the case of a lightning strike a potential difference is created between ship and crane (gondola/safety cage).

11.5.3 ENGINEERS, MPS STACK EMPLOYEES AND THIRD PARTIES

Work can continue during a thunderstorm. If the time between lightning and thunder is less than 5 seconds, you need to seek shelter in buildings, vehicles or cabins or cranes such as the M-house or the cabin of the Radioman-shore.

12. APPENDICES

GEVAARLIJKE STOFFEN (INDELING EN HERKENNING)

KLASSE 1

Explosieven:



KLASSE 2 GASSEN

Brandbaar:



Niet brandbaar niet giftig:



Giftig:



KLASSE 3 BRANDBARE VLOEISTOFFEN



KLASSE 4 BRANDBARE VASTE STOFFEN

Brandbaar:



Spontaan ontvlambaar:



Reageert gevaarlijk met water:



KLASSE 5

Oxiderende stoffen:



Organische peroxide:



KLASSE 6

Giftige stoffen:



Infectieuze substanties:



KLASSE 7 RADIO-ACTIEF



KLASSE 8 BIJTENDE STOFFEN



KLASSE 9 DIVERSE GEVAARLIJKE STOFFEN



ANDERE ETIKETTEN:

Limited Quantity

Marine Pollutant



KEMLERBORD

XXX = Gevaarsidentificatie nummer
XXXX = UN nummer

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