

Logistic guidelines - Silo truck



Loading location

GA Polyolefins logistics platform PPL
Piotra i Pawła 45 Street, 72-010 Police
Gate B - GA Polyolefins

Coordinates: 53° 34'07.0"N 14° 31'25.5"E

<https://maps.app.goo.gl/x3MraeRb9YEgzWi67>

No later than one working day before loading max till 10 o'clock, you must send us the following details by e-mail:

- driver's name,
- driver's telephone number,
- ID document number,
- truck and trailer numbers.

The abovementioned notification shall be sent to Customer Service Group - e-mail: csgr_transport@grupazoty.com.


NOTE: Grupa Azoty Polyolefins S.A. has to confirm the loading date.



Advice note

If truck arrives despite the lack of confirmation by Grupa Azoty Polyolefins S.A. of the loading date or the truck does not arrive 15 minutes earlier for the registration on the gate (within the loading window confirmed by Grupa Azoty Polyolefins S.A.), it will wait for loading to the next available loading window. In this case, Grupa Azoty Polyolefins S.A. is not liable for any costs and other consequences of delay in loading (in particular waiting costs).

Not later than one working day before loading, max. by 10:00 a.m., the driver must send information about the documents required for the shipment of goods. Sending such information after 10:00 a.m. may result in failure to prepare the required documentation. In this case, Grupa Azoty Polyolefins S.A. is not liable for any costs and other consequences of lack of the required documents, as well as for any costs and other consequences of delay resulting from waiting for the documents.





Driver documents

The driver during registration shall have the following documents available for inspection:

- ID,
- the registration certificate for the truck and trailer,
- shipment number,
- GA Polyolefins driver's ID (number assigned to the driver at the first loading in GA Polyolefins S.A.).



Driver equipment

Each driver should be equipped with:

- safety helmet,
- gloves,
- safety shoes with metal or composite toes/soles,
- reflective waistcoat,
- safety glasses,
- in case of bulk loading - also safety harness.

Protective equipment is required to meet CE safety standards.



Necessary vehicle equipment

To ensure a proper loading and transportation process, all equipment shall be selected, assembled and used in such a way that the loaded truck will withstand the forces under normal transportation conditions.

1. Silo-trailer shall be of the single tank lifting type, stainless steel or aluminium.
2. A gangway to allow inspection of cargo openings, loading work, and sealing equipped with at least a folding handrail.
3. Each tank must be equipped with a sealing cable. The beginning of the cable anchored inseparably to the trailer.
4. Rear hatch must be equipped with a stainless steel valve. The passage to the loading bend must be smooth.
5. The loading elbow must be detachable to allow unloading from either the right or left side.
6. The air injection pipe (2 inch) in the elbow will be equipped with a check valve, with elastomeric gasket and detachable for inspection.
7. The rear manhole may be equipped with a permanent (welded), easy-to-clean fluidization cone.
8. The rear manhole may be equipped with a removable, easy to clean fluidization cone of type stainless steel/aluminium.
9. The fluidization cone must be removed for inspection of the silo-trailer. The silo-trailers will also be inspected separately. The cone can be reinstalled after inspection.
10. The rear hatch must NOT have a removable fluidization cone not easily cleaned / fabric, textile, nylon.
11. Manhole gasket rubber shall not peel or be damaged. White EPDM is recommended.
12. All manholes must close properly.
13. A valve must be installed to release pressure from the silo.

14. If flexible hoses are connected, they must be detachable to allow inspection. It must be possible to depressurise the silo:
 - a. from ground level
 - b. by means of a discharge valve operated from ground level (preferred option)
 - c. through a manifold system at ground level,
 - d. by bringing the outlet of the vent valve at the top of the silo down to ground level with a flexible hose (in this case the vent valve at the top must remain open).The purpose is to avoid the need for the driver to climb on top of the silo-trailer to open the vent valve.
15. The mechanism for lifting the silo to the unloading (kipping) position must be equipped with an emergency stop switch.
16. Trailers must be equipped with a level indicator that allows the driver to check that the chassis position is level before starting to kip.
17. It is recommended that the ladder for climbing onto the silo-trailer is raised from ground level.

Compressor/discharge hoses:

1. Trucks must be equipped with an independent unloading compressor in perfect working order. Unless there are specific site requirements, the suction capacity of the compressor must be above 900 m³/h (enabling operation of approximately 22 tons/hour). The fresh air intake to the compressor should preferably be above truck level
 2. The compressor must be equipped with an air cooler to keep the air temperature below 70°C. Unloading with by-pass as the only way to cool the air is not allowed. Compressor noise must not exceed 85dB near the truck.
 3. It is recommended that the compressors have an oil-free design.
 4. The air circuit must be equipped with a dust filter installed behind the compressor. It must be possible to check the installation of the air filter (preferred option with a viewfinder). It will be equipped with two pressure gauges to check the pressure drop. The filter element must be made entirely of metal, without any fibres that could disintegrate. The pressure loss of the filter element must be less than 100 millibars at full compressor flow of 900m³/h. The cartridge will be 5 microns in size.
 5. Piping, suction lines, discharge hoses (4 pieces) quick couplings will be fixed diameter. All elastomeric seals must be WHITE PTFE or silicone.
 6. Flexible hoses between tank and frame must be equipped with quick couplings for inspection.
 7. The tank pressure piping must be equipped with:
 - a. A check valve, with elastomer seal, installed as close to the tank as possible.
 - b. A removable pipe section between the valve and the elbow to allow inspection.
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- c. Safety valve with 2 bar pressure relief.
8. Hoses must be electrically continuous. The inner lining must comply with the food contact directive. There shall be no reductions between the elbow and the discharge hoses. Flexible hoses must be elastomeric or stainless steel, with smooth bore, 3 or 4 inch diameter. When using metal hose that can only be used in one direction, the couplings must be installed so that the hose can only be installed in the proper direction. All hose couplings must be equipped with safety clamps or pins to prevent the hose(s) from disconnecting during the unloading process. Flexible unloading hoses will be equipped with end caps at both ends to prevent debris from entering the hoses to be cleaned. Hoses must be stored in a sealed compartment.
9. Each Means of Transport substituted for loading bulk commodities must meet the requirements for cleanliness of the Means of Transport as specified in the document: "REQUIREMENTS OF GRUPA AZOTY POLYOLEFINS S.A. (GAPOLY) ON THE CLEANLINESS OF THE SILOSH / PRESSURE CONTAINER FOR THE TRANSPORT OF POLYPROPYLENE" downloadable from the website:
<https://gryfilen.com/en/logistic-guidelines/>
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Entering hours: working days **07:00 - 19:00**.

LOADING TIME:

Estimated loading time is 4 hours.

Loading time commence provided that the truck arrives during confirmed loading window and all requirements and instructions are met. Estimated loading time may change according to circumstances.

Loading is possible only within the working hours of PPL (GA Polyolefins Logistic Platform), i.e. 7:00 a.m. to 7:00 p.m.



Entering hours

Disclaimers:

- Customs clearance hours are not included in loading time.
 - If the driver and/or the truck do not have required documents and/or equipment (in particular listed in point: Driver documents, Driver equipment, Necessary vehicle equipment), loading time shall not commence and Grupa Azoty Polyolefins S.A. is not liable for any costs and other consequences of delay in loading or refusal of loading.
 - If loading is delayed due to circumstances attributable to the recipient or other circumstances beyond control of Grupa Azoty Polyolefins S.A., the loading will be made during the first available loading window and Grupa Azoty Polyolefins S.A. is not liable for any costs and other consequences of delay in loading.
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- A decorative graphic at the bottom of the page showing a network of blue and green spheres connected by lines, resembling a molecular structure or a network diagram.



Each driver who enters the GA Polyolefins site before loading is invited to the Gate House. Drivers must read and sign a declaration of compliance with the PPL regulations when loading for the first time.

Before entering the Logistics Platform (PPL), each driver will be equipped with an escape hood for emergency use only.

Before leaving PPL, escape hood must be returned.



The truck is then tared and ready to load.

For FCA conditions: after the second weighing, the driver receives a delivery note;

the driver issues the consignment note (CMR) himself.



Truck is allocated at our customs area located on Logistic Platform PPL, and waits for export declaration (EX1).

If Customs certificates is required (COO, EUR1 , AT-R, etc), truck must go to our customs broker:

C. Hartwig Szczecin; Struga Street 61; 70-784 Szczecin

Phone: +48 91 469 74 00

Working hours: 07:30-16:30.

Unless the requirements and/or instructions of Grupa Azoty Polyolefins S.A. are met, Grupa Azoty Polyolefins S.A. reserves the right to refuse to perform loading or to postpone the loading until such requirements and/or instructions are met. In this case the loading will be made during the first available loading window and Grupa Azoty Polyolefins S.A. is not liable for any costs and other consequences of delay in loading.

