

Customer Advisory December 28th, 2022

Subject: Hazardous Cargo and Containers Class 1, 6.2, 7

Tanger Alliance Standard Tariff Price List generally and specifically excludes any service in respect of the specific Hazardous classes, as it was initially envisaged that the local competent authority regulations would prohibit the handling of such containers.

Subsequently, the local competent authority has enabled Tanger Alliance with conditional approval to render service, as reflected in Appendix III, Operational Manual, specifically Attachment 2; General Conditions for discharging / loading IMO cargoes.

Tanger Alliance wishes to inform all valued customers of the following procedures and tariffs applicable to the handling of any hazardous class that is subject to the discretion and prior agreement of the local competent authority -

- Upon receipt of the local competent authority's approval, User will provide evidence of same. Tanger Alliance Customer Service will provide an acceptance reference valid for the specific shipment to be handled – any changes of any kind will render this acceptance as null and void, requiring a new acceptance reference;
- The acceptance reference will include and specific requirements, conditions in full compliance with Tanger Alliance Quality Management processes originating from ISO,9001, 14001, 45001 accreditations;
- Tanger Alliance will provide a detailed breakdown of customized services and applicable prices as envisaged in clause 4.7.2 of the Contract for the Provision of Container Terminal Services;
- Each container shall be invoiced in accordance with item 11.02 as well as other services envisaged in accordance with Section 10 of the Standard Tariff Price List, where Tanger Alliance shall seek reimbursement of costs as envisaged in item 10.04, 10.06 respectively;
- Acceptance of these costs shall be provided in writing, quoting the acceptance reference, which will be assigned to the invoicing of these services;
- Tanger Alliance will not accept to handle any such container hazardous container, unless all safety and security requirements are fulfilled by customer.



1. STEPS DESCRIPTION

1.1 Receive Notification Email About Import DG Class 1

The Shipping line is sending a discharge request of IMO Class 1, 6.2, 5.1, 7 to the dangerous good Department of the Port Authority along with all relevant documents (DUM – MSDS – DG Manifest...)

Generally, the request is submitted before proceeding to load the unit from the port of loading.

Subject: DG PORT TRANSPORT REQUEST; **NAGOYA** EXPRESS / 2229E / IOS / DP 288235 / Bkg 24085331 / DEHAM to MAPTM

Good day Mr. Issam and all team,

Please note that we intend to transport below cargo on **NAGOYA** EXPRESS as per below schedule

- LOAD: CTA ALTENWERDER (DEHAM / CTA 16), arrival 2022-09-12 00:00, departure 2022-09-12 00:00
- TRANSIT: LONDON GATEWAY (GBLGP / LONDON 312), arrival 2022-09-12 12:00, departure 2022-09-13 18:00
- DISCHARGE: TANGER MED TC3 (MAPTM / TERTAN 1), arrival 2022-09-23 16:00, departure 2022-09-24 11:00

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Item 1 of 1, Reference HAM0103/IOS

- Commodity: UN 0812 CARTRIDGES FOR WEAPONS, INERT PROJECTILE, Class(es) 1.4S/-, EXPLOSIVE_ARTICLE, PG -, EMS F-B,S,X
- Hazardous Content: N/A
- Weight: 24720 kg gross, 23388 kg net, 1016.02 kg NEC
- Outer Packing: 2280 FIBERBOARD BOXES 4G
- Inner Packing: 570000 METAL
- Limited Quantity: NO Excepted Quantity, NO Marine Pollutant, NO
- Temperature (°C): Flashpoint: N/A, Control: N/A, Emergency: N/A, SADT/SAPT: N/A
- Emergency Contacts:
 - 24HR: EMILIO MARIELLA, 39-0586-867116 (22245)

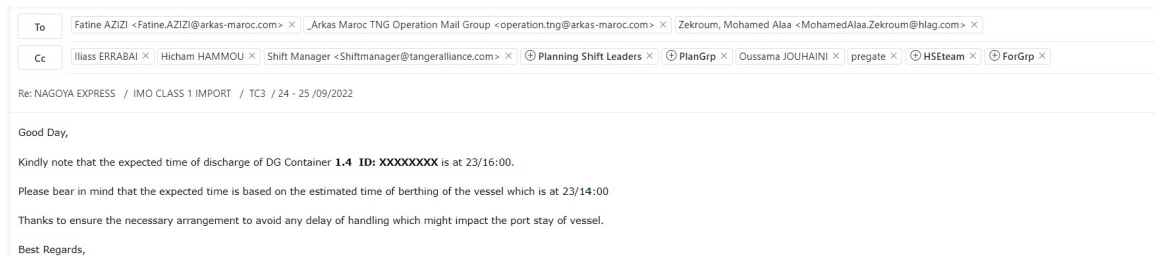
1.2 Confirm The feasibility of the Request

The DG Department of the Port Authority confirms the feasibility of the request via email and defines the measure to be applied.

- The Terminal Should ensure high vigilance and care when handling the IMO Class 1, 6.2, 5.1, 7. The STS should be working properly without any failures.
- All Radio Signals should be disconnected when handling the IMO Class 1, 6.2, 5.1, 7.
- Employees should be briefed about the handling of the IMO Class 1, 6.2, 5.1, 7 (Especially the STS driver, checker, deckman and lashers)
- All Hot Work is prohibited during the handling and transfer of the IMO Class 1, 6.2, 5.1, 7.
- Trucks Traffic should be limited or eliminated when handling the IMO Class 1, 6.2, 5.1, 7.

1.3 Communicate the expected time of handling

Once All EDIs are submitted by the shipping line /container operators, and the planning process is conducted. The Vessel planner will communicate the expected handling time of the IMO Class 1 to all relevant Parties via email.



1.4 Brief the team about the handling of IMO CLASS 1

During the Pre-shift meeting, the shift Manager on duty will brief the team about the handling of the IMO container Class 1, 6.2, 5.1, 7 and will ensure that all the team is aware about this special operation (Lashers, STS and RST drivers, vessel and gate checkers, deckman, foreman's, planners, QHSSE supervisor & technical team).

1.5 Prepare the IMO Class 1 for Handling

The Foreman in charge of the vessel will physically verify the position of the Container on board of the vessel to check if it is matching the provided position by EDI and to prepare the unit for handling.

2 Scenarios are possible:

- **Container in the above deck:** give instructions to un-lash the container and make sure that all twist locks are open to avoid any surprises during handling.
- **Container in the Below deck:** discharge the HC and keep the IMO Class 1, 6.2, 5.1, 7 accessible and ready for handling.

1.6 Coordinate with Vessel Agent and Consignee /OPI

The Shift Manager on duty will coordinate with the Shipping Line agent to ensure the availability of the committee (OPI, Vessel Agent, Consignee Agent, Customs, Police, Gendarmerie, Safety Brigade)

He will also double check with the consignee the availability and position of external truck nominated for this operation.

He Will also confirm with the OPI the members of the committee required to be present during the handling and delivery operation.

1.7 Gate In and Prepare the external truck in quay Side

The Shift Manager on duty will inform the checker at the pre-gate to allow the entry of the external truck manually once arrived at the pregate.

The Shift Manager on Duty will ensure the presence of the BAD ("Bon à Délivrer"). It is mandatory to have the BAD before allowing the manual gate in.

The Checker will inform the foreman in charge of the yard once the truck is available at the pregate.

The foreman in charge of the yard will escort the truck to the quay side in the back-reach near to the bay of discharge by ensuring a safe area of maneuvering.

1.8 Prepare Handling Equipment and Parking Area

The Foreman in charge of the vessel will make sure the Reach Stacker is available in the quay side and its driver is briefed and ready close to the external truck (Ensuring a safe area of maneuvering)

The Forman in charge of the vessel will make sure that sufficient parking position are available near to the handling area to be able to receive the committee member in a safe manner. **(8 Positions)**

1.9 Receive the Committee Members

Once the members of the committee are at the terminal entrance, The QHSSE supervisor will inform the shift manager on duty about their arrival.

The QHSSE supervisor will ensure that the members are wearing proper PPEs (OPI, vessel agent, consignee agent, customs, police, gendarmerie royal, and safety brigade).

The QHSSE Supervisor will **escort** the members of the committee to the quay side.

1.10 Inform Vessel/ OPI

The Shift Manager on duty will inform the vessel commands about the timing of handling.

The Shift Manager will seek approval from the OPI to start the discharge of the IMO Class 1, 6.2, 5.1, 7.

It is Mandatory to make sure that no hot Work or open flame is surrounding the area of the handling and the way to the gate.

1.11 Prepare the Team for the handling operation

The Shift Manager on Duty will make sure that the STS Driver, checker, deckman and lashers are briefed to handle this operation with extreme care and vigilance.

He Will make sure that the technical team is ready for any urgent intervention to anticipate any breakdown.

He will coordinate with QHSSE Supervisor and Foreman to Stop all traffic under the crane and secure the area (barricade the area) without impacting the vessel operations and keep other cranes fully operational.

1.12 Discharge the IMO Class 1

The Shift Manager on Duty will give instructions to the Foreman in charge of the vessel and vessel planner to start discharging the IMO Class 1, 6.2, 5.1, 7.

2 Scenarios are possible:

- **If the container position is above deck:** instruct the STS driver to discharge the IMO Class 1, 6.2, 5.1, 7 in the back-reach by avoiding excessive shocks.
- **If the container position is below deck:** instruct the STS driver to discharge the IMO Class 1, 6.2, 5.1, 7 in line 2 by avoiding excessive shocks.

Once the unit is discharged, the Checker will confirm the unit on SSS. Then the Shift Manager on Duty will instruct the gate team to create the truck transaction.

The Checker will proceed with the physical check for the container as per the normal procedure (Checking seal, Damage, IMO Labels...)

The Committee Members will take pictures of the unit (Seal Number...) **but they are not allowed to open the container doors inside the terminal.**

After Taking pictures, the Shift Manager will seek approval from the committee to load the IMO Container onto the external Truck by reach Stacker.

The Reach Stacker Driver will handle the container onto the external truck with extreme care and vigilance and with the close assistance of the Foreman.

1.13 Deliver the IMO Class 1

The Shift Manager on Duty will inform the yard foreman to make sure that no RTG Gantry is performed during the transfer of the external truck to the gate.

He Will coordinate with QHSSE supervisor and safety brigade and gendarmerie royal to escort the external truck to the gate.

He Will make sure that the gate out transaction is done, and the external truck and the comity have left the terminal.

Once the Operation is finished, he will ensure that the crane has resumed the normal operation.