



DP WORLD

Emergency and Hazardous Container Handling Policy

1. Background

DP World Dominicana is the gateway for a large amount of the cargo handled in the Dominican Republic and one of the largest transshipment hubs in the region. Therefore, DP World Dominicana as a terminal is handling an important number of Hazardous Containers.

This cargo represents an important strategic and monetary value, but it can also pose unreasonable risks to people's health and safety, the environment, and property if this is damaged, spilled, ignited, or wrongly handled or stored.

Safe and proper handling and storage of these goods are invaluable to prevent those risks. The purpose of this Policy is to provide the guidelines to handle this type of cargo in Caucedo Container Terminal.

2. Scope

This policy covers the preliminary request or permit to be discharged/received from the line/shipper and includes other processes where the container(s) or vessel has left the terminal or passed through verification procedures for those that require an inspection from customs.

3. References

- SE-01-004_Manual de Respuesta a Emergencias
- IMDG Code 2018 edition
- Emergency Response Guidebook 2020.
- Emergency Response Program.

4. Definitions

Hazardous Cargo / Container: All items of cargo which are hazardous within the meaning of the IMDG Code.

Dangerous Goods: in this document will be used with the meaning as Hazardous Cargo / Container.

5. The International Maritime Dangerous Goods (IMDG) Code

The international Maritime Dangerous Goods (IMDG) Code was developed as a uniform international code for the transportation of Dangerous Goods by sea covering such matters as packing, container traffic and stowage with reference to the classification, safe stowage, and segregation of Dangerous Goods.

All Hazardous Containers are classified under this code and all the hazardous containers arriving DP World Caucedo should display the internationally recognized diamond-shape labels showing the classification numbers.

6. Management Procedures



Authorizations related to radioactivity cargo will be possible in compliance with applicable local regulations, international agreements, guidelines from the Global HSE DP World, and Caucedo policy.

Discharge of containers declared as hazardous cargo **class 7**, (Transshipment/ import/ Restow), or reception as an export **are not allowed**.

Approval for transit of cargo belonging to this class, (ROB), must be requested before loading at the port of origin.

Any Port approval will come after confirmation of controls, certifications, and compliance with applicable regulations.

Containers **class 7** that are identified during discharge or loading of the ship in the terminal without a Line previous notification will result in detention of operations and a penalty of US\$ 1,500 will be applied because of created risks to people's health.

A. Hazardous Cargo to be discharged from a Vessel (Imports)

Class 1

- The authorization of discharge must be requested prior to being loaded at the port of loading, (POL).
- Fundamental information related to hazards of the goods must be received and notified to HSE and Security Departments at least 72-hour prior to vessel arrival.
- Restow moves, discharge, and storage of containers declared as class 1.1 and 1.2 **are not allowed**.
- If cargo class 1, (1.3 – 1.6) is accepted, storage for this class is 7 days. Any longer storage period will result in a daily surcharge of **US \$300**
- An additional charge for security Stand-by could be applied.
- Hazard labels must be displayed on each side of the container. In circumstances where DP WORLD DOMINICANA must provide and/ or place such labels, a surcharge of US \$350 will be applied for customer or cargo representatives.
- Failure to notify the terminal of a discharge categorized in this group will result in a charge for the line of **US \$900**

Class 2, 3, 4, 5, 6, 8 and 9

- Fundamental information related to hazards of the goods must be received and notified to HSE Department at least 72 hours prior to vessel arrival.
- If accepted, storage for these classes is 15 days. Any longer storage period will result in a daily surcharge of **US \$150**
- Hazard labels must be displayed on each side of the container. In circumstances where DP WORLD DOMINICANA must provide and/ or place such labels, a surcharge of US \$350 will be applied for customer or cargo representatives.



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- Failure to notify the terminal of a discharge categorized in this group will result in a charge for the line of **US \$600**

B. Hazardous Cargo to be discharged from a Vessel (Transshipments)

Class 1

- The authorization of discharge must be requested prior to being loaded at the port of loading, (POL).
- Fundamental information related to hazards of the goods must be received and notified to HSE and Security Departments at least 72-hour prior to vessel arrival.
- Restow moves, discharge, and storage of containers declared as class 1.1 and 1.2 are **not allowed**.
- If cargo class 1, (1.3 – 1.6) is accepted, storage for this class is 7 days. Any longer storage period will result in a daily surcharge of **US \$300**
- An additional charge for security Stand-by could be applied.
- Hazard labels must be displayed on each side of the container. In circumstances where DP WORLD DOMINICANA must provide and/ or place such labels, a surcharge of **US \$350** will be applied for customer or cargo representatives.
- Failure to notify the terminal of a discharge categorized in this group will result in a charge for the line of **US \$900**

Class 2, 3, 4, 5, 6, 8 and 9

- The authorization of discharge must be requested prior to being loaded at the port of loading, (POL).
- Fundamental information related to hazards of the goods must be received and notified to HSE Department at least 72 hours prior to vessel arrival.
- If accepted, storage for these classes is 15 days. Any longer storage period will result in a daily surcharge of **US \$ 150**.
- Hazard labels must be displayed on each side of the container. In circumstances where DP WORLD DOMINICANA must provide and/ or place such labels, a surcharge of **US \$350** will be applied for customer or cargo representatives.
- Failure to notify the terminal of a discharge categorized in this group will result in a charge for the line of **US \$600**.

C. Hazardous Cargo as Transit Remaining on Board a Vessel, (ROB)

Class 1

- The authorization for transit must be requested prior to being loaded at the port of loading, (POL).
- The cargo information must be received and notified to HSE and Security Departments at least 72 hours prior to the vessel's arrival.
- The following information will be required prior vessel starts operations:
 - Specific location of the Hazardous Container(s).
 - The number of people on board (Vessel Crew).



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- Restow or discharge move of containers declared as class 1.1 and 1.2 **are not allowed**. A risk assessment will be carried out when activities are required in areas close to the location of this cargo. These activities will be performed only after the site's HSE Department approval.
- Containers of this class that are identified during discharge or loading of the ship in the terminal without a Line previous notification will result in detention of operations and a penalty of **US \$600** will be applied because of created risks to people, environment, and assets as well.
- Instructing the re-stowage or discharge of a ROB container declared with hazardous cargo class 1, (1.3 - 1.6) during the vessel operations will have a surcharge of **US \$ 300**
- In circumstances where DP WORLD DOMINICANA must provide and/ or place hazard labels, a surcharge of **US \$350** will be applied for customer or cargo representatives.
- A failure to notify the Terminal of a transit for this group will result in a surcharge for the line of **US \$900**

Class 2, 3, 4, 5, 6, 8 and 9

- Line - Vessel must inform any hazardous cargo in transit that is in the same bay/location where other containers are expected to be discharged or loaded.
- Containers of these classes that are identified during operations in the terminal with no Line previous notification, will result in detention of operations and a penalty of **US \$500** will be applied because of created risks to people, the environment, and assets as well.
- Instructing the discharge of a ROB container declared as hazardous cargo classes 2, 3, 4, 5, 6, 8, and 9 during operations will have a surcharge of **US \$ 300**
- In circumstances where DP WORLD DOMINICANA must provide and/ or place hazard labels, a surcharge of **US \$350** will be applied for customer or cargo representatives.
- A failure to notify the Terminal of a transit for this group will result in a surcharge for the line of **US \$600**

D. Hazardous Cargo to be Delivered to the Terminal, (Export)

- The Terminal will not receive containers identified with hazard labels if no proper documents and fundamental information of risks are available.
- Hazard labels must be displayed on each side of the export containers declared as a dangerous good. In circumstances where DP WORLD DOMINICANA must provide and/ or place such labels, a surcharge of **US \$350** will be applied for customer or cargo representatives.
- Reception and storage of containers declared as class 1.1 and 1.2 **are not allowed**.
- A failure to notify hazardous exports classes 2,3,4,5,6,8 and 9 will result in a surcharge of **US\$600**



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- If accepted, storage for these classes is 15 days. Any longer storage period will result in a daily surcharge of **US \$ 150**
- For reception of containers class 1, (1.3 - 1.6), HSE, Security, and Operations must be duly informed prior to the Terminal arrival, and:
 - o This cargo will only be received for immediate loading on a vessel under operation. Line is responsible for informing pertinent customers about this policy.
 - o An additional charge for security Stand-by may apply.
 - o This export will not be stored in the containers' yard by any circumstance.
 - o A failure to notify a Class 1 Export will result in a surcharge of **US \$900**

E. Hazardous Cargo – Verification

The inspection of dangerous goods inside the terminal must be carried out in a safe designated area after authorization.

Note:



Not all the classes of hazardous cargo will be sent to/stored at the Ramp or Verification Area. Some exceptions are explained below.

Dangerous goods approved for inspection at the Verification area must meet the following criteria:

- Class 3 will be allowed in the area only when the commodity corresponds to alcoholic beverages (Rum).
- Class 8 will be allowed in the area only when the commodity corresponds to batteries.
- Class 9 will be allowed in the area. Precautions with fumigated cargo will be considered.
- Dangerous goods where there is written and confirmed evidence that cargo means no harm to people and the environment as result of the site's HSE assessment and final approval. (BL can be used for this purposes)
- Fumigated containers will not be opened until 24 hours after the fumigation process and people must wait around 2 hours after opening to access this cargo.
- Exceptions to be considered after risk assessment and authorization of HSE Department.

NOTE: Failure to notify a hazardous cargo includes:

- a. *No declaration of a hazardous cargo within the agreed timeframe for notifications.*
- b. *Updating information of a discharged and previously declared as no hazardous container, as a dangerous good that can pose threats to persons, environment, and/ or assets, (Transshipments/ Imports/ Restows).*
- c. *Misdeclaration of hazardous cargo.*



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- d. *Updating with change or addition of class, UN number, hazards, risks, and sub-risks of a discharged hazardous container, (Transshipments/ Imports/ Restows).*
- e. *Instruct the discharge of a hazardous container during vessel operations or after the agreed timeframe for notifications, (Transshipments /Imports/ Restows).*
- f. *Misinformation and/or omission of information related to hazardous containers stowed next to points of work for the site's lashers within the agreed timeframe for notifications, (ROB).*
- g. *Updating information of gate received and/or stored containers in yard previously declared as no hazardous container, as a dangerous good that can pose threats to persons, environment, and/or assets, (Export).*
- h. *Updating with change or addition of class, UN number, hazards, risks, and sub-risks during gate reception or storage of a hazardous container, (Export).*

NOTE: Storage for cargo declared as class 9, UN 3166, and UN 3171, related to engine internal combustion: Vehicle, flammable gas powered / Vehicle, flammable liquid powered, and battery-powered vehicle, respectively, will comply the current Commercial arrangements for these items and they are excluded of the storage charges in this policy for such a class. Exceptional assessment would be performed when necessary.

**IF AN EMERGENCY OCCURS WITH HAZARDOUS CARGO DURING VERIFICATION PROCESS;
CONTACT OUR SAFETY STAFF AND REFER TO:**

- o Emergency Response Guidebook 2020.
- o Emergency Response Plan.

7. Emergency Procedures

Emergency related to containers with hazardous cargo

The Terminal will evaluate any requests from vessels related to emergencies with hazardous cargo on board and a final decision will be duly informed to the pertinent line operator.

This decision will rely on agreements, conventions, regulations, the port capabilities to respond to the emergency, available resources, and other considerations.

Attention to emergencies related to spills/leaks of containers onboard will be evaluated by the terminal and contentions that prevent their discharge could be considered.

When a contention of a damaged container leaking/ releasing a hazardous substance onboard is not possible and discharge is requested by the pertinent line:



a. The line must coordinate competent and certified personnel for containment and/or cleaning services onboard the ship.

In circumstances where the Terminal must carry out or coordinate these activities, management fees will be applied.

b. A charge of **US\$150** will be applied for the use of the contention trailer and special equipment in cases where transfer of this cargo to the emergency area is necessary. Other charges may apply because of other rising remediate needs when responding to the emergency.

c. The storage of spilling containers in the emergency area of the terminal will have a cost in accordance with the regular rate during the first 48 hours after its discharge.

A surcharge of **US\$350** will be applied daily to each container involved in the emergency while occupying the contention trailer and/or area, or any prepared zone to attend this emergency after completion of the agreed first **48 hours** after discharge.

d. The line must coordinate and bear the cost of the cleaning of the contention trailer and the areas affected by the containers involved in the emergency once they are unoccupied or available. This cleaning must be carried out by a certified and site's approved supplier within a timeframe no longer than **48 hours** after the equipment and area availability.

e. In circumstances where the Terminal must carry out or coordinate these activities, management fees will be applied.

HSE department must always be informed about emergencies related to containers spilling/releasing hazardous substances onboard and possible storage on the site. Decisions making will prioritize safety, health, and the environment.

The terminal must be timely informed of any emergency or containers spillage on board that could directly or indirectly affect workers.

A failure to notify damaged or spilling/releasing containers of a substance declared as hazardous to be discharged in the terminal will result in a penalty of **US\$375** because of the creation of risks to people's health and the environment, as well.

NOTE: A failure to notify spilling hazardous containers includes:

a) Report a spillage of containers with cargo declared as hazardous during operations of the ship or after the agreed timeline for emergency notifications.

b) Identification of substance leakage/release from a hazardous container handled on the site during ship operations without a previous notification from the pertinent line operator and is fully evidenced and demonstrated the non-responsibility of the terminal for such spills.



Emergency related to spilling/releasing containers, (non-hazardous)

The Terminal will evaluate any requests from vessels related to emergencies with spilling containers onboard and a final decision will be duly informed to the pertinent line operator.

Export containers identified with leakage/spill while at the Gate-In will not be received until necessary corrections are made.

Attention to an emergency related to containers stored in the yard, (Transshipments/ Exports/ Restows) that present leakage and the non-responsibility of the terminal is fully evidenced and demonstrated, will be carried out and response costs and additional management fees will be applied to the line operator or cargo representative.

Attention to emergencies related to spills/leaks of containers onboard will be evaluated by the terminal and contentions that prevent their discharge could be considered.

When a contention of a damaged container leaking/ releasing a substance onboard is not possible and discharge is requested by the pertinent line:

a. The line must coordinate competent personnel for containment and/or cleaning services onboard the ship if necessary.

In circumstances where the Terminal must carry out or coordinate these activities, management fees will be applied.

b. A charge of **US\$150** will be applied for the use of the contention trailer and special equipment in cases where transfer of this cargo to the emergency area is necessary. Other charges may apply because of other rising remediate needs when responding to the emergency.

c. The storage of spilling containers in the emergency area of the terminal will have a cost in accordance with the regular rate during the first 48 hours after its discharge.

A surcharge of **US\$250** will be applied daily to each container involved in the emergency while occupying the contention trailer and/or area, or any prepared zone to attend this emergency after completion of the agreed first **48 hours** after discharge.

d. The line must coordinate and bear the cost of the cleaning of the contention trailer and the areas affected by the containers involved in the emergency once they are unoccupied or available. This cleaning must be carried out by a competent supplier within a timeframe no longer than **48 hours** after the equipment and area availability.

e. In circumstances where the Terminal must carry out or coordinate these activities, management fees will be applied.

























The terminal must be timely informed of any emergency or containers spillage on board that could directly or indirectly affect workers.

A failure to notify damaged or spilling/releasing containers to be discharged in the terminal will result in a penalty of **US\$300** considering the impact to the environment, assets, and workers as well.

NOTE: A failure to notify spilling containers includes:

- a) *Report a spillage of containers during operations of the ship or after the agreed timeline for emergency notifications.*
- b) *Identification of substance leakage/release from a container handled on the site during ship operations without a previous notification from the pertinent line operator and if fully evidenced and demonstrated the non-responsibility of the terminal for such spills.*

8. Annex

DANGEROUS MATERIALS																														
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