

6. Regulations Governing Dangerous Goods Loading and Downloading at Mailiao Industrial Harbor Administration

Article 1 These provisions are governed by Article 39 of the "Practices Governing the Planning and Construction of Industrial Harbors or Industrial Wharfs".

Article 2 Dangerous goods as mentioned in these Provisions refer to the dangerous goods classified and defined according to the "International Maritime Dangerous Goods Code".

Article 3 Scope of Application:

- I. Unloading imported dangerous goods from the vessel and loading imported dangerous goods onto the cart.
- II. Unloading exported dangerous goods from the cart and loading exported dangerous goods onto the vessel.
- III. Declaration of dangerous goods transit.
- IV. Control of dangerous goods used by vessels or operations in the harbor district.

Article 4 Application Methods for Loading or Unloading of Dangerous Goods

I. Imported or Exported Dangerous Goods:

Twenty-four hours prior to the vessel arriving at the harbor, the cargo owner or his/her agent (hereinafter referred to as the 'client') shall upload relevant data such as dangerous goods type, name, characteristics, quantity, UN code, and precautions for loading or unloading onto the "Dangerous Goods Loading or Unloading Application Form" as provided on the official website of Mailiao Industrial Harbor Administration (hereinafter referred to as the 'harbor'). If the basic information of the dangerous goods has already been documented in the Mailiao Industrial Harbor Administration Company (hereinafter referred to as the 'harbor company'), the computer shall review the basic information automatically. If the dangerous goods are to be carried into and out of the harbor for the first time, the client shall first submit the basic information of the dangerous goods to the harbor company to be documented. The client shall then file his/her applications through the network of Mailiao Industrial Harbor Administration. After approval by the harbor company, the application forms shall be downloaded and printed by the fire prevention unit and port operational unit as a reference for the fire prevention, loading, and unloading process.

II. Transiting Dangerous Goods:

Before the vessel arrives at the port, the shipper and his/her agent shall fill in the "Basic Information of Transiting Dangerous Goods at Mailiao Industrial Harbor Administration" and attach three copies of the cargo manifests for the harbor company, fire prevention unit, and port operation authority.

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III. Dangerous Goods Used by Vessels or Operations at the Harbor District:

While the dangerous goods used by vessels or operations in the harbor district are gaining access to the port, the minor repair, civil engineering, or vessel daily necessities suppliers shall also file an application to the harbor company. After approval, go through the clearance, entry, and exit formalities with customs and the harbor police department in accordance with the existing provisions.

Article 5 Rules Governing Dangerous Goods Loading and Unloading:

I. Unless authorized by the harbor company, a vessel carrying dangerous goods is not allowed to leave the harbor before sunrise and after sunset.

II. According to the characteristics of the dangerous goods and actual on-site conditions, the port operation authority shall put warning labels at the loading and unloading area of the dangerous goods. (The dangerous goods loading or unloading area shall be surrounded by a fence and attached with a warning sign of "Dangerous Goods Loading and Unloading in Operation". During the nighttime, use a red warning light.) After proper fire equipment is in place, the operation may begin.

III. Dangerous goods shall be unloaded before being loaded, unloaded before delivery, and arriving before being loaded. During the course of the dangerous goods loading and unloading process, make sure that the dangerous goods are properly packed and segregated in accordance with their characteristics. Do not mix dangerous goods with general cargo.

IV. Before the dangerous goods loading and unloading processes, the port operation authority shall check to see if the clients have already completed the "Dangerous Goods Loading and Unloading Application Form" and gone through the customs clearance formalities.

V. Upon discovering that the dangerous goods haven't been labeled in accordance with the existing provisions, or there is any non-compliance between the dangerous good types, characteristics, quantities, etc. and the "Dangerous Goods Loading and Unloading Application Form", or that the on-site manager considers there is any safety concern, the port operation authority shall suspend the operation immediately and inform customs and the harbor company of this incident. After the client goes through all the formalities and makes the necessary improvements in accordance with the existing provisions, the operation may resume.

VI. Non-operating personnel are prohibited from entering the warning area of the loading

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and unloading of dangerous goods. Personnel and vehicles gaining access to the warning area shall undergo full inspections. The port operation authority reserves the right to stop personnel or vehicles from gaining access to the warning area as necessary.

VII. During the course of the dangerous goods loading and unloading processes, the site manager shall supervise the responsible personnel or the technical personnel as appointed by the client to provide technical guidance and security protection on site. In the event of an emergency, the responsible personnel and the technical personnel as appointed by the client shall follow the site manager's instructions to take countermeasures immediately.

VIII. During the course of loading or unloading the dangerous goods, the client shall prepare special loading and unloading tools and protective equipment voluntarily.

IX. While berthing at the harbor, vessels carrying dangerous goods shall hang a red flag during the daytime and hang a red light at a noticeable place during the nighttime in accordance with the existing provisions to warn other vessels to stay away.

X. In order to maintain safe loading and unloading operations, the shipper shall carry out a general safety inspection routine. Aside from that, the port operation authority may also supervise the shippers to follow the rules set forth below:

(I) The drain holes on the deck of oil tankers and chemical tankers shall be blocked to prevent oil spills and chemical spills from flowing into the sea.

(II) The shipper shall install an emergency towing steel cable on the bow and the stern respectively. Adjust the length of the steel cables so that they can be maintained at a proper distance above the water surface. In case of emergency, the vessel can be towed away from the wharf immediately.

(III) While loading or unloading the oil or chemical products, the shipper shall appoint a senior officer for supervision purposes. Other than that, at least one senior officer shall be assigned to the pilot department and the engineering department.

(IV) While loading or unloading the oil and chemical products, ensure that the ventilation system is operating normally in the pump room. Fill up the oil tank with noble gas for which the oxygen content shall be less than 8%. Aside from that, a positive pressure shall be maintained within the oil tank. Record the noble gas condition, noble gas oxygen content, and oil tank pressure voluntarily for future reference.

XI. Never bring non-anti-explosive machinery, tinder, or any other items that are susceptible to trigger a fire, heat, and flame to the warning area for the loading or unloading of

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dangerous goods.

Article 6 While loading and unloading dangerous goods, the site manager shall pay close attention to the following items:

I. Before Loading or Unloading the Dangerous Goods

- (I) Make sure that the client has gone through all the formalities in accordance with the existing provisions.
- (II) In accordance to the loading and unloading precautions of the "Dangerous Goods Loading and Unloading Application Form", inform the harbor police department and firefighting unit to take necessary precautionary measures and safety measures.
- (III) During the course of the dangerous goods loading and unloading process, responsible personnel and technical personnel as appointed by the shipper and the client shall be supervised to ensure they follow the precautions and coordinate with each other.
- (IV) Supervise the operating personnel to carry out safety inspections on the loading and unloading of machinery and take proper safety measures.
- (V) Ask both the vessel and the shore to take anti-electrostatics measures.

II. While Loading and Unloading the Dangerous Goods

- (I) Supervise the operating personnel to carry out the items set forth below:
 - 1. Inspect dangerous good packages and labels.
 - 2. Take operational safety measures.
 - 3. Take responsive measure towards leakage.
 - 4. Make sure a normal loading and unloading speed.
- (II) If there are transit dangerous goods in the cabin, make sure to ask the shipper to seal up the cabin so that the cabin will remain closed and the dangerous goods will not mix with other cargo.
- (III) Please take proper protection measures against potential accidents. In the event of an accident, the site manager shall take immediate rescue and emergency response measures and refer the case to the port operation authority manager and the harbor company.
- (IV) If the client fails to fill out a "Dangerous Goods Loading and Unloading Application Form" in accordance with the existing provisions, the loading and unloading operations shall be suspended immediately. After the client goes through the relevant formalities, the loading and unloading operations may be resumed.
- (V) Oil tankers loading or unloading or vessels refueling shall be surrounded by an oil boom. If there is an oil spillage, the operation shall be suspended immediately. The shipper shall be asked to carry out clean up and the case shall be reported to the harbor company and management team.

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(VI) In the event of lightning, torrential rain, or poor weather, the operation shall be suspended immediately.

III. After Loading and Unloading of the Dangerous Goods

(I) All information related to the loading and unloading operations shall be fully recorded in the shift handover book and documented for future reference.

(II) Supervisors shall restore the machinery back to its original position and clean the on-site equipment.

Article 7 These provisions shall be carried out after approval by the central competent authority and the same goes for any amendments made to these provisions.