

# **COMPANY TRAFFIC CODE ECT TERMINALS (CTC)**

**HUTCHISON PORTS ECT DELTA  
HUTCHISON PORTS ECT EUROMAX**





# PREFACE

The Company Traffic Code (CTC) was established on behalf of the management of Hutchison Ports ECT Rotterdam (ECT). The CTC is in force at the ECT Delta terminal and the ECT Euromax and may also be declared applicable to other terminals of ECT (the ECT terminals). The CTC stipulates the rules and regulations every road user must adhere to when participating in traffic at the ECT terminals.

Implementing and observing these rules creates a safe traffic situation for everyone present at the ECT terminals.

Director HR and Services  
J.A. Hooykaas

# ABBREVIATIONS

<b>AGV</b>	Automated Guided Vehicle
<b>ARMG</b>	Automated Rail Mounted Gantry
<b>ASC</b>	Automatic Stack Crane
<b>ASC-R</b>	Automatic Stack Crane Rescue
<b>CAO</b>	Collective Labour Agreement
<b>CLZ</b>	Coordinator Land Side
<b>CTC</b>	Company Traffic Code
<b>CWZ</b>	Coordinator Water Side
<b>DBF</b>	Delta Barge Feeder
<b>ECT</b>	Europe Container Terminals
<b>ESA</b>	Extended Stacking Area
<b>HH</b>	Hartelhaven (Hartel port)
<b>MTS</b>	Multi Trailer System
<b>MTT</b>	Multi Trailer Truck
<b>MPA</b>	Planning and Control Operative
<b>OR</b>	Works Council
<b>RAW</b>	Radio man Shore
<b>RTW</b>	Rail Terminal West
<b>TC</b>	Terminal Chassis
<b>TOD</b>	Technical Maintenance Service
<b>TP</b>	Transfer Point
<b>TT</b>	Terminal Tractor
<b>VIK</b>	Safety Instruction Card
<b>VGWM</b>	Safety Health Wellbeing Environment

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# 1 INTRODUCTION

## 1.1 COMPANY TRAFFIC CODE ECT TERMINALS

In order to properly manage traffic at the ECT terminals, Hutchison Ports ECT Rotterdam has decided to draw up its own Company Traffic Code (henceforth referred to as CTC); the starting points of this are the Road Traffic Act and the Road Traffic and Traffic Signals Regulations. This CTC contains the traffic measures as applicable at the ECT terminals.

Traffic signals as per the Road Traffic Act are also in force at the terminals. These traffic signals must be adhered to in conformity with the stipulations in the aforementioned Road Traffic Act. Where applicable, every road user of course remains personally responsible to take those measures deemed necessary to prevent accidents.

Children under the age of 18 are not allowed at the ECT terminals. A child is every person up to the age of 17, unless there is an employment contract or other employment relationship (for example in the case of holiday work or internship).

## 1.2 SCOPE OF APPLICATION

The ECT terminals are enclosed by a fence and are accessed by passing through gates with barriers. This CTC applies to any person present at the ECT terminals.

In addition to the CTC, each person must adhere to the additional (safety) regulations in force at the ECT terminals. For example, additional regulations are in place at the ECT Delta and the ECT Euromax regarding accessing and working in AGV and operational areas.

Furthermore, the relevant provisions in the employment contract, ECT's collective labour agreement (CAO in Dutch) and the Regulation Book furthermore apply in full for ECT employees.

## 1.3 AMENDMENTS

The Safety Manager bears responsibility for the CTC. Amendments to the rules will be implemented following consultation with the Works Council. The most recent and applicable version is always available from ECT and via the website [www.ect.nl](http://www.ect.nl).

## 1.4 COMPLIANCE

Directions, orders and prohibitions as well as warnings (by means of signs etc) issued by the authorised functionary must be adhered to.

## **1.5 DRIVING LICENSE/DRIVING PROFICIENCY CERTIFICATES**

Persons operating a vehicle (either with or without a licence plate) must be at least 18 years of age and be in possession of a valid driving license and/or driving proficiency certificate, for example for a forklift truck.

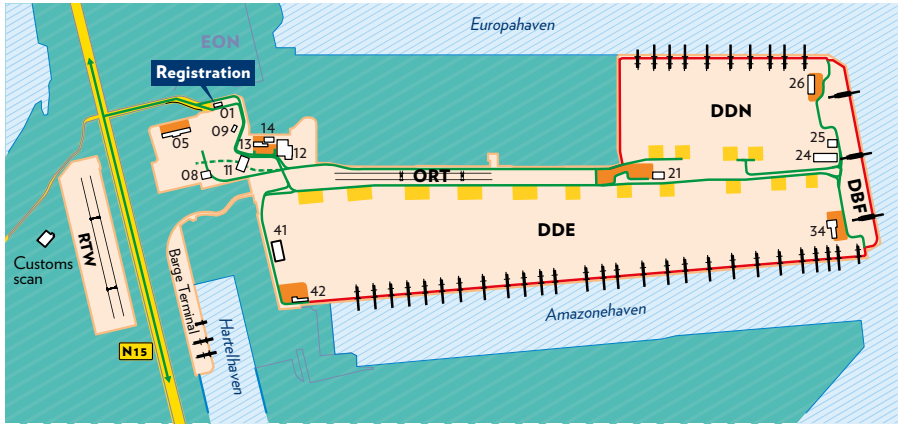
## **1.6 DEVIATING FROM THE COMPANY TRAFFIC CODE**

In exceptional situations, the operational supervisor can decide to deviate from specific traffic rules as laid down in chapters 4 and 5. In these cases, the operational supervisor needs to ensure that a procedure is used that guarantees a safety level which is at least equal to the safety level as described in the specific traffic rules. Deviations and ensuing (temporary) procedures are communicated in writing beforehand to the Operational Management of the terminal in question and to the Safety Manager.

# 2 DEFINITIONS

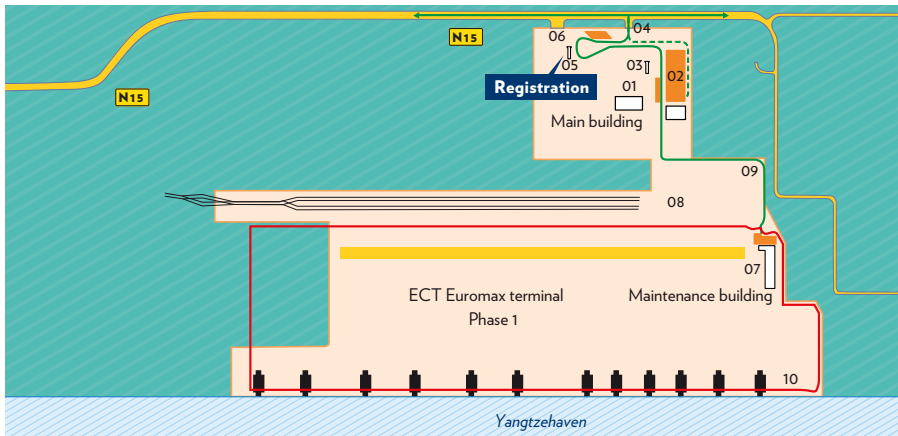
## 2.1 OVERVIEW TERMINALS

### HUTCHISON PORTS ECT DELTA TERMINAL



- |                                 |                            |                    |  |
|---------------------------------|----------------------------|--------------------|--|
| Building                        | 01 Security lodge          | 13 Office          | 34 Office/workshop/<br>Delta Reefer Care |
| Parking                         | 05 Counter                 | 14 Office          | 41 Matrans                               |
| Delivery and collections blocks | 08 Special cargo           | 24 Office/Workshop | 42 Office/workshop                       |
| External traffic                | 09 Customs                 | 25 Central storage |  |
| Trucks only                     | 11 Inspection gate         | 26 Office/workshop |  |
| Authorized access only          | 12 Office/workshop/storage |                    |  |

### HUTCHISON PORTS ECT EUROMAX TERMINAL



- |                                 |   |                                |                           |
|---------------------------------|---|--------------------------------|---------------------------|
| Building                        | Visitors with car authorisation in the direction of main building and maintenance building                | 01 Main building               | 06 Entrance road traffic  |
| Car park                        | Visitors without car authorisation (park at car park and next proceed to main building through turnstile) | 02 Car park                    | 07 Maintenance building   |
| Delivery and collections blocks |   | 03 Customs                     | 08 Special cargo          |
| Authorized access only          |   | 04 Entrance employees/visitors | 09 Entrance special cargo |
|                                 |   | 05 Security                    | 10 Quay                   |

## 2.2 ROADS

### **CLOSED TRANSPORT ROUTE ECT DELTA TERMINAL**

Route for internal transport outside of the site to RTW and Van Doorn container storage. This route crosses the public road at some points. Internal transport crosses the public road with the use of automatic barriers.

### **MAIN TRAFFIC ROUTE ECT DELTA TERMINAL**

Route across the ECT Delta which is meant for non-operational traffic, operational traffic of people and internal traffic not meant for the movement of containers.

### **QUAY**

Route along the quay cranes (only destined for designated traffic):

**ECT Delta:** In front of the quay cranes

**ECT Euromax:** Underneath the quay cranes

## 2.3 OPERATIONAL AREAS

### **INTERNAL LANE**

Route across the terminal destined for internal traffic. An exception applies to the internal lane bound for the Hartelhaven and the RTW, where designated traffic is allowed. Definition 'Internal traffic', see chapter 2.4.

### **SPECIAL CARGO AREA**

Demarcated area where cargo is handled which deviates from the standard containers in terms of shape, dimensions and/or weight.

### **AUTOMATED OPERATIONAL AREAS**

Demarcated areas with automated equipment such as AGVs and ASCs/ARMGs.

### **STACK**

That part of the company site that is used for the storage and transport of containers.

The stack is a secured area which is almost fully surrounded by fencing, concrete enclosures or crash barriers. At the ECT Euromax, at places where the fencing has been interrupted, secured openings have been created which offer access to the stack.

The stack consists of:

- **Delivery and collection block landside**

The location where a container can be loaded or unloaded, predominantly onto or from a truck. The container is unloaded or loaded by a straddle carrier, reach stacker or ARMG.

- **Delivery and collection block waterside**  
The location where a container can be unloaded or loaded from internal chassis or AGV. The container is unloaded or loaded by the ASC or ARMG.
- **Buffer**  
Supply point where the MTT or TT delivers or collects containers. The straddle carrier or reach stacker is used to load and discharge the MTS or TC in order to position containers in the stack or transport them/have them transported to the waterside.
- **Empty-stack**  
Demarcated area where empty containers are stacked and stored at designated locations by the reach stacker or empty handler.
- **Inspection buffer**  
Positioning area for containers which are to be inspected by third parties.
- **MPS stack**  
Demarcated area within which non-standard containers are handled.
- **Service lane**  
Route for entering an adjacent stack or an ASC (enter only if there is work to be done).
- **Stacking area for containers**  
A demarcated area where containers are positioned.
- **Street**  
Road or route in the stacking area used in order to stack containers.
- **Straddle carrier stack (ESA stack)**  
Demarcated area within which containers are moved by the straddle carrier.
- **Navigation lane Straddle Carrier (ECT Delta)**  
The route the straddle carriers use for crossing from the SC area to the AGV area. These lanes are located between ASC 233 and ASC 234 and between ASC 269 and ASC 270. For additional information see the 'VIK Delta terminal: Entering the navigation lane through SC'.

## 2.4 TRAFFIC

### INTERNAL TRAFFIC

Operational, manned traffic meant for the transport of containers and authorized operational traffic of TOD and Security. Authorized operational traffic must be checked in at all times before entering the operational area and the vehicles must be identifiable as ECT vehicles.

### EXTERNAL TRAFFIC

Vehicles operated by third parties and other vehicles operated by ECT employees which do not constitute internal traffic.

## **2.5 COMPANY VEHICLES AND CRANES**

### **AUTOMATED STACK CRANE (ASC AT ECT DELTA TERMINAL/AUTOMATED RAIL MOUNTED GANTRY (ARMG) AT ECT EUROMAX TERMINAL)**

Automated portal crane (unmanned crane) for moving containers as well as unloading and loading AGVs.

### **AUTOMATED GUIDED VEHICLE (AGV)**

Automated Guided Vehicle (unmanned vehicle) for moving containers between the ASC/ARMG and the quay crane.

### **EMPTY HANDLER**

Lifting device fitted with side spreader for moving and stacking empty containers and unloading and loading chassis.

### **FORK-LIFT TRUCK**

Lifting device with forks for vertically lifting cargo.

### **REACH STACKER**

Lifting device fitted with top spreader for moving and stacking containers, the unloading and loading of chassis as well as the unloading and loading of other cargo.

### **QUAY CRANE**

Portal crane on the waterside of an ECT terminal, suitable for the unloading/loading of cargo onto and from ships moored alongside the quay.

### **MTT (ECT DELTA TERMINAL)**

Vehicle for moving containers between the areas.

### **RAIL CRANE**

Gantry crane suitable for loading/unloading trains.

### **STRADDLE CARRIER**

Portal lifting device for moving containers as well as the unloading and loading of chassis.

### **TERMINAL TRUCK**

Motor vehicle for moving terminal chassis or roll trailers across the internal lane or closed transport route.

## **2.6 PERSONS**

### **UNAUTHORISED PERSONS**

- ECT employee present in operational areas without permission or without his/her function requiring this.
- Non-ECT employees/third party present in operational areas without permission.

### **OPERATIONAL SUPERVISOR**

ECT employee in an operational and managerial position. The tasks the operational supervisor has as part of this CTC have been delegated to the employees who control the operation.

### **ROAD USER**

Anyone participating in traffic at the ECT terminals.

### **AUTHORISED FUNCTIONARY**

Security personnel, Hazardous Cargo Officers and authorised ECT staff are authorised to issue directions, guidelines and prohibitions to all road users at all times.

# **3 GENERAL TRAFFIC RULES FOR ROAD USERS AT THE ECT TERMINALS**

These rules are applicable to all road users at the ECT terminals. Any exceptions/ amendments to this are listed in chapters 4 and 5.

## **3.1 UNAUTHORISED PERSONS IN OPERATIONAL AREA**

The operational supervisor must give permission to an unauthorised person if he or she needs to be in an operational area. The unauthorised person needs to check in and check out with the operational supervisor. When in an operational area with permission, the unauthorised person carries a working orange flashing light or has an escort.

If an unauthorised party is detected in an operational area without a flashing light or an escort, the operational supervisor needs to be notified immediately. Furthermore, all vehicles at the location need to stop.

## **3.2 DANGEROUS DRIVING BEHAVIOUR (IN CONFORMITY WITH ARTICLE 5 ROAD TRAFFIC ACT)**

Any party is prohibited from behaviour that leads to or may lead to a dangerous situation on the road or that hinders or may hinder traffic on the road.

## **3.3 CAUSING AN ACCIDENT (IN CONFORMITY WITH ARTICLE 6 ROAD TRAFFIC ACT)**

Any traffic participant is prohibited from acting in a manner that causes a traffic accident attributable to said party in which someone dies or suffers severe bodily harm or bodily harm to such an extent that temporary illness or prevention from performing normal actions arises. It is not permitted to position or leave equipment, vehicles and/or containers outside of the areas designated for this purpose.

### **3.4 NOT STOPPING AFTER AN ACCIDENT AND/OR DAMAGE (IN CONFORMITY WITH ARTICLE 7 ROAD TRAFFIC ACT)**

1. Any person involved in a traffic accident or whose actions have resulted in a traffic accident is not allowed to leave the scene of the accident if:
  - a) the person knows or could reasonably expect that another person was killed or that damage or injury was caused to that other person as a result of the accident;
  - b) to the best of his/her knowledge or reasonable expectations, the party which was injured is left in a helpless condition as a result of the accident.
2. The first subsection, introduction and part a) are not applicable to any person who has offered ample opportunity to determine his/her identity and, if he/she was operating a motor vehicle, also the identity of his/her motor vehicle.

### **3.5 SEATBELTS (IN CONFORMITY WITH ARTICLE 59 ROAD TRAFFIC SIGNS AND REGULATIONS/ARTICLE 11 OCCUPATIONAL HEALTH AND SAFETY ACT)**

Operators of both operational and non-operational vehicles and their passengers must make use of the seatbelts available to them.

### **3.6 WALKY-TALKY AND MOBILE DEVICE (IN CONFORMITY WITH ARTICLE 61A ROAD TRAFFIC SIGNS AND REGULATIONS)**

It is prohibited to hold a walky-talky and/or mobile device while operating a vehicle.

### **3.7 USE OF ALCOHOL, DRUGS AND/OR HALLUCINOGENIC SUBSTANCES**

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

- 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.

### 3.8 SPEED AND OVERTAKING

The maximum speed on the roads is 30 or 50 kilometres per hour. At the ECT Euromax, a maximum speed of 30 km/hour applies across the entire terminal.

In the operational areas, the maximum speed is 30 km/hour. The speed limitations are indicated by means of traffic signs.

<b>TERMINAL</b>	<b>OPERATIONAL AREAS</b>	<b>OTHER AREAS</b>
ECT Delta	30 km/u	50 km/u
ECT Euromax	30 km/u	30 km/u

Overtaking is not permitted on all the roads at the ECT terminals. Stationary objects and operational vehicles moving slower than 10 km/hour may however be overtaken. Here, an operational vehicle is construed as a self-driving vehicle such as an excavator, road sweeper etc. If another maximum speed is indicated by means of road signs, for example due to work in progress or other special circumstances, this always takes prevalence over the normally applicable maximum speeds.

### 3.9 GENERAL

- Keep a minimum distance of 2 meters between your own vehicle and an MTS.
- Take a position in the MTS driver's 'mirror view', so that the MTS driver can see that there is traffic behind the MTS.

### 3.10 RIGHT-OF-WAY

- Traffic approaching an intersection with right-of-way must give way to other traffic.
- Traffic approaching a regular intersection must give way to traffic approaching from the right.
- Traffic moving from a stationary position must give way to all other traffic.
- Traffic moving straight ahead on the same road has right-of-way unless traffic from the right is approaching (at an intersection without right-of-way). When driving straight ahead, the vehicle has to keep as close to the (imaginary) axis of the road as possible.

### 3.11 EXITS, INTERSECTIONS AND LANES

- Exits and intersections must remain clear and unobstructed at all times.
- Traffic must always keep to the right.
- Traffic changing direction must always indicate direction.
- ECT Euromax: at the TPs on the landside, the left side of the road is the parking lane for trucks. The right lane is the main road to the delivery/collection blocks.

### **3.12 REVERSING**

With the exception of traffic reversing at the landside delivery blocks at the ECT Euromax, reversing traffic must always yield to all other traffic.

### **3.13 LIGHTING**

- At the ECT terminals, vehicles which participate in traffic must always turn on their daytime running lamps or dimmed headlights.
- Vehicles use a functioning orange flashing light when situated in the automated operational areas, in the internal lane, in the stack and on the MPS/RS square.
- Vehicles of the company security service and Hazardous Cargo Officers (with working blue flashing lights and multi-toned acoustic signal) have right-of-way over other traffic.
- Vehicles of external emergency services (with working blue flashing lights and multi-toned acoustic signal) have right-of-way over other traffic, including other vehicles with a working flashing light.

### **3.14 PARKING**

- Parking at (office) buildings is only permitted in the parking areas designated for this purpose.
- On the quay, parking for all traffic is only permitted before the fore or behind the stern of a ship in the areas designated for this purpose. Exceptions to this can only be made following permission from the operational supervisor.
- The TOD maintenance service are permitted to park under the platform if they are working on the crane in question and this is not operational.
- If a vehicle is parked, the engine needs to be switched off. Unnecessarily having engines running is not permitted.

### **3.15 PASSING UNDERNEATH CARGO**

- It is not permitted to drive or be positioned underneath cargo.
- When containers/hatches etc are hoisted through the air, one must wait until the container/cargo has passed over the quay.
- Driving underneath the cranes is only allowed when the traffic lights are green or when the traffic lights flash orange.

### **3.16 QUAY TRAFFIC AND WORKING ON THE QUAY**

- Turning on the quay is only permitted at the specifically designated parking areas.
- Reversing on the quay is not allowed.
- Only traffic serving the ships/cranes may make use of the quay.
- Without permission of the operational supervisor, shipmasters are not allowed to unload and/or load passenger cars and/or other cargo.
- It is not permitted to park or leave materials, goods, equipment, vehicles and/or other things outside of the areas designated for this purpose. In the case of disruptions and/or unforeseen circumstances, the operational supervisor on location or his/her designated replacement must be contacted immediately.
- During its work, the KRVE may have to park in a place where it is normally not allowed. In such a case, they will use a flashing light on the vehicle to indicate that they are working. Once the work is completed, the flashing light is turned off.
- The space around a bollard must always be kept clear (minimum 1 meter). This leaves sufficient workspace for the KRVE to loosen or fasten the lines in a responsible manner.

### **3.17 SPECIAL TRANSPORTS**

Special transports may only be driven to the area underneath the crane when escorted by ECT.

### **3.18 PROCEDURE DELIVERY AND COLLECTION BLOCKS EXTERNAL DRIVERS**

- The set up for the blocks is done in the designated set up areas.
- Keep the block group queue closed, don't leave unnecessary gaps.
- The truck cabin may not cross the white line if one is present.
- The keycard and/or green light may only be activated after the chassis has been readied.
- At the ECT Euromax, the driver must first report at the identification pole with the Cargo Card. As soon as a few questions have been answered, the crane is dispatched to the truck.
- Twistlocks may only be released on the blocks. Fastening should also be done on the blocks. Driving with a container that is not fastened across the terminal is strictly prohibited! During the loading and/or unloading of the container, it is not allowed to come near the chassis.
- It is not permitted to sit in the truck cabin after the system has been activated.
- It is not permitted to sit in the truck cabin during loading and/or unloading of the container. You must stand next to the cabin and always be visible for the straddle carrier driver, reach stacker driver or empty handler driver.
- Passenger(s) may not enter the terminal.

- Drivers need to select a safe position:
  - At the ECT Euromax, this is underneath the covering between lanes 1 and 2.
  - At the ECT Delta, this is near the fixed shelters in sight of the carrier driver.

### **3.19 TRAFFIC MANAGEMENT SYSTEM ECT DELTA TERMINAL**

The traffic management system manages the intersections by means of traffic lights and/or barriers. In principle, the system is operational 24 hours a day. Should the system not be operational (orange flashing light or the traffic light is not working) then the right-of-way rules as established under point 3.10 are applicable. Operational traffic always has right-of-way over other traffic.

### **3.20 CYCLING AT THE TERMINALS**

When the cycling lane comes to an end, cyclists need to continue along the main transport route. Cyclists are required to wear reflective clothing on ECT property.

### **3.21 GENERAL TRAFFIC RULES**

- The straddle carrier in the straddle carrier stack exiting the street, buffer or delivery and collection blocks must give way to traffic on the roadway.
- Entering the delivery and collection blocks and/or inspection buffer is only permitted if the light is green.
- Entering the inspection buffer is not allowed if the white flashing light is on.
- When handling a reefer, the straddle carrier needs to approach the reefer (connected at the terminal) with the cabin facing the reefer.
- In the case of disruptions and/or unforeseen circumstances, the operational supervisor needs to be contacted immediately.
- It is not permitted to park or leave equipment, vehicles and/or containers outside of the areas designated for this purpose.
- The straddle carrier must be parked with the cabin facing the footpath. The straddle carrier driver accesses and leaves the parking lot via the footpath.
- When leaving the straddle carrier stack, the straddle carrier, with the cabin facing traffic, must be escorted by a company vehicle equipped with a working flashing light.
- If any other operations need to be performed at the same time as straddle carrier operations, these are reported to the operational supervisor and appropriate safety measures are taken.

### **3.22 TRAFFIC RULES WHEN CROSSING THE INTERNAL LANE OR MAIN ROAD**

- The straddle carrier may only cross the road via the route specifically constructed for this purpose.
- The straddle carrier must be moved under supervision from one operational area to another operational area.
- The straddle carrier must come to a full standstill at the intersection, after which the driver makes sure that the road can be safely crossed.
- The straddle carrier must give way to other traffic.
- The straddle carrier may only cross the road at a slow pace.
- The straddle carrier may only cross the road with the cabin facing the direction of traffic.

### **3.23 TRAFFIC RULES WHEN CROSSING THE MAIN TRAFFIC ROUTE AT THE ECT DELTA TERMINAL**

At the straddle carrier cut-across, the straddle carrier crosses the internal lane and the main traffic route.

- The straddle carrier may only cross the main traffic route if the relevant white flashing light of the traffic management installation indicates that it is safe to do so.
- To control the traffic management installation, the straddle carrier driver contacts the CLZ. Before crossing, he requests the CLZ to activate the white flashing light. After having crossed, he requests the CLZ to turn off the white flashing light again.
- The straddle carrier may only cross the main traffic route with an empty spreader, unless the main traffic route is crossed with an escort.
- If the traffic management system does not function accordingly, the straddle carrier is only allowed to cross the main traffic route with an escort.

### **3.24 TRAFFIC RULES FOR THE AUTOMATED OPERATIONAL AREA AT THE ECT DELTA TERMINAL**

- The straddle carrier may not approach the automated stacking crane with the cabin.
- The straddle carrier must give right-of-way to an ASC-R and may not overtake it.

# 4 TRAFFIC RULES REACH STACKER/ EMPTY HANDLER (ECT DELTA TERMINAL AND ECT EUROMAX TERMINAL)

## 4.1 GENERAL TRAFFIC RULES IN THE OPERATIONAL AREA

- A reach stacker/empty handler has right-of-way over other traffic in its operational area comprising the empty and special stack and special cargo area.
- A reach stacker/empty handler leaving a stacking area must give way to other reach stackers/empty handlers.
- A reach stacker/empty handler with cargo in the spreader always has right-of-way over a reach stacker/empty handler without cargo, also when reversing.
- A reach stacker must be moved under supervision from one operational area to another operational area.

## 4.2 TRAFFIC RULES WHEN LEAVING THE OPERATIONAL AREA

*ECT Delta terminal:*

Other traffic rules apply when leaving the RTW, as specified in 'Work instruction ECT Delta terminal: Reach stacker at the RTW and ventilation area'.

- a) The reach stacker / empty handler may leave its area of operation unaccompanied to proceed to another location if the following conditions are met:
- No cargo is present in the spreader;
  - The spreader is retracted to 20”;
  - The lifting beam is extended in such a position that the driver can see under the lifting beam and spreader, so the driver has a good view of vehicles in his vicinity. When passing vehicles (MTT/TT etc.), the driver must extend the lifting beam in such a way that the vehicles can pass each other safely;
  - No hoisting tools are carried (e.g. hoisting chains etc);
  - The vehicle does not pass underneath the cranes;
  - Only the internal lane is used for driving.
- b) If the above-mentioned conditions cannot be met, then the vehicle must be escorted by a vehicle with flashing lights.

# 5 TRAFFIC RULES FOR THE MULTI TRAILER TRUCK AND TERMINAL TRACTOR

## 5.1 GENERAL TRAFFIC RULES

- Crane rails must be crossed as far away from the crane as possible.
- It is prohibited to drive between two cranes which are operating.
- It is prohibited to be underneath cargo suspended from the crane.
- The MTT/TT must use the internal lane as much as possible.
- The MTT/TT must follow the indicated route.
- The MTT/TT must reduce its speed to a maximum of 10 km/hour before navigating a bend. The speed must not be increased again until the last chassis has navigated the bend.
- TTs disconnect their chassis when being loaded or discharged by an ARMG or straddle carrier.
- MTT disconnects the MTS when they are loaded or unloaded. There is an exception to the rail terminals. Here the MTS remains connected so the BKM can align the container(s) to the correct position(s) (stack area). The BKM lets the MTT driver drive to the specific location to load or unload container(s). Only an MTT with a protective bar may be used to carry out this operation.
- A gondola on chassis driving on the quay of the ECT Euromax terminal needs to stay within the blue lines. Consequently, parking is not allowed in this area.
- The MTT is not allowed to enter the MPS stack due to the lack of signage.

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