



HUSKY
TERMINAL



TRUCKER SAFETY PROGRAM

PRIDE IN OUR WORK
PRIDE IN OUR PEOPLE



HUSKY

**SAFE +
SUSTAINABLE
OPERATIONS**

Your safety, health, and wellbeing are our priority. We are dedicated to protecting the people, assets, and environment entrusted to our care, striving for zero-harm.



WELCOME TO HUSKY TERMINAL

We are more than a terminal operator. We are a leader in Environmental Initiatives, Safety, Performance and Cultural change. Our Mission, Vision and Values are the cornerstone of who we are as a partner to the carriers and shippers we represent.

INTRODUCTION

Husky Terminal and Stevedoring is committed to Safe and Sustainable Operations. Additionally, Husky Terminal recognizes the importance of truck drivers and know the trucking community is essential to our businesses; therefore, we are dedicated to the safety and well-being of the truck drivers that move cargo in and out of Husky Terminal. Husky Terminal recognizes truck drivers are exposed to risk during container handling activities and that truck drivers maintain an active role to ensure safe operations while at Husky Terminal; this safety program is established to ensure the well-being of all truck drivers performing their duties at Husky Terminal.



"SAFE AND SUSTAINABLE OPERATIONS"

Husky Terminal and Stevedoring, LLC Trucker Safety Program

Husky Terminal Contact Numbers:

Report all emergencies, personal injuries, property damage, vehicle and pedestrian accidents, hazardous material leaks, environmental spills and odors to the Security Officer on the first floor of the administration building adjacent to the gate entrance; or contact (253) 680-2847.

Housekeeping:

The following outlines basic terminal accommodations and requirements for Truck Drivers:

- Restrooms and wash facilities are located throughout the terminal with dedicated parking for safe egress and ingress.
- Drinking water is available at trouble locations.
- First aid kits, eye wash stations and AED's are marked by signage and referenced in the Husky Terminal Safety map.
- A Nursing Room is located on the first floor of the Pier 4 Marine Tower.
- Smoking is permitted in designated areas only.
- Firearms are not permitted at Husky Terminal.
- Drivers are required to present a valid TWIC at all Terminal entry points.
- Passengers are only allowed with prior approval from Husky Terminal.
- Drivers of all truck equipment operating are required to have a valid Commercial Operator's license (CDL).

General Duties and Responsibilities:

This outlines the basic duties of truck drivers and trucking companies:

- Drivers are responsible for their own safety.
- Drivers are responsible to follow all safety procedures, rules and policies.
- Disorderly, abusive (physical or verbal) or unsafe conduct is prohibited at Husky Terminal and its area facilities.
- The use, sale, purchase, transfer, possession or presence of alcohol or any other controlled substance is strictly prohibited; impairment while at Husky Terminal may result in a permanent access denial to Husky Terminal.
- Husky Terminal changes daily, so not every situation can be outlined, so it is imperative drivers be aware of their surroundings and exercise good judgement at all times.

Definitions:

- ***Backside of RTGs*** – The “Backside of RTGs” refers to the opposite side of RTGs from the truck delivery lane. The crane operator has an extremely limited view of the backside.
- ***Chassis Area*** – The term “Chassis Area” refers to the areas of the yard in which chassis are stored.

- **Dock/Apron** – The terms “Dock” or “Apron” refer to the structure, parallel to the shoreline, to which ships moor for loading and unloading.
- **Drivers** – The term “Drivers” shall include all over-the-road truck drivers.
- **In-Gate/Out-Gate Areas** – The “In-Gate/Out-Gate Areas” refer to the truck check in/check out processing areas.
 - F-Lot - The term “F-Lot” refers to inbound queuing “In-Gate” area to the ticketing pedestals across the street from Washington United Terminals.
- **Reach Stacker** – A “Reach Stacker” refers to container handling equipment (CHE) that secures a container from the top four corners, similarly to a top handler, but typically used in tandem with an Over-height Loader for out-of-gauge (OOG) cargo and flatracks at Husky Terminal.
- **Rubber Tired Gantry Crane (RTGs)** – The terms “Rubber Tired Gantry Cranes” and “RTG Cranes” refer to wheel mounted cranes used in loading and unloading containers to/from a point of rest in the Grounded Container Storage Area.
 - RTG Rows – “RTG Rows” refers to any Grounded Container Storage Area used to deliver imports.
- **Ship-to-Shore Cranes (STS) / Hammerhead Container Cranes** – The terms “Ship-to-Shore Cranes” and “Hammerhead Container Cranes” refer to those cranes located on tracks along the Dock/Apron used to load and unload containers to and from vessels.
- **Side Handlers** – The term “Side Handler” refers to container handling equipment (CHE) that secures a container from two corners – No full container loads should be handled with this machine.
- **Terminal** – The term “Terminal” shall include all facilities, yards, or other areas owned, leased, or operated by Husky Terminal, including all satellite yards (whether or not contiguous to the main terminal location).
- **Top Handler** – A “Top Handler” refers to container handling equipment (CHE) that secures a container from the top four corners for moving and handling.
- **Trouble Parking** – The term “Trouble Parking” shall refer to the designated parking areas in both F-Lot and adjacent to the Husky Terminal administration building.

Inbound and Outbound Gate Procedures:

The following are required for inbound and outbound gate activity at Husky Terminal:

- Empty containers with placards will not be accepted. Drivers must remove placards from empty containers prior to entering the Terminal.
- All Drivers leaving the Terminal are required to drive through an RPM (Radiation Portal Monitor) which are required by USCBP (United States Customs and Border Protection). USCBP may request a driver to pull over for a secondary inspection. All Drivers must comply with

instructions made by USCBP; failure to do so can result in fines from USCBP or denied access to Husky Terminal.

- The scanning of tickets is required at all outbound lanes to ensure your transaction is properly closed. Additionally, failure to scan the ticket could result in a gate arm prematurely closing onto your vehicle. Husky Terminal will pursue claims costs associate with repairs of gate arms if ticket was failed to be scanned.
- Drivers are solely responsible for ensuring all twistlocks are fully unlocked and functioning properly at the designated In-Gate Area and Out-Gate Areas.

Motor Vehicle Operations – Truck Driver Safety:

Operating a truck or any other vehicle at Husky Terminal exposes drivers to potential collisions with other vehicles or pedestrians. To ensure safe vehicle operations all Drivers shall follow the below rules while operating at Husky Terminal:

- Ensure their vehicles are in safe operating condition prior to arrival at the Terminal.
- All loads must be properly stabilized and secured before entering or exiting the Terminal.
- Seatbelts must be worn at all times while operating inside the Terminal.
- Obey the posted speed limit of 15 mph while on the Terminal.
- A distance of at least 20' shall be maintained between vehicles when in motion.
- Trucks shall not block intersections or crosswalks.
- Obey all traffic controls and come to a complete stop at all stop signs.
- Using any personal and portable electronic devices, including cell phones, C.B. radios, and headphones, while operating a truck at the Terminal is prohibited.
- All container handling equipment has the right of way; Drivers shall yield to all container handling equipment on Terminal.
- Trucks are not permitted on the Apron, unless otherwise instructed by Husky Terminal Personnel.
- Driving between container piles/rows or on the container decking grids is prohibited.
- Park trucks in designated areas only. Do not park where they interfere with the flow of traffic, blocking fire hydrants or emergency response equipment.
- Reduce speed and use extreme caution in congested areas and at intersections. Yield and stop as necessary for safe passage.
- Be aware of changing traffic patterns, and always proceed with caution into traffic areas.
- Use caution when inclement weather conditions, including, but not limited to, heavy rain, high winds and fog, occur. At all times and under all travel conditions, Drivers must operate their vehicles at a safe speed so the vehicle can be stopped in a safe manner.

All operators shall be aware of pedestrians while operating a truck at Husky Terminal. The following areas at Husky Terminal have increased pedestrian's activity:

- Ticketing pedestals at both the ingates and outgate.
- Ingate Trouble Canopy – Husky personnel provide placard and pinning services.
- Equipment parking area adjacent to Husky entrance.
- Chassis staging areas
- Refrigerated Cargo (Reefer) – Genset Area.
- Maintenance and Repair area – JJ2.
- Security booth and Customs booth at Outgate.

Pedestrian – Truck Driver Safety:

One of the highest risk activities at Husky Terminal is pedestrians on the terminal. Except in the case of emergency, Drivers may only be out of their cab in the following scenarios:

1. Trouble Parking
2. Using the Restroom or other facilities noted above.
3. Dropping off or picking up a chassis

General Pedestrian safety for drivers:

- Drivers must shut down and set brakes before leaving their vehicles.
- A high visibility vest is required.
- Be aware of uneven surfaces and any trip or slip hazards while out of your truck.
- Always give the machine the right of way.
- Make eye contact with operators before crossing.
- Drivers should stay in dedicated walkways
- Be where operators expect you.

Chassis pick up and drop off Safety:

- Be aware of active equipment in the chassis area. This includes other trucks, UTR's, heavy forklifts and maintenance vehicles.
- Turn off and set the brake before exiting your vehicle
- Be sure the area is safe before exiting your vehicle.
- Never work in the bight and stay clear of all pinch points.
- Keep all doors of your vehicle closed, at all times, when receiving/dropping off chassis.

If Drivers are involved in a vehicle accident and must exit their truck to assess the accident, they must use extra caution while on foot and be aware of hazards that may be present due to varying traffic patterns. Drivers should wait until Husky Security or other personnel arrive on the scene before exiting their truck.

Rubber Tire Gantry Cranes (RTG) – Truck Driver Safety:

Husky Terminal has several areas where truck drivers are required to pick up an import load from the RTG areas. To ensure Driver safety while being serviced in the RTG area the following must be adhered to while operating at Husky Terminal:

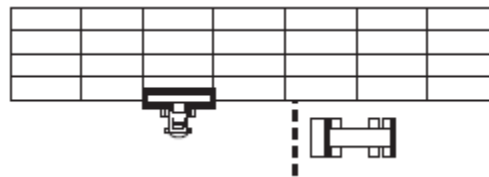
- Drivers are not permitted outside their vehicle in the RTG operating area, including RTG Container rows. Truck Drivers are not permitted to be outside of their trucks while in an active RTG area
- Yield to all RTG Cranes. All container handling equipment has the right of way.
- Use caution when crossing RTG Crane paths and never park on an RTG Crane path.
- Use extreme caution when operating on the Backside of RTGs. RTG Crane operators cannot see vehicles or pedestrians on the Backside of the RTG.
- Trucks must be properly aligned between the white lines when positioning for delivery or discharge of containers or while in the queue line for an RTG Crane. In order for crane operators to properly land or hoist containers, trucks and chassis must be positioned straight between the painted white lines.
- Drivers will use caution around any suspended load. Drivers should never drive or walk under a suspended load.

- Use caution when exiting out of RTG Crane Pads. Yield to RTG Cranes and main aisle traffic heading toward the outgate lanes.
- A Driver may not exit their truck in the RTG rows, unless instructed by Husky Personnel whom is required to have radio communication at all times with the RTG Crane Operator while there are pedestrians in the area.

Top Handler / Side Handler – Truck Driver Safety:

Husky Terminal has several areas where truck drivers are required to navigate around and are serviced by Container Handling Equipment (CHE). To ensure Driver safety while being serviced in the CHE areas area the following must be adhered to while operating at Husky Terminal:

- Drivers are not permitted outside their vehicle in the operating area where there is the potential to be struck by container handling equipment (CHE), including all areas where containers are decked or designated
- Yield to all Top Handlers. Container handling equipment (CHE) always has the right of way.
- Use caution when passing other trucks parked in Container Storage Areas.
- Do not block main and cross aisles while queuing for Top Handler operations.
- Drivers in line and awaiting Container handling equipment (CHE) equipment must stay back a minimum of one full container length from the bay being worked to ensure a container in the adjacent stack is not knocked over onto the Driver and their truck. (See Diagram):



- The Top Handler operator may sound a horn to assist a Driver in correctly positioning the truck and chassis for container loading.
 - The horn is sounded once to signal the Driver to pull forward.
 - The horn is sounded twice to signal the Driver to back up.
 - During repositioning of the truck, the horn is sounded once to signal stop.
- Use caution around Top Handler operations. Top Handler operators have limited visibility due to cab configuration and view-blocking loads.
- Always ensure there is enough space to clear a pile where a top handler is working; do not get stopped in the path of the machine backing out of a container pile.
- Use extreme caution when passing behind a working Top Handler. Verify that the Top Handler is aware of your intent to pass behind the equipment and wait until the Top Handler has come to a complete stop before attempting to pass behind the equipment.

Top Handlers at Husky Terminal have blue lights and flags to assist visibility of the machine when hidden behind container stacks.

Out of Gauge Cargo:

Husky Terminal often handles flatracks that have cargo that is out of gauge (OOG). Often times this requires the use of the reach stacker and a speed loader for additional clearance of the cargo. The following shall apply while being loaded or offloaded of OOG cargo:

- Always follow the direction of the Husky Foreman who will be overseeing the loading or discharge of the out of gauge cargo.
- Stay in your truck while being serviced, unless instructed by a Husky Employee to exit; if required to exit your vehicle all pedestrian safety rules apply.
- Ensure the flatrack is correctly loaded onto the flatbed or lowboy trailer and secured before exiting the terminal.

Maintenance and Repair:

Roadability:

Husky Terminal does not have or require roadability; however, in the event a line or pool owned chassis needs a minor repair, Husky's Maintenance and Repair may assist in JJ2 during regular gate hours.

Genset Servicing:

Husky Terminal has two dedicated lanes to provide genset service for refrigerated cargo and strives for both the Truck Driver and the Mechanic to have a positive safe interaction while mounting and dismounting gensets. To ensure a positive and safe experience, the Driver must follow the below procedures:

- Always follow the direction of the Husky Mechanic who will be assisting you with the genset.
- The truck must be turned off and the brake set before the Mechanic can begin work.
- Drivers are required to stay inside the truck, unless instructed by a Husky Mechanic. In the event you must exit your truck all pedestrian safety rules apply while out of your truck.
- Trucks are not permitted to start or move without verbal confirmation from the Husky Mechanic.
- Once the work is completed, the Driver should receive confirmation from the mechanic that the service is complete and the Driver is cleared to proceed.

Disclaimer:

Please be advised that Husky Terminal may utilize video surveillance to monitor and record activities that take place on Terminal. Entering the terminal, which is private property, gives implied consent all drivers may be subject to video monitoring and recording, and agree these images, photos, videos, or other data collected and/or recorded for any purpose unless otherwise prohibited by law. Surveillance may be used to evaluate compliance as well. Husky Terminal has no obligation to provide to actively monitor, surveil or record activities on its facilities.

If any Driver is observed operating in violation of the rules in this safety program or otherwise in a dangerous manner, the Driver may be denied access to Husky Terminal in the future.