



Introduction of the operation of hazardous cargo containers at Shanghai Port



Speaker: QI Ming







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General Introduction of operation of hazardous cargo containers at Shanghai Port



Main operation types of hazardous cargo containers

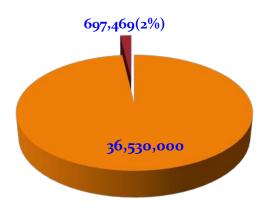


Safety Management of hazardous cargo containers





I . General Introduction of operation of hazardous cargo containers at Shanghai Port



■ Container Throughput (TEU)

■ Hazardous Cargo Containers(TEU)

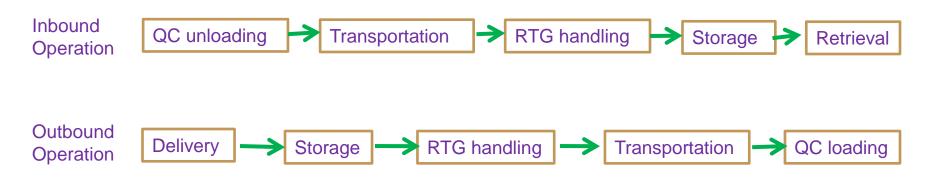
category	volume (TEU)	percentage%
1	96749	13.87
2.1	17477	2.51
2.2	28307	4.06
2.3	2855	0.41
5.1	15092	2.16
5.2	5260	0.75
6.1	60730	8.71
7	239	0.03





II . Main operation types of hazardous cargo containers

1. Operation type in terminals





II . Main operation types of hazardous cargo containers

2. Operation type outside of the terminal

Storage

• Warehouses

Container yards

Packing & unpacking

• The most dangerous section





${ m I\hspace{-.1em}I}$. Main operation types of hazardous cargo containers

3. Main transportation modes

Road Transportation

Water Transportation





III . Safety Management of hazardous cargo containers

The operation of hazardous cargo containers at Shanghai Port is introduced as follow.





"ORACEL"

3.1,Foundation of hazardous cargos database

281 specific standards and requirements

Includes all the international, domestic, local and industrial laws, regulations, standards, operation codes as well as internal regulations and industry experience

553 specific standards and requirements of technical protection and operation facilities according to 1,839 classes of UN coded hazardous cargos

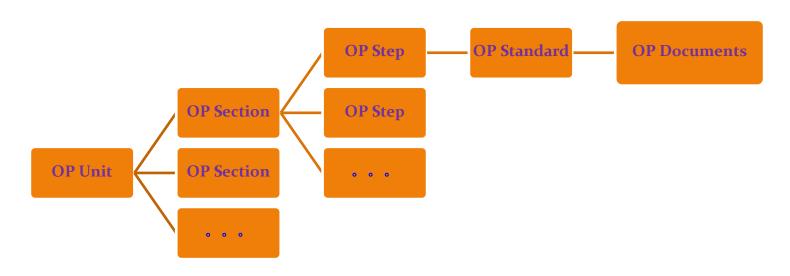
Characteristics and safety measures of 2,929 domestic hazardous chemicals

Cargos as well as emergency measures of UN coded hazardous cargos from DG2010 Chemical Rescue Measures

Operation requirements, cautions, procedures, tools, emergency supplies of various hazardous cargos clarified

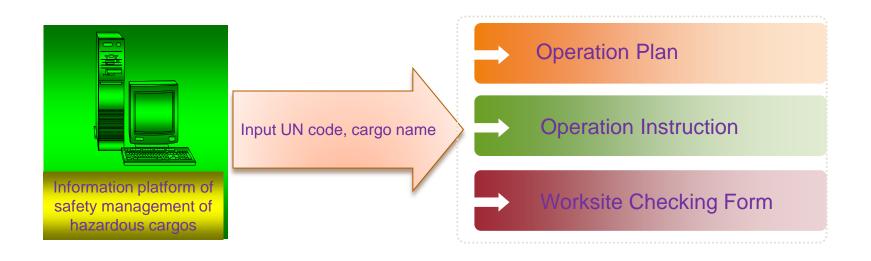


3.2, Establishment of the "information platform of safety management of hazardous cargos"





3.3, Operation Documents Generation (Operation Plan, Operation Instruction, Worksite Checking Form)





Date: 2016-03-04

Planner's signature:

No.	Container No.	Container type	Dock	Vessel name	voyage	Container owner	Danger category	Danger subcategory	Storage location	Danger code	Custom	Opening time	Package class	Cargo situation
1	TRHU312028 8	20GP	明东	南星开拓	0120B	NS	2.3		F239021					
2														
3														

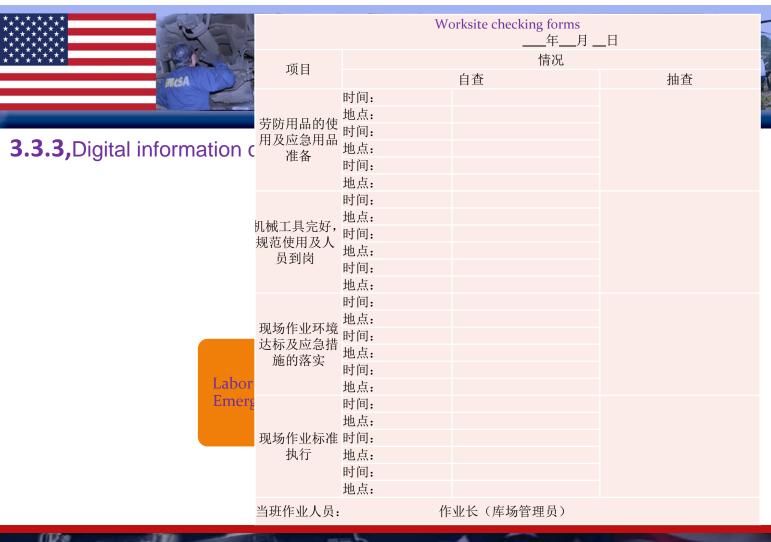


3.3.2, Digital information

UN1017	Operation Instruction									
危类 (主/次)	危规编号									
2.3/8	1017	18. Market Mi								
1	参考中文品名	货物特性								
	氣气									
包装形式	货物积载情况	(场/库)箱位	作业过程							
o.75M3以下的钢瓶	货物包装完好		4	箱到库						
通风要求	作业日期	开箱时间	作业开始时间	作业完工时间						
45分钟										
	人员配备	库场管理人员一名、装卸司机一名、装卸	工两名							
作业现在	工索具配备	专用坡道板、钢瓶专用铲架、货盘板、木契块、紧固绳								
1F.MCBU187	机械配备	铲车								
	劳防应急用品	安全帽、反光背心、防静电工作服、防穿	刘工作鞋							
作业注意事项	个人劳的用品、应用品配条。全面署房市面 化业现场环境及应竞能。作业从附出。本代 福内政协助政、人力做关力能量一层高 矿车水平运输。不是显实企业小时 入库单桩。氧化性则毒品仓库双人双锁。此类	用品。应急用品配各、全面架防衛商具、確保严套、全身防护服 环度及应急设施。 作业点阻围"未存在应治冲淋房、应急洗银器(固定式、移动式均可) 卸载、人力酸关风能库 一层高 运输。 水平运输不超过"公型"/小时								
应急措施	对潜漏点进行陷离。 20.然内验止扩展。 20.然内验止扩展。 指於人员必领佩戴正正生式气气呼吸而罩、全身防护服、防护報进入滞漏点 整企人员必须佩戴正正注式气气呼吸而罩、全身防护服、防护報进入滞漏点 整企气发展门及吞头紧 危险溃漏物应当集中储存处理 消防应急措施									
/r-11.1 P W.O.	切断"气源 若不能即断"气源,则不允许包买泄融格的火焰 如果树水飞许等货售从火路移至空"放 如果无法律格会"发器应收其阻击"作高高 灭火剂;雾状水、泡沫、干粉、二氧化碳、黄沙									
	危类(主/次) 2.3/8 包装形式 0.75M3以下的钢瓶 通风要求 45分钟 作业配备	 危类(主/次) 危機編号 2.3/8 1017 参考中文品名 銀气 色装形式 6.75M3以下的朝版 货物包装完好 4.5分钟 人员配备 工案具配备 机械配品 劳防应急用品品 大员配备、工作经验。库场管理员 3年,司机会的个人分的用品。应急用品配品。全面深助商品之格的少数环境反应总验。作业人型需用的资格和现实不适应。个生人工家具降低的个少级环境设定。作业人则是一层高小少级环境设定。作业人则是一层高小业级大场市中层市层的、企业用品的。个年本下运输、外下运输、作业运用等品。个年本下运输、外汇运输、作业应则需用。从市场管线、作业的服务。 有效不均等。作业人工会、工具、工具、工具、工具、工具、工具、工具、工具、工具、工具、工具、工具、工具、	 危类(主/次) 危機編号 2.3/8 1017 参考中文品名 (场/库)箱位 (五/库)箱位 (五/库)4年 (五/丘)4年 (五	企業・						



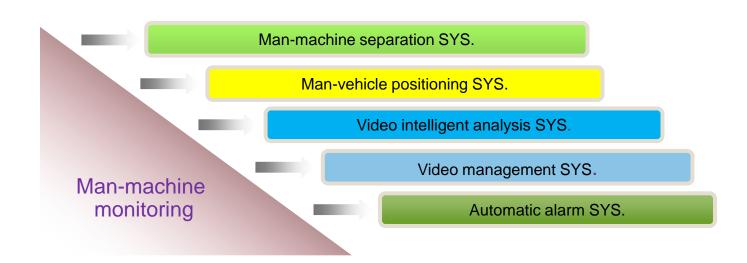
















3.4.1, Dynamic separation of man and machines in unpacking area



Alarm area (8m)



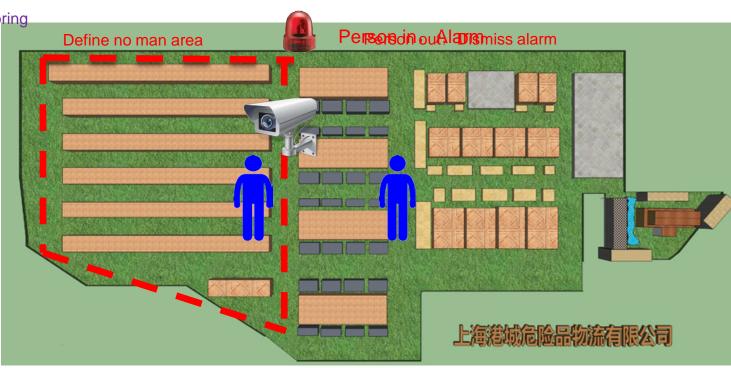
Alarm on (for driver)

Alarm off (for driver)





3.4.2, Static separation of man and machines in container area







3.4.2, Static separation of man and machines in container area





★**

3.4, Supervision and monitoring

3.4.3, The vehicle monitoring



| 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995 | 1995



Fatigue driving alarm

Over speed driving alarm

Spontaneous combustion alarm





3.5, Virtual reality system for storage distribution monitoring and emergency measures

Collaborating with Shanghai Maritime University to use of the virtual reality combined with the production database technology to realize the presentations:

A: Container distribution

B: Potential hazards

C: Emergency measure

D: Storage verification

E: Fire proof practice





3.5, Virtual reality system for storage distribution monitoring and emergency measures

- Color division
- Emergency management
- Information Inquiry
- > Fire proof practice







Each container area is separated with 9 classes of containers

The yard is also separated with 9 classes of containers or empty containers.

H1 is for storage of category 1 and separated with empty containers.

K3 is for storage of category 5.2,K4 for 5.1 and separated with 9 classes of containers.

C1 and C2 are for storage of category 4 and separated with 9 classes of containers.

Container classes in other area

Unpacking area is separated with solid wall in its northwest.





3.5, Virtual reality system for storage distribution monitoring and emergency measures

Simulated emergency drills







Summary:





THANKS!