

20  
22



# INDUSTRIAL SAFETY AND PRL



---

Date: 9th May 2022

---

Document type: INFORMATION (6th revision)

---

Reference N°:

---

## GENERAL RISKS OF THE SERVICE AREA OF THE PORT OF SANTANDER



Puerto de Santander

Autoridad Portuaria de Santander

# GENERAL RISKS IN THE SERVICE AREA OF THE PORT OF SANTANDER

Date:	9/05/2022	
Document type:	INFORMATION	
Reference N°:		
Condition data:	<input type="checkbox"/> Draft	Version n°: 6th revision
	<input checked="" type="checkbox"/> Final	

Drawn up by:	Date	Signature
<b>Gonzalo Duque Urraca</b>	<b>9/05/2022</b>	
Supervised by:		
Technical approval:		

Working group:	Collaborators:
<b>Pablo García Palazuelos</b>	
Photographs:	Illustrations:
Other:	



Puerto de Santander

Autoridad Portuaria de Santander

In relation to that set down in Royal Decree 171/2004 of 30th January, which includes Article 24 of Law 31/95 on the Prevention of Occupational Hazards (*Prevención de Riesgos Laborales*, PRL) concerning the **coordination of business activities**, information is hereby given by means of these cards of the General Risks assessed in the Service Area of the Port of Santander as to the preventive measures to be taken in the event of an emergency.

## RISK CARD

### GENERAL RISKS IN THE LAND SERVICE AREA OF THE PORT OF SANTANDER

**Inside the Port Enclosure there are various cameras for security reasons; the Port Authority of Santander therefore informs you that you may be recorded.**

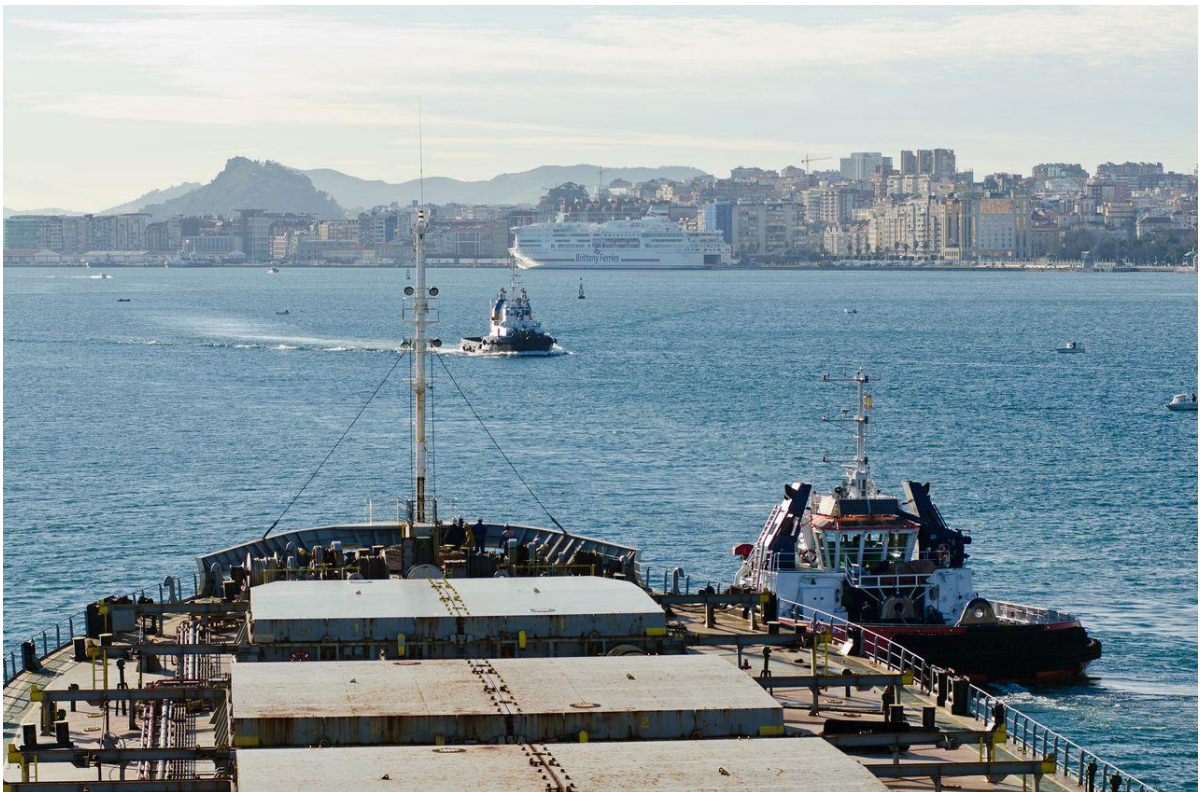
1. BEING KNOCKED DOWN BY VEHICLES (TRUCKS, CARS, INTERNAL TRAIN, ETC).
2. COLLISIONS BETWEEN VEHICLES, TRAINS, AND/OR MACHINERY OWING TO THE MOVEMENT OF VEHICLES INSIDE THE PORT ENCLOSURE.
3. CRASHING INTO FIXED OBJECTS (JERSEY BARRIERS, LEVEL CROSSING BARRIERS, ROAD SIGNS, PERIMETER ENCLOSURES...).
4. FALLS TO A LOWER LEVEL OF PEOPLE AND VEHICLES: FALLING INTO THE SEA, FALLING INTO THE INTERIOR SPACE OF THE RAOS BRIDGE.
5. FALLING OF OBJECTS BY COLLAPSE IN THE AREA WHERE THE CRANES ARE OPERATING.
6. FALLING OF OBJECTS WHICH HAVE COME LOOSE IN THE AREA WHERE THE CRANES ARE OPERATING.
7. FALLING OF OBJECTS FROM THE RAOS BRIDGE (ONTO CRAFT AND ONTO STAFF NEAR THE BRIDGE, THE JETTY FOR OFFICIAL CRAFT, THE WATER MASS...)
8. CRAFT CRASHING INTO THE STRUCTURE OF THE RAOS BRIDGE.
9. PEOPLE FALLING ON THE SAME LEVEL OWING TO A DIFFERENCE IN HEIGHT, OIL STAINS, MANHOLES, REMAINS OF BULK ITEMS, ETC.
10. SPRAINS FROM STEPPING ON OBJECTS, RAILWAY TRACKS, IRREGULARITIES OF THE GROUND, ETC.
11. PROJECTION OF FRAGMENTS AND/OR PARTICLES WHICH MAY AFFECT THE EYES, MAINLY ON WINDY DAYS.
12. PEOPLE FALLING TO A LOWER LEVEL FROM TRUCKS, HOPPERS, WAGONS, ETC. DUE TO STRONG WINDS.
13. KNOCKING AGAINST MOBILE OBJECTS, ACCESS BARRIERS, OUTRIGGERS, ON ACCESSING THE PORT ENCLOSURE.
14. ACCIDENTS CAUSED BY LIVING CREATURES, ANIMALS USED BY THE STATE SECURITY FORCES TO WATCH OVER AND SAFEGUARD THE PORT ENCLOSURE.
15. RISKS CAUSED BY THE USE OF FIREARMS AND POLICE DEFENCE, THE DEFENDING OF INDIVIDUAL AND GROUP RIGHTS BY THE STATE SECURITY FORCES.

<b>PREVENTIVE MEASURES WHICH MUST BE TAKEN IN THE LAND SERVICE AREA OF THE PORT OF SANTANDER</b>	<b>CARD OF PREVENTIVE MEASURES</b>
--	--

**PREVENTIVE MEASURES**

- Driving on the roads of the port must be undertaken while paying full attention, at moderate speed, respecting the road signs, and without ever exceeding the speed limit of 40 km/hour in the Port Enclosure and 50 km/h in the remainder of the Service Area (or any lower limit indicated by the existing road signs).
- Remember that you must use a high-visibility vest manufactured in accordance with standard EN-471 or high-visibility clothing.
- Remember that you must use a safety helmet in the area where the cranes are operating or wherever this is established by the assessment of each competing company.
- Remember that access to the port enclosure by bicycle or any other two-wheeled vehicle without an engine will be with the rider of said vehicle wearing a high-visibility vest or high-visibility work clothes and also a cycle helmet which has been officially approved and certified.
- Particular attention must be paid during driving on the access roads, the access roundabout from Raos, and the roads of the Raos Bridge.
- All vehicles which are driven in the port area must be fully up-to-date with all authorisations, regulated inspections, and insurance. The Port Authority will order the removal of all vehicles failing to comply with these conditions without detriment to any corresponding penalties.
- Whenever the use of luminous/acoustic devices by vehicles of the State Security Forces is perceived, attention must be paid to them and these vehicles must be allowed to pass.
- Remaining in places other than those in which you are carrying out work is forbidden; the itineraries which have been previously marked must be followed.
- Pedestrian access to the Raos Bridge is forbidden except when this is necessary for work reasons; in such cases notification must be given to the Service Coordination Centre (*Centro de Coordinación de Servicios, CCS*) of the Port Authority of Santander (tel. no. 942 20 36 18).
- Respect the direction of traffic.
- Do not drive vehicles inside the open storage spaces.
- Do not compete with other vehicles under any circumstances.
- Do not remain beneath the area of operation or radius of action of the cranes or remain below suspended loads.
- Great care must be taken when approaching the edge of the port as there is a risk of falling into the sea.
- Craft which owing to their characteristics may cause risk situations on navigating below the Raos Bridge may only do so when the mobile openings are raised and embedded during the established opening hours. Never attempt risky manoeuvres during the raising and lowering of the mobile openings.

- On windy days (especially days of wind from the south) and alongside areas in which bulk material is being unloaded and generates a dusty atmosphere, we recommend the use of safety goggles to protect the eyes from the possible projection of fragments and/or particles.
- The simultaneous passing of vehicles and trains on the Raos Bridge is not permitted.
- Under no circumstances should electrical panels, crane power points, work equipment, etc. be handled without the pertinent authorisation.
- On very windy days, people who must carry out work from the trucks, hoppers, wagons, etc. will remain in protected areas, taking the complementary security measures designed to avoid falls to a lower level.
- Remember the rule that all vehicles with a load platform which access the port to load or unload must have a mechanical awning system.
- On the access routes to the port enclosure, either via the Maliaño checkpoint or the Raos checkpoint, attention must be paid to the traffic lights at the entrance which must be respected. If this is not done this may lead to the barrier striking the vehicle or the rider in the case of motorbikes, mopeds, and bicycles.
- Do not approach the animals used by the State Security Forces without authorisation; this must always be done by following the indications of the guide, person in charge, or rider as appropriate. Do not provoke the animals used by the State Security Forces.
- When faced by a real situation of fire or firearms, if possible protection should be sought in a safe place, behind a vehicle or parapet, or as a last resort lying on the ground.



WATER SERVICE AREA	RISK CARD
<b>GENERAL RISKS IN THE WATER SERVICE AREA OF THE PORT OF SANTANDER</b>	
<ol style="list-style-type: none"> <li>1. COLLISIONS BETWEEN CRAFT</li> <li>2. COLLISIONS BETWEEN SHIPS</li> <li>3. OTHER COLLISIONS</li> <li>4. PEOPLE FALLING OVERBOARD FROM CRAFT</li> <li>5. BEACHING</li> </ol> <ul style="list-style-type: none"> <li>- It should be remembered that on the access points to the Port and its Navigation Channel pleasure craft and those less than 20 feet in length must not block the path of any other ship which can only move safely in the navigation channel. At all times they will act on the regulation acoustic signals given by the ship; they must move over with sufficient time in advance to facilitate navigation in the channel and avoid the risk of collision.</li> <li>- Merchant ships and similar vessels, the tugs assisting them, larger fishing vessels, other port services craft, and traffic inside the Bay will navigate at a safe speed determined according to current circumstances and conditions, in particular according to the density of traffic, as set down by Rule 6 of the International Regulations for Preventing Collisions at Sea.</li> <li>- When ships of a height of over 10 metres above the water line navigate opposite the head of the runway of the airport, they must contact Santander Port Control in advance on channel 11 of VHF on reaching the vicinity so as to receive the appropriate instructions.</li> <li>- Ships which are to cross the Navigation Channel of the Port must do so perpendicularly in such a way that their invasion of the Navigation Channel is as short as possible.</li> <li>- It should be remembered that it is forbidden for windsurfing boards, craft without engines, and jet skis to move in the navigation lanes between buoys when ships are sailing through the channel.</li> <li>- The anchoring of any craft in the Navigation Channel of the Port is forbidden as said channel must always be free for the navigation of larger ships, especially those which can only sail safely in the same. It should also be remembered that it is forbidden to moor craft to the marking buoys of the General Marking System of the Port.</li> <li>- It should be remembered that the establishing of permanent fishing nets (not towed from fishing boats) in the Navigation Channel and in Anchoring Areas is forbidden.</li> </ul>	

<b>FISH MARKET AND ICE FACTORY</b>	<b>RISK CARD</b>
<b>GENERAL RISKS AT THE FISH MARKET AND ICE FACTORY OF THE PORT OF SANTANDER</b>	
<ol style="list-style-type: none"> <li>1. RISK OF BEING RUN OVER OWING TO THE MOVEMENT OF VEHICLES, TRUCKS, FORK-LIFT TRUCKS, ETC.</li> <li>2. CRASHING INTO VEHICLES OR INSTALLATIONS</li> <li>3. FALLING OF PEOPLE TO A LOWER LEVEL, LOADING BERTHS</li> <li>4. FALLING OF PEOPLE ON THE SAME LEVEL, THE PRESENCE OF WET FLOORS, ICE, OR ORGANIC REMAINS</li> <li>5. FALLING OF PEOPLE TO A LOWER LEVEL, STAIRS OF THE AUCTION HALL</li> <li>6. RISK OF FALLING INTO THE SEA, AREA FOR UNLOADING AND THE MOORING OF SHIPS</li> <li>7. KNOCKING INTO MOBILE OBJECTS, HANDLING OF PALLET JACKS</li> <li>8. KNOCKING/CRASHING INTO MOBILE OBJECTS DURING LOADING AND UNLOADING OPERATIONS WITH THE JASO CRANE</li> <li>9. FALLING OF OBJECTS COMING LOOSE OR FROM COLLAPSE, JASO CRANE</li> <li>10. GETTING CAUGHT/CRUSHED, SHIP-WHARF, MOORING TASKS, ACCESS TO THE WHARF</li> </ol>	

<b>FISH MARKET AND ICE FACTORY</b>	<b>CARD OF PREVENTIVE MEASURES</b>
<b>PREVENTIVE MEASURES WHICH MUST BE TAKEN AT THE FISH MARKET AND ICE FACTORY</b>	
<ul style="list-style-type: none"> <li>- Driving on the roads of the port must be undertaken while paying full attention, at moderate speed, respecting the road signs, and without ever exceeding the speed limit of 40 km/hour in the Port Enclosure and 50 km/h in the remainder of the Service Area (or any lower limit indicated by the existing road signs).</li> <li>- Remember that you must use a high-visibility vest manufactured in accordance with standard EN-471 or high-visibility clothing.</li> <li>- Remember that you must use a safety helmet in the area the JASO crane is operating, as must the operator of the same, or where this is established by the assessment of each competing company.</li> <li>- You must not remain beneath the area of operation or radius of action of the JASO crane or remain beneath suspended loads; furthermore suspended loads must not be moved above people.</li> <li>- It should be remembered that in order to operate the JASO crane authorisation from the Port Authority is necessary and requires proof of training as to its handling.</li> <li>- Extreme caution should be exercised on approaching the edge at the port, the unloading and mooring area, as there is a risk of falling into the sea.</li> <li>- The gates or hatches of the loading bays must remain closed when no vehicle is carrying out loading/unloading tasks.</li> <li>- It should be remembered that slip-resistant footwear should be used in the area of the bay. If pallet jacks are being handled this must also have reinforced toecaps.</li> <li>- The users of these installations must keep the areas of passage and work areas as free as possible and will avoid dropping any organic remains or elements liable to cause falls onto the ground.</li> <li>- When going up and down fixed stairways the handrail should always be used.</li> <li>- It should be remembered that there are two lifebelts located on the wharf.</li> <li>- Respect the STOP sign located at the exit to the car park.</li> </ul>	



CAR SILO	RISK CARD
<b>GENERAL RISKS AT THE CAR SILO OF THE PORT OF SANTANDER</b>	
<ol style="list-style-type: none"><li>1. BEING RUN OVER OR STRUCK BY VEHICLES MOVING INSIDE THE SILO</li><li>2. CRASHING INTO VEHICLES OR INSTALLATIONS (TRAFFIC ACCIDENTS)</li><li>3. CRASHES BETWEEN VEHICLES, TRAINS, AND/OR MACHINERY OWING TO THE MOVEMENT OF VEHICLES FROM THE SILO TO RO-RO LOADING BAYS (CROSSING RAILWAY LINES AND PRIORITY ROADS)</li><li>4. FALLING OF PEOPLE ON THE SAME LEVEL AS A RESULT OF TRIPPING OVER FIXED OBJECTS OR BECAUSE OF WET AND/OR SLIPPERY FLOORS</li></ol>	



CAR SILO	RISK CARD
<b>GENERAL RISKS OF THE CAR SILO OF THE PORT OF SANTANDER</b>	
<ul style="list-style-type: none"> <li>- Driving on the roads of the silo must be undertaken while paying full attention, at moderate speed, respecting the road signs, and without ever exceeding the speed limit of 20 km/hour (or any lower limit indicated by the existing road signs).</li> <li>- The indiscriminate exiting of vehicles from the front of the car park will be limited by establishing an exit lane parallel to the car park leading to a suitable place for crossing the railway line, conveniently signposted and at the same time warning of the danger of the passing of the train.</li> <li>- Remember that inside the silo it is mandatory to wear a high-visibility vest manufactured according to standard EN-471 or high-visibility work clothes.</li> <li>- Movement on foot is only allowed in the areas established for pedestrians and in any case always on the edges of roads with vehicular traffic.</li> <li>- Pedestrians must cross the roads in areas with sufficient visibility and making use of the zebra crossings provided.</li> <li>- The presence of pedestrians inside the silo will be limited to that strictly necessary; whenever possible movements will be in vehicle.s</li> <li>- The users of these installations must keep the areas of passage and work areas as free as possible and will avoid dropping any organic remains or elements liable to cause falls onto the floor.</li> <li>- When going up and down fixed stairways the handrail should always be used.</li> <li>- Respect the signs for both vehicles and pedestrians.</li> </ul>	

RAOS BRIDGE	RISK CARD
<b>GENERAL RISKS CONCERNING ACCESS TO THE RAOS BRIDGE</b>	
<ol style="list-style-type: none"> <li>1. BEING RUN OVER BY VEHICLES (TRUCKS, CARS)</li> <li>2. CRASHING INTO FIXED OBJECTS (PIPES, RACKS, ROAD SIGNS, PERIMETER ENCLOSURES...)</li> <li>3. FALLS TO A LOWER LEVEL DURING THE USE OF VERTICAL FIXED LADDERS FOR ACCESS TO THE INTERIOR OF THE BRIDGE AND TO ELEVATED PARTS OF THE EQUIPMENT</li> <li>4. FALLS TO A LOWER LEVEL OF PEOPLE AND VEHICLES, FALLING INTO THE SEA, FALLS INTO THE INTERIOR SPACE OF THE PAOS BRIDGE</li> <li>5. THE FALLING OF OBJECTS FROM THE RAOS BRIDGE (ONTO CRAFT AND PERSONNEL IN THE PROXIMITY OF THE BRIDGE, THE JETTY FOR OFFICIAL CRAFT, THE WATER MASS...)</li> <li>6. THE CRASHING OF SHIPS INTO THE STRUCTURE OF THE RAOS BRIDGE</li> <li>7. THE FALLING OF PEOPLE ON THE SAME LEVEL OWING TO DIFFERENCES IN HEIGHT, OIL STAINS, MANHOLES, REMAINS OF BULK MATERIAL, ETC.</li> <li>8. SPRAINS CAUSED BY STEPPING ON OBJECTS, IRREGULARITIES OF THE GROUND, ETC.</li> </ol>	



RAOS BRIDGE	CARD OF PREVENTIVE MEASURES
<b>PREVENTIVE MEASURES WHICH MUST BE ADOPTED FOR ACCESS TO THE RAOS BRIDGE</b>	
<ul style="list-style-type: none"> <li>- Driving on the roads of the port must be undertaken while paying full attention, at moderate speed, respecting the road signs, and without ever exceeding the speed limit of 40 km/hour.</li> <li>- Remember that you must use a high-visibility vest manufactured in accordance with standard EN-471 or high-visibility clothing.</li> <li>- Slip-resistant safety footwear <b>MUST</b> be used when accessing the interior of the machine room of the bridge.</li> <li>- Remember that the use of safety helmets in the interior of the machine room of the RAOS Bridge is mandatory.</li> <li>- We recommend the use of tool bags or similar when it is necessary to descend to the machine and panel area by the vertical ladder, so that workers always ensure three points of support on the ladder.</li> <li>- Movements using ladders in the interior of the bridge at a height exceeding 3.5 m will be made using a safety harness with a double anchoring line so as to be secured to the rungs alternately as progress is made.</li> <li>- Entering the interior of the machine room of the bridge unaccompanied should be avoided as far as possible. If an operator has to do so he/she should be equipped with a device for communication with the exterior and should notify his/her descent to the panels/machine area and indicate the area to be accessed and the reason.</li> </ul> <p>Once the area for supervision/repair has been reached the worker will notify the appropriate person by the communication device that he/she has reached the area indicated.</p> <ul style="list-style-type: none"> <li>- Although there is a generator set to serve the installations in the event of an emergency, we recommend that whenever panel and interior areas are accessed a torch or similar device should be carried.</li> <li>- Before access to the interior of the machine room of the bridge through each of the 3 existing manholes, the perimeter of the manhole will be marked with beacons so as to prevent third parties who may be walking along the pedestrian sides of the bridge from accidentally falling into the hole.</li> </ul>	

<b>MARITIME SIGNALLING INSTALLATIONS: LIGHTHOUSES</b>	<b>RISK CARD</b>
<b>GENERAL RISKS OF MARITIME SIGNALLING INSTALLATIONS: LIGHTHOUSES</b>	
<ol style="list-style-type: none"><li>1. RISK OF BEING RUN OVER/CRASH, ACCESS TO INSTALLATIONS</li><li>2. FALLING OF PEOPLE TO A LOWER LEVEL, ACCESS TO THE INSTALLATIONS, ACCESS TO LIGHT AREA, LIGHTNING CONDUCTOR, ETC.</li><li>3. FALLING INTO THE SEA</li><li>4. PEOPLE FALLING ON THE SAME LEVEL</li><li>5. CRASHING INTO FIXED OBJECTS, STRUCTURAL ELEMENTS</li><li>6. ELECTRICAL CONTACTS, STRIKE OF LIGHTNING</li></ol>	



<p style="text-align: center;"><b>MARITIME SIGNALLING INSTALLATIONS: LIGHTHOUSES</b></p>	<p style="text-align: center;"><b>CARD OF PREVENTIVE MEASURES</b></p>
<p style="text-align: center;"><b>PREVENTIVE MEASURES FOR MARITIME SIGNALLING INSTALLATIONS: LIGHTHOUSES</b></p>	
<ul style="list-style-type: none"> <li>- Driving on the access roads to the enclosures where the lighthouses are located must be undertaken while paying full attention, at moderate speed, respecting the road signs, and without ever exceeding the speed limit indicated.</li> <li>- If the above are reached on foot, pedestrians must walk along the areas set aside for them, if these do not exist they must keep as close as possible to the edge of the road and walk facing the traffic.</li> <li>- The installations will be accessed by using the roads prepared for the purpose and not by using other alternatives which may mean a risk of falling into the void or into the sea.</li> <li>- If it is necessary to access the light or lightning conductor area, the handrail or rope must be used both for going up and coming down.</li> <li>- In the event of a storm, access to the lightning conductor area and handling or touching the earth cable is forbidden.</li> <li>- Under no circumstances may one cross the railings, fences, low walls, or other elements designed to delimit the accessible area and avoid falls into the void or into the sea.</li> <li>- Particular attention should be paid to possible obstacles in the enclosure which may cause a knock or a fall.</li> <li>- Extreme caution should be exercised when accessing these installations on windy days, as owing to their location falls may occur or the impact of an element detached by the wind. Under these conditions take particular care when opening/closing car doors.</li> <li>- Lighthouses which can only be reached by boat (the Mouro Island Lighthouse) will be accessed taking sea conditions into account; remember that the use of life jackets in the craft used to reach them is MANDATORY.</li> <li>- Remember that it is COMPULSORY to use the handrail on the access (by ladder) to the Santoña Lighthouse.</li> </ul>	

MEASURES TO BE TAKEN IN EMERGENCIES	CARD OF EMERGENCY MEASURES
<b>MEASURES IN THE EVENT OF AN EMERGENCY</b>	
<ul style="list-style-type: none"> <li>❑ In the event of an emergency it is obligatory to follow the indications given by the Port Authority.</li> <li>❑ Any problem, emergency, or anomaly must be immediately notified to the Port Police. This notification can be made by: <ul style="list-style-type: none"> <li>• Telephoning the CCS <b>(942 20 36 18)</b></li> <li>• Walkie-talkie</li> </ul> </li> </ul> <p><b>IN THE EVENT OF AN ACCIDENT OR IF YOU WITNESS ONE, FOLLOW THE “P.C.A.” CODE:</b></p> <ul style="list-style-type: none"> <li>• P. Protect: Before aiding the victim we will protect ourselves and the accident victim so as not to worsen the situation.</li> <li>• C. Call: If we are able to, we will call the Rescue Services for help and if not we will get a third party to do so. We will dial 112 or phone the Centre of the Control and Coordination of Services (<i>Centro de Control y Coordinación de Servicios, C.C.S.</i>) of the Santander Port Authority: <b>C.C.S.: 942 20 36 18</b></li> <li>• A. Aid: Finally, if we have notions of first aid we will try to help the accident victim. Nevertheless, if his/her life is not in danger he/she will not be moved until the medical services arrive.</li> </ul>	

## SECURITY REGULATIONS

## CARD OF REGULATIONS

### SECURITY REGULATIONS OF THE PORT OF SANTANDER

**SECURITY REGULATIONS:** Approved by a Resolution of the Management of the Port of Santander:

- It is **OBLIGATORY** to use **HIGH-VISIBILITY GARMENTS** in the whole of the **PORT ENCLOSURE**. High-Visibility Garments are understood to be:
  - **A HIGH-VISIBILITY VEST:** *Manufactured in accordance with standard EN 471.*  
Instead of a HIGH-VISIBILITY VEST the following can be used and will be considered as **TOTAL BODY PROTECTION CLOTHING**:
    - **WORK CLOTHES:** *Manufactured in accordance with standard EN 471.*
  
- In the area of the **OPERATIONS OF THE CRANES** it is **OBLIGATORY** to wear:
  - **A SAFETY HELMET** *manufactured in accordance with standard "EN 397 - Protective helmet for industry".*

### **ACCESS TO THE PORT ENCLOSURE**

Accessing or exiting the Port Enclosure is only possible by means of the two existing checkpoints:

- **Maliaño checkpoint (point "1", see map)**
- **Raos West checkpoint (point "2", see map)**

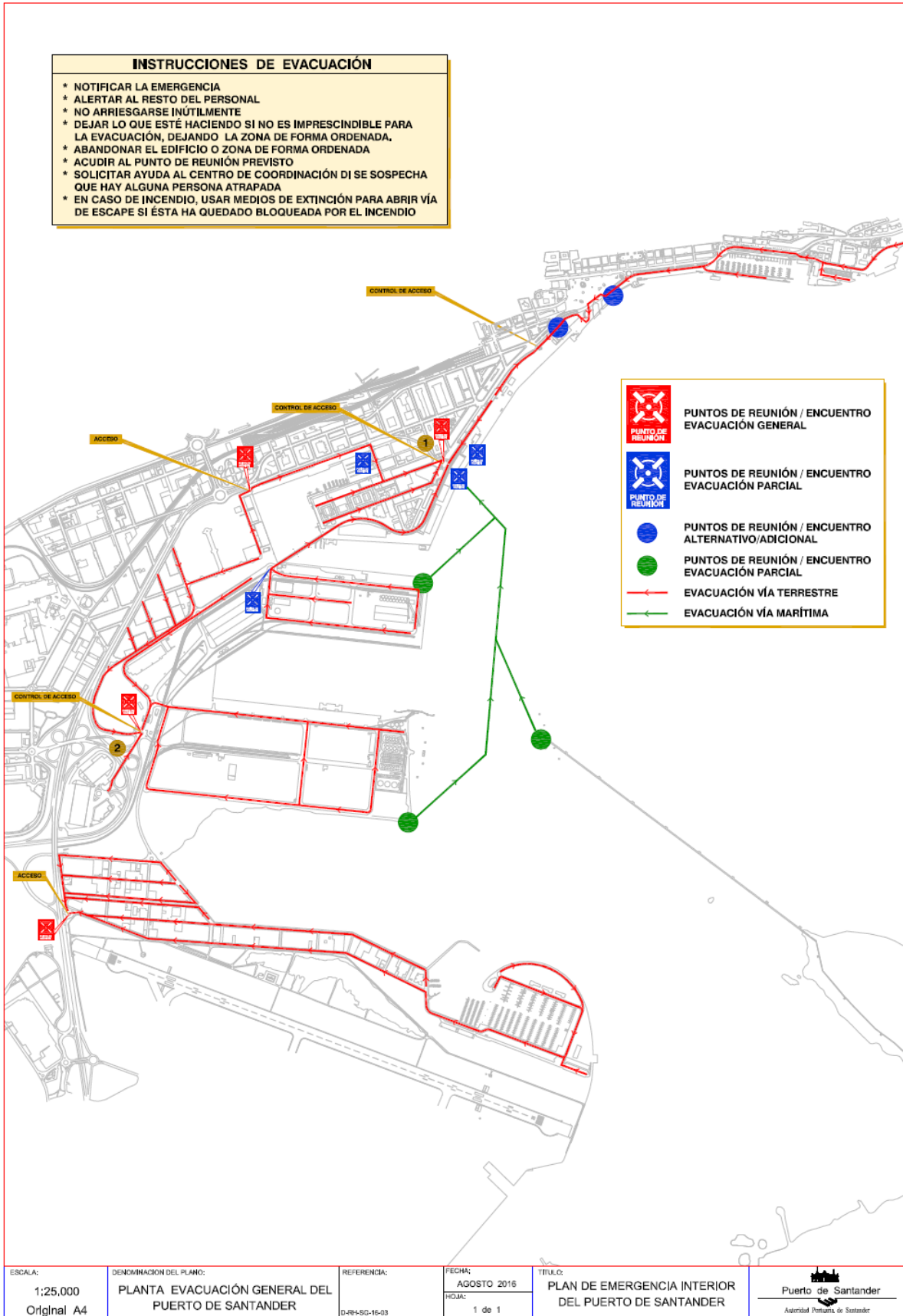
It is **STRICTLY FORBIDDEN** to attempt to enter or leave by any other point of the perimeter of the Port Enclosure.

**You can find more information on the website of the Port Authority of Santander by clicking on the link below:**

**[http://www.puertasantander.es/cas/normas\\_seguridad.aspx](http://www.puertasantander.es/cas/normas_seguridad.aspx)**



# EVACUATION PLAN FOR THE PORT OF SANTANDER



## **EVACUATION INSTRUCTIONS**

- NOTIFY THE EMERGENCY
- ALERT THE REMAINDER OF THE PERSONNEL
- DO NOT TAKE UNNECESSARY RISKS
- STOP WHAT YOU ARE DOING IF IT IS NOT ESSENTIAL TO THE EVACUATION AND LEAVE THE AREA IN A ORDERLY MANNER
- LEAVE THE BUILDING OR AREA IN AN ORDERLY MANNER
- GO TO THE ARRANGED MEETING POINT
- ASK THE COORDINATION CENTRE FOR HELP IF IT IS SUSPECTED THAT SOMEONE HAS BEEN TRAPPED
- IN THE EVENT OF FIRE USE FIRE EXTINGUISHING METHODS TO OPEN AN ESCAPE LANE IF THE LATTER HAS BEEN BLOCKED BY THE FIRE

MEETING POINTS: FOR GENERAL EVACUATION

MEETING POINTS: FOR PARTIAL EVACUATION

MEETING POINTS: ADDITIONAL ALTERNATIVE POINTS

MEETING POINTS: PARTIAL EVACUATION POINTS

EVACUATION BY LAND

EVACUATION BY SEA