SAFI DERINCE INTERNATIONAL PORT
DANGEROUS CARGO HANDLING GUIDE

PREPARATION DATE : 16.01.2019
(For Revisions, See The Revision Page)

NAME / SURNAME
SIGNATURE
SEAL

Order No	Revision No		Revision Date	Name and surname	Signature
1		**Inclusion of the Dock**	**12.03.2019**		
2		**Inclusion of Dangerous Liquid Cargo Terminal**	**07.09.2019**		
3		**Annex-9 Management Table**	**10.05.2021**	FERİHAN AYAN DGSA	
4		**Annex-10 Dangerous Goods Handbook**	**10.05.2021**	FERİHAN AYAN DGSA	
5		**Annex-12 Ship Inventory**	**17.05.2021**	FERİHAN AYAN DGSA	
6		**Annex-19 Dangerous Goods List was issued (Solid-Liquid) dangerous goods were written on the basis of class.**	**17.05.2021**	FERİHAN AYAN DGSA	
7		**Annex-21 Fire Fighting Team List**	**21.05.2021**	FERİHAN AYAN DGSA	
8		**Annex-23 Pollution Fighting Team**	**21.05.2021**	FERİHAN AYAN DGSA	
9	03	**Facility Information Form Items 24-37 have been revised**	09.05.2025	FERİHAN AYAN DGSA	
10		**Annex- 24 Dangerous Cargo Handling Guide Additional Cargo Notification**	16.05.2022	FERİHAN AYAN DGSA	
11		**Places where dangerous goods are located in the port area and among the ports you can find (3.4.4)**	24.05.2022	FERİHAN AYAN DGSA	
12		**Other provisions specific to ships (3.4.5)**	24.05.2022	FERİHAN AYAN DGSA	
13		**Secure Loading and parsing (3.4)**	24.05.2022	FERİHAN AYAN DGSA	

14		**Cargoes within the scope of IMDG Code (3.4.1)**	24.05.2022	FERİHAN AYAN DGSA	
15		**Cargoes within the scope of IMSBC Code (3.4.2)**	24.05.2022	FERİHAN AYAN DGSA	
16		**Loads within the scope of IBC Code (3.4.3)**	24.05.2022	FERİHAN AYAN DGSA	
17		**Closed Space Entry Permit Precautions and Procedure (9.3)**	24.05.2022	FERİHAN AYAN DGSA	
18	02	**Information about the Quality Management System (7.6)**	16.01.2025	FERİHAN AYAN DGSA	
19		**Carrier Responsibilities (2.6)**	24.05.2022	FERİHAN AYAN DGSA	
20		**Dangerous Cargo Handling Guide Additional Cargo Notification (When necessary) (annex-24)**	24.05.2022	FERİHAN AYAN DGSA	
21		Ship / Shore Safety Checklist for Modern Chemical Tankers (removed)	09.10.2023	FERİHAN AYAN DGSA	
22		Abbreviations(12)	13.10.2023	FERİHAN AYAN DGSA	
23		Presentatıon(13)	13.10.2023	FERİHAN AYAN DGSA	
24		Defınıtıons(14)	13.10.2023	FERİHAN AYAN DGSA	
25		Facility Information Form Iterm (28) Cargo Handling Equipment and Capacities	09.05.2025	FERİHAN AYAN DGSA	

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FACILITY INFORMATION FORM

FACILITY INFORMATION FORM		
1	**FACILITY OPERATOR NAME/TITLE**	SAFİ DERİNCE INTERNATIONAL PORT MANAGEMENT INCORPORATED COMPANY
2	**CONTACT INFORMATION OF THE FACILITY OPERATOR (ADDRESS, PHONE, FAX, E-MAIL, AND WEBSITE)**	DENİZ MH. LİMAN YOLU CADDESİ NO : 21 DERİNCE KOCAELİ TEL : 0 262 239 73 00 - FAKS : 0 262 223 42 78 - www.safiport.com.tr
3	**FACILITY NAME**	SAFİPORT DERİNCE PORT
4	**PROVINCE WHERE THE FACILITY IS LOCATED**	KOCAELİ
5	**CONTACT INFORMATION OF THE FACILITY (ADDRESS, PHONE, FAX, E-MAIL, AND WEBSITE)**	DENİZ NB. LİMAN YOLU STREET NO : 21 DERİNCE KOCAELİ TEL : 0 262 239 73 00 - FAKS : 0 262 223 42 78 - www.safiport.com.tr
6	**GEOGRAPHICAL REGION WHERE THE FACILITY IS LOCATED**	MARMARA REGION
7	**PORT AUTHORITY TO WHICH THE FACILITY IS AFFILIATED AND CONTACT INFORMATION**	KOCAELİ REGIONAL PORT AUTHORITY - Atalar Mah. Sahil Yolu Cad. No: 26 Yarımca- Körfez / KOCAELİ Telefon : + 90 262 528 37 54 Fax : + 90 262 528 47 90 / 528 51 04
8	**MUNICIPALITY TO WHICH THE FACILITY IS AFFILIATED AND CONTACT INFORMATION**	DERİNCE MUNICIPALITY Çenedağ Mah. Denizciler Cad. No: 81 DERİNCE / KOCAELİ SANTRAL :0.262 239 40 15 (5 HAT)
9	**NAME OF THE FREE ZONE OR ORGANIZED INDUSTRIAL ZONE WHERE THE FACILITY IS LOCATED**	THE FACILITY IS NOT IN AN ORGANIZED INDUSTRIAL OR FREE ZONE.
10	**SHORE FACILITY OPERATING PERMIT / TEMPORARY OPERATING PERMIT CERTIFICATE VALIDITY DATE**	17.06.2026
11	**OPERATIONAL STATUS OF THE FACILITY**	KENDİ YÜKÜ VE İLAVE 3. ŞAHIS ☐ KENDİ YÜKÜ ☐ 3. ŞAHIS ☒
12	**NAME AND SURNAME OF THE FACILITY RESPONSIBLE, CONTACT DETAILS, (ADDRESS, PHONE, FAX, E-MAIL)**	Ahmet Ağırbaş -TEL : 0 262 281 27 00 FAKS : 0 262 223 42 78 - ahmet.agirbas@safiport.com.tr
13	**FACILITY HAZARDOUS MATERIAL OPERATIONS RESPONSIBLE'S NAME AND SURNAME, CONTACT DETAILS, (ADDRESS, PHONE, FAX, E-MAIL)**	ALPER GÜRSU –ABDULLAH TÜRKMEN - BATUHAN TOPRAK TEL : 0 262 2812700 - FAKS: 0 262 223 42 78 - alper.gursu@safiport.com.tr- abdullah.turkmen@safiport.com.tr- batuhan.toprak@safiport.com.tr
14	**FACILITY HAZARDOUS MATERIAL SECURITY ADVISOR'S NAME AND SURNAME, CONTACT DETAILS, (ADDRESS, PHONE, FAX, E-MAIL)**	FERİHAN AYAN – TMKTDGM/TMGD/6336-ADR/RID/IMDG TEL : 0 262 281 27 00 – sivi.adr@safiport.com.tr
15	**FACILITY MARINE COORDINATES**	40°45'11.89"K - 29°50'15.12"D / 40°44'47.88"K - 29°49'34.29"D 40°44'51.40"K - 29°50'16.62"D / 40°44'53.19"K - 29°50'37.41"D

		40°45'7.42"K - 29°50'35.53"D
16	**LOADS WITHIN THE SCOPE OF DANGEROUS MATERIAL TYPES HANDLED IN THE FACILITY (MARPOL ANNEX 1-IMDG CODE-IBC CODE-IGC CODE-IMSBC CODE-GRAIN CODE-TDC CODE) AND ASPHALT/BITUMEN AND SCRAP CARGO**	MARPOL ANNEX 1 - APPENDIX-2 - ANNEX-4: YES (İZAYDAŞ) IGC CODE: NO / IMDG CODE: YES (EXCEPT CLASS 6.2 - CLASS 7) / IMSBC CODE: YES / SCRAP: NO IBC CODE: YES / GRAIN CODE: YES / TDC CODE: YES / ASPHALT-BITUMEN: NO
17	**DANGEROUS LOADS HANDLED AT THE FACILITY (LOADS OTHER THAN THE IMDG CODE, AMONG THE LOAD TYPES IN ARTICLE 16, WILL BE WRITTEN SEPARATELY. ADDITIONAL LOAD REQUEST WILL BE FORWARDED TO THE AFFILIATED PORT AUTHORITY WITH ANNEX-1 FORM. WHEN DEEMED APPROPRIATE, IT WILL BE ADDED TO TYER)**	IBC KODE- UN 1123 BÜTİL ASETATLAR UN 2055 STRİEN MONOMER, STABİLİZE UN 1987 ALKOLLER, B.B.B UN 1170 ETANOL (ETİL ALKOL) veya ETANOL ÇÖZELTİSİ (ETİL ALKOL UN 1170 ETANOL ÇÖZELTİSİ (ETİL ALKOL ÇÖZELTİSİ) UN 2348 BÜTİL AKRİLATLAR, STABİLİZE UN 1593 DİKLOROMETAN UN 1912 METİL KLORÜR VE METİLEN KLORÜR KARIŞIMI UN 3334 2-ETHYL HEXYL ACRYLATE Havacılık düzenlemelerine tabi UN 1230 METANOL UN 1814 POTASYUM HİDROKSİT ÇÖZELTİSİ UN 1301 VİNİL ASETAT, STABİLİZE UN 2789 ASETİK ASİT, GLASİYAL veya ASETİK ASİT ÇÖZELTİSİ, kütlec içeren UN 2790 ASETİK ASİT ÇÖZELTİSİ, kütlece %50'den fazla ancak %80'd UN 2790 ASETİK ASİT ÇÖZELTİSİ, kütlece %10'dan fazla ancak %50'd UN 1090 ASETON UN 1897 TETRAKLOROETİLEN UN 1173 ETİL ASETAT UN 1300 TEREBENTİN İKAMESİ UN 1294 TOLUEN UN 1208 HEKZANLAR UN 1307 KSİLENLER UN 1219 İZOPROPANOL (İZOPROPİL ALKOL) DIOCTYL TEREPHTHALATE BASE OIL SN 150 BASE OIL SAE-10 TRANSFORMER OIL INDUSTRIAL OIL I-12A BAE OIL HVI 8 HYDRAULIC 32 SAE 10 BASE OIL SN 300 MAGNESIUM LIGNOSULPHONATE BASE OIL 600N BASE OIL HVI-6 LINEAR ALKYL BENZENE

		BASE OIL SAE 30 MONO ETHYLENE GLYCOL DI ETYLEN GLYCOL 2-ETHYL HEXANOL BASE OIL SN 500 ALCHISOR LBQ IMSBC CODE- : UN 1350 (Solid) / SULFUR / UN 1942 AMMONIUM NITRATE / TEREPHTHALIC ACID / MINERAL / SODA ASH / CEMENT / SULFUR / CLINKER / FERTILIZERS CONTAINING AMMONIUM NITRATE AND SUCH SOLID BULK CARGOES GRAIN CODE-CORN / WHEAT / OTHER CEREALS / ALL KINDS OF BULK CEREALS
18	**CLASSES FOR LOADS HANDLED SUBJECT TO IMDG CODE**	CLASS 1 CLASS 2 CLASS 3 CLASS 4.1 CLASS 4.2 CLASS 4.3 CLASS 5.1 CLASS 5.2 CLASS 6.1 CLASS 8 CLASS 9
19	**GROUPS IN THE CHARACTERISTIC TABLE FOR LOADS HANDLED SUBJECT TO IMSBC CODE**	GROUP B or A LOADS GROUP B LOADS
20	**TYPES OF SHIPS TO BE BERTHED IN THE FACILITY**	GENERAL CARGO- BULK CARGO-RO/RO-CONTAINER-CHEMICAL TANKER -TRAIN FERRY-LIVE ANIMAL
21	**DISTANCE OF THE FACILITY TO THE MAIN ROAD (KM)**	1 KM.
22	**DISTANCE OF THE FACILITY TO THE RAILWAY (KILOMETERS)RAILWAY CONNECTION (YES/NO)**	0 KM. THE FACILITY HAS A RAILWAY CONNECTION.
23	**NAME OF THE NEAREST AIRPORT AND DISTANCE TO THE FACILITY (KILOMETERS)**	40 KM.
24	**LOAD HANDLING CAPACITY OF THE FACILITY TONS/YEAR;TEU/YEAR;VEHICLE/YEAR**	

CARGO HANDLING CAPACITY (ANNUAL)	Passenger (Number/Year)	Dry Bulk Cargo (Ton / Year)	Bulk Liquid Cargo (Ton / Year)	General Cargo (Ton / Year)	Container (TEU/Year)	Ro-Ro (Unit / Year)
	0	3.277.517	240.568	458.126	307.474	502.161

25	**WHETHER SCRAP HANDLING IS PERFORMED IN THE FACILITY**	SCRAP IS NOT PROCESSED
26	**IS THERE A BORDER GATE? (YES NO)**	01.10.1986- MINISTERS NO. 86/11048 IT IS A BORDER COVER BY THE DECISION OF THE BOARD.

27	**IS THERE ANY CUSTOMIZED AREA (YES/NO)**	YES
28	**CARGO HANDLING EQUIPMENT AND CAPACITIES**	

EQUIPMENT	CAPACITY	PIECE	EQUIPMENT	CAPACITY	PIECE
SHIP TO SHORE CONTAINER CRANE	65 TON	4	ROLL TRAILER	80TON	2
MOBILE PORT CRANE	125 TON	2	SPREADER (STS)	**51 TON/ 2X32.5 TONS**	5
MOBILE PORT CRANE	124 TON	1	SPREADER (RTG)	41 TON	13
CRANE	15 TON	1	SPREADER (GOTTWALD)/(LIEBHERR)	41 TON	3
RTG	40 TON	12	LADLE	17.3 TON	1
REACH STACKER	45 TON	4	LADLE	18.1 TON	2
EMPTY CONTAINER MACHINE	9 TON	1	MINIBUS LOADER	1224 KG	2
FORKLIFT	3 TON	9	GRABBING	swl : 11.7 TON/ 8cbm E. Weight: 8.3T	2
FORKLIFT	1.6 TON	2	GRABBING	capacity :28 M3/25T Weight:17T	1
FORKLIFT	16 TON	4	GRABBING	Capacity:5M3/ 5T weight : 4770	1
MECLIFT	16 TON	1	POLYP	3 M3 weight: 4 Tons	1
FORKLIFT	32 TON	3	GRABBING	5CBM /SWL: 9T Empty W:3900	1
FORKLIFT	33 TON	1	BUNKER	75 M3	3
FORKLIFT	5 TON	2	CEILING CRANE	35 TON	
FORKLIFT	8 TON	3	CEILING CRANE	16 TON	1
TERMINAL TRACTOR	165 TON	1	CEILING CRANE	25 TON	4
TERMINAL TRACTOR	70 TON	26	HOOK	75 TON	1
TRAILER	60 TON	9	PAPER ROLL	3 TON	3
TRAILER	65 TON	20	SHIP LOADER	18.5KVA	1
TRAILER	45 TON	3	STS1 CEILING CRANE	12 TON	4
ROLL TRAILER	60 TON	2	DUMP TRUCK	16 TON	1

29	**STORAGE TANK CAPACITY (M3)**	34 PIECE – 65.030 M3 TANK
30	**OPEN STORAGE AREA (M2)**	648.001 M2
31	**SEMI-CLOSED STORAGE AREA (M2)**	NO
32	**CLOSED STORAGE AREA (M2)**	23.000 M2
33	**DETERMINED FUMIGATION AND/OR FUMIGATION PURIFICATION AREA (M2)**	NO
34	**GUIDANCE AND TOWAGE SERVICES PROVIDER NAME/TITLE CONTACT DETAILS**	SAFİ DERİNCE INTERNATIONAL PORT MANAGEMENT INCORPORATED COMPANY DERİNCE KOCAELİ TEL : 0 262 239 73 00 - FAKS : 0 262 223 42 78 - www.safiport.com.tr
35	**HAS A SECURITY PLAN BEEN CREATED? (YES NO)**	YES

36	**WASTE ACCEPTANCE FACILITY CAPACITY THIS SECTION IS SEPARATELY ACCORDING TO THE WASTES ACCEPTED BY THE FACILITY IT WILL BE EDITED.**	ATIK TURU / KAPASITE M3 TÜM İZMİT KÖRFEZİ GEMİ ATIKLARI "İZAYDAŞ" TARAFINDAN LİMANIMIZDA DEPOLANMAKTADIR.
37	**DOCK/PYER ETC. CHARACTERISTICS OF THE AREAS**	

DOCK	SIZE	MOST	DEPTH	HEIGHT (m) (From sea level)	EXPLANATION
1	NOT USED	NOT USED	NOT USED	NOT USED	**Vessels up to 241,396 Dwt can berth at our B berth.**
2	NOT USED	NOT USED	NOT USED	NOT USED	
3	125	-	15	5	
4	440	20	15.20	2.80	
5	338	>30	13,1	2.80	
6	220	>30	12	2.80	
7	160	>30	12	2.80	
8	120	30	9,5	2.80	
A1	160	>30	12	3.30	
A2	256	>30	12	3.30	
B	600	>30	17	3.30	

1.2 PORT OF SHIPMENT/ DISCHARGE, HANDLING AND STORAGE PROCEDURES REGARDING DANGEROUS GOODS HANDLED AND TEMPORARY STORAGE AT THE PORT FACILITY

1.2.1. GENERAL

- Within The Scope Of The List Of Goods Characterized By The Temporary Storage Area And Their Storage In The Warehouse, Class 7 Radioactive Substances And Class 6.2 Infectious Goods In The IMDG Code Are Not Admitted To The Coastal Facility. Handling Of Fumigated Cargoes Will Not Be Done.
- These Cargoes Are Called Unacceptable Dangerous Goods And They Are Operated As Transit Cargo In The Case Of The Authorized Administration's Permission.
- Loading And Unloading Is Done In A Special Area In The Coastal Facility And They Are Shipped Away Without Waiting At The Coastal Facility. In Case Of Handling Such Loads, The Safety Rules Specified In This Guide Will Be Applied.
- Within The Scope Of MARPOL, IMDG Code, Packaged, Packaged Or Bales/Bunches/Bundles, General Cargo Cargoes And Project Cargoes Are Handled.
- All Kinds Of Bulk Cargo, Mineral, Soda Ash, Cement, Sulfur, Clinker, Ammonium Nitrate Containing Fertilizers And Solid Bulk Cargoes Within The Scope Of IMSBC Code; All Kinds Of Bulk Grains Are Handled In The Port Area Within The Scope Of Grain Code.
- Liquid Cargoes Within The Scope Of IBC Code Are Stored And Handled At 32 Tank Terminals In The Port Area. Iso Container/Tank Container Within The Scope Of IMDG CODE And ADR Is Stored And Handled At The Tank Terminal. Cargoes Within The Scope Of IGC Code Are Stored But Not Handled.
- A Coordination Meeting Will Be Held At Least 2 Days Before The Admission Of Dangerous Goods To The Coastal Facility, And The Participation Of Administrative Affairs, Operation, Site Planning, HSE, TMGD And Other Relevant Persons Will Be Ensured To This Meeting. (The Decision To Hold This Meeting For The Routinely Handled Dangerous Goods Accepted To The Port Can Be Made By Administrative Affairs/Operation/TMGD.)
- In The Coordination Meeting; Regarding Dangerous Goods To Be Accepted In The Port;

1. Risk Caused By Dangerous Cargo
2. Interaction With Existing Dangerous Cargo In The Coastal Facility,
3. Interaction With Loads Planned To Be Accepted To The Coastal Facility In The Near Future,
4. Stacking Conditions
5. Decomposition Conditions
6. Material And Equipment Need For Emergency Response
7. Adequacy Of Emergency Response Teams
8. Impact On Neighboring Facilities Acceptance / Rejection Or Executive Decision Is Taken By Considering The Subjects Within The Scope Of Current IMDG CODE Documents.

1.2.2 ACCEPTANCE OF DANGEROUS GOODS

In Matters Such As The Handling Of Dangerous Cargoes Arriving At The Coastal Facility, Their Temporary Waiting At The Coastal Facility, Their Stacking And Separation, And Their Storage, The Following Matters Will Be Fulfilled In Terms Of The Safety Of The Coastal Facility, Employees And Ships In The Coastal Facility.

- A Coordination Meeting Will Be Held At Least 2 Days Before The Dangerous Cargoes Are Accepted To The Coastal Facility, And The Administrative Affairs, Operations, Site Planning, CFS, HSE, DGSA And Other Related Persons Will Participate In This Meeting. (The Decision To Hold This Meeting For The Routinely Handled Dangerous Cargoes Accepted To The Port Can Be Made By The Operation / DGSA.)
- In The Coordination Meeting; Regarding Dangerous Cargoes To Be Accepted To The Port;

1. Risk Caused By Dangerous Cargo
2. Interaction With Existing Dangerous Cargoes In The Coast Facility,
3. Interaction With Cargoes Planned To Be Adopted To The Coast Facility In The Near Future,
4. Stacking Conditions
5. Decomposition Conditions
6. Material And Equipment Need For Emergency Response
7. Adequacy Of Emergency Response Teams
8. Impact On Neighboring Facilities

- Acceptance / Rejection Or Executive Decision Is Taken By Considering The Subjects Within The Scope Of Current IMDG CODE Documents.
- If A Decision Is Made In The Meeting Regarding The Acceptance Of Dangerous Cargo, The Preparation And Acceptance Process Is Started By Informing The Management, Operation, Storage, Security, Emergency Response Units.
- In Case Of The Need To Inform The Port Authority During The Admission To The Coastal Facility, It Is Notified To The Port Authority In Writing, Together With The Reasons For The Situation.

1.2.3 LIST OF DANGEROUS GOODS

- For Detection Of Dangerous Goods Subject To ADR; The List Of Chemicals (Products) Incoming To The Company Is Drawn Up By The Company Purchasing Manager Or The Related Operations Unit Manager, And Their Msdss Are Delivered To DGSA.
- DGSA Examines Whether The Products In This List Are Subject To ADR Based On Article 14 Of The MSDS And Files Under The Title Of "List Of Dangerous Goods " In The "Dangerous Goods System" Folder.(Annex-19) In This List, The Annual Shipment-Delivery Quantities And The Shipment-Delivered Goods Are Determined.
- The Purchasing Manager Or The Related Operations Unit Manager Should Be Informed To DGSA Two (2) Days Before A New Dangerous Goods Shipment-Delivery Transaction.
- DGSA Re-Processes "Dangerous Goods List".

1.2.4 DETERMINING DANGEROUS GOODS PROCEDURES

Dangerous Goods Are Arranged On The Basis Of Table-A According To ADR And / Or IMDG:

- Arranges The "Dangerous Goods List" In ADR Annex-19 According To ADR / IMDG / RID Table-A.
- This List Has Been Filed Under The Title Of Table-A In The "Dangerous Goods System" Folder.
- In Order To Find Out What The Information In Table-A Means; In The Absence Of DGSA And DGSA, The Persons Appointed To Execute The Transactions Are Provided With "Bridge Connections Established In The EXCEL Table". Thanks To The Bridge, Access To All Information Of The Dangerous Goods With The UNNumber And Name Is Provided.

1.2.5 ACCEPTANCE AND DISCHARGE CONTAINER WORKFLOW WITH SAFIPORT IMCO

Entrance /Exit	Label	Notice	With Imco/With out Imco	Action
Entered The Door	√	√	With Imco	None
Entered The Door	None	√	With Imco	Label Application Service Is Provided. If There Is No Label Belonging To The Relevant Agency, The Container Cannot Be Unloaded From The Truck. (Labels Are Required From Each Agency).
Entered The Door	None	None	With Imco	Labeling Service Is Provided Before Loading Onto The Ship.
Entered The Door	√	None	With Imco	The Truck Is Waited Around The Door. Confirmation Is Received From The Agency That The Container Is Imco.
Entered The Door	√	None	Without Imco	The Vehicle Is Waited Near The Door. Confirmation Is Received From The Agency That The Container Is Imco-Free. Tag Removal Service Is Provided.

- The Information Of The Coming Vehicle For The Dangerous Goods Delivery Is Notified To The Security Personnel And The Dangerous Goods Safety Advisor In Written Two (2) Days In Advance By

The Relevant Responsible Person Who Made The Dangerous Goods Purchase.

- All Precautions Are Taken By The Security Personnel To Prevent The Vehicle Carrying Dangerous Goods From Being Kept In The Security Cover.
- If Dangerous Goods Will Be Discharged; The Area Where It Will Be Unloaded Is Cleaned, The Necessary Warning Signs Are Placed, And All Kinds Of Obstacles (Other Loads, Other Vehicles, Etc.) That Will Prevent The Delivery Vehicle From Approaching Are Removed. Necessary Safety Precautions Are Taken By The Operation Unit And Security With Appropriate Guidance And Warning Signs In The Area Where The Dangerous Goods Will Be Unloaded.
- If Dangerous Goods Will Be Stored; Personnel Who Will Work During The Storage Of Dangerous goods are kept ready by the relevant department officer within the time frame that the vehicle will reach, and necessary precautions are taken not to delay the unloading process.
- Before Unloading, the Engine of the Vehicle is Stopped, Except for Mandatory Circumstances.

ENTRY/EXIT CONTROLS OF VEHICLES CARRYING DANGEROUS MATERIALS ARE MADE, AND CONTROL RECORDS ARE KEPT.

SAFİ PORT	**DANGEROUS GOODS PROCESS FORM**	**DATE:** **VEHICLE PLATE/TRAILER PLATE:** **Dangerous goods UN number:** **Transport company name:**		
SENDER( ) PACKAGED BY( )	**FILLING( ) LOADING( ) CARRYING( )**	**UNLOADED BY ( ) RECIPIENT( )**		
Sender 1,2,3,4,5,6 /Packers 4-6/Folds1,2/Loads 1,2,3,4,5,6/Carries 1,2,3,4,5,6/Unloads 6 ,7/Recipient 6, 7				
1-DOCUMENTS THAT MUST BE INCLUDED IN THE DRIVER		**irrelevant**	**yes**	**no**
Is there an SRC-5 certificate? Is the SERC 5 certificate suitable for the dangerous substance to be transported? Has the SRC-5 certificate expired? (5 years)				
Do you have shipping documents? (Or is it stated on the vehicle delivery note?)				
Are there written instructions?				
Is there a dangerous goods and dangerous waste liability insurance policy?				
Is there a transport permit for CLASS 1, 6, 7?				
Is there a "MULTI-MODE DANGEROUS GOODS TRANSPORTATION FORM" for loads transported in more than one mode?				
Do you need a safety plan?				
2-TANK/ BULK CONTROL		irrelevant	yes	no
Does the tank and vehicle comply with ADR? (Is there an ADR Approval Certificate?)				
If the tank and vehicle do not comply with ADR, is a Due Diligence Document available? For 2012 model vehicles until 1/7/2018, for 2009-2011 model vehicles until 31/12/2018, for 2005-2008 model vehicles until 1/7/2019, for 2004 and earlier model vehicles 31/ It is sufficient to receive vehicle due diligence until 12/2019.				
Is the sealing of the cover sections of the tank checked after filling?				
Have the maximum permissible filling rate (filling degree) and the maximum filling volume for the filled medium been complied with?				
Portable tank or ADR tank; Does it comply with the tank code or portable tank instruction corresponding to the UN (UN) number of the sent substance?				
Do you have a tanker cleaning certificate? (According to article 5 of the "TANKER CLEANING FACILITIES" Communiqué, "In case the transported product is different from the previous product, the Transporters are obliged to present this document to the facility where the loading is made.)				
3- What should be in the vehicle		irrelevant	yes	no
The driver's cabin is sealed, is there an expiration date=>2kg fire extinguisher? Is there an additional fire extinguisher outside the driver's cabin, sealed and within the expiry date? -Min 4kg (2+2kg) for vehicles with a capacity of less than 3.5 tons -Min 8kg (6+2kg) for vehicles with a capacity between 3.5 tons and 7.5 tons -Min 12kg (6+6kg) for vehicles with a capacity of 7.5 tons and more				
Is there at least one chock suitable for the diameter of the wheel and the maximum mass of the vehicle for each vehicle?				
Are there two visible warning signs?				
Is there an eye rinse liquid? (Except for hazard label numbers 1, 1.4, 1.5, 1.6, 2.1, 2.2, and 2.3)				
Is there a warning vest (as described in standard EN 471:2003 + A1:2007)?				
Is there a portable lighting apparatus that complies with the provisions of 8.3.4?				
Got a pair of protective gloves?				
Are eye protection equipment (eg safety glasses) available?				
Is there an emergency mask for each member of the vehicle crew? (A type A1 B1E1 K1-P1 or A2B2E2K2-P2 type emergency mask similar to that described in the EN 141 standard. will be carried in the vehicle for hazard label numbers 2.3 or 6.1)				
Is there a shovel? (Required only for solids and liquids with hazard label numbers 3, 4.1, 4.3, 8 or 9.)				

Is there a drain seal? (Required only for solids and liquids with hazard label numbers 3, 4.1, 4.3, 8 or 9.)			
Is there a collection container? (Required only for solids and liquids with hazard label numbers 3, 4.1, 4.3, 8 or 9.)			
4-packaging label	irrelevant	yes	no
Are the packages UN approved?			
Is there a UN Number of the dangerous substance on the package to be transported?			
Labels in column 5 Are compliance marked with hazard warning signs?			
5-car sticker	irrelevant	yes	no
Is there a blank orange license plate on the front and back of the vehicle?			
Is there a solid orange plate on both sides of the container, bulk container, tank container and tanker?			
Is there a hazard warning sign on 4 sides for container, tank container, bulk container?			
Is there a hazard warning sign for the tanker, two to the side and one to the rear?			
Is the vehicle loaded in accordance with its payload?			
6-vehicle exit process	irrelevant	yes	no
Are the vehicle locks stuck on the empty container? If there are additional loads inside, are they fixed? Are the covers closed properly?			
After the vehicle has been emptied, if the dangerous substance is not contaminated, have the danger signs been removed from the vehicle?			
7-unloading process			
Has it been determined that the correct cargo will be unloaded by comparing the package, container, tank or vehicle information with the relevant information in the shipping documents?			
Has it been checked before and during packaging/unloading that there is no damage to the package, tank, vehicle or container that would endanger the unloading process?			

CARRIER NAME-SURNAME: Signature: I declare that I have Loaded-Transported the dangerous substance in my vehicle according to ADR rules and I declare that the information given above is correct and that I have the relevant ADR documents with me.	Business Official/Responsible Name-Surname: Signature: In line with the driver's statement and the documents he shows, I declare that the relevant transactions have been carried out as stated above.

- It is determined that the correct cargo will be unloaded by comparing the package, container, tank or vehicle information with the relevant information in the shipping documents.
- Before and During Packaging/Unloading, DGSA Officer/Operation Officers Visually Check If There Is Any Damage To The Package, Tank, Vehicle Or Container To Endanger The Unloading Process.
- In case the criteria in the form are suitable; The Driver who Brings the Dangerous Goods and the DGSA/DG Responsible Sign the "Dangerous Goods Transaction Form" mutually.
- The relevant vehicle is accepted and the unloading process is carried out in accordance with the MSDS of the product.

1.2.6 AFTER ACCEPTANCE

- After Delivery, If Dangerous Goods Arrived in Packages, It Is Checked Whether There Is Any Dangerous Substance Content In The Vehicle Or Container.
- After Delivery, If Dangerous Goods Arrived in the Tanker in Bulk, It Is Checked that the Dangerous Material Transfer Equipment is Closed Correctly and There Is No Dripping or Leakage.
- In case of any contamination in the vehicle or container, it is not allowed to leave the vehicle without cleaning the inside of the vehicle or container.
- The Cleaning Process is carried out by the Related Department Staff in accordance with the conditions specifiedin the MSDS.
- During the Cleaning Operations, All Necessary Safety Precautions are Checked by All Relevant Personnel.
- After the Transfer Process from the Tanker, If there is a Dripping or Leakage in the Transfer Equipment, the Non- Spreading of the Dangerous Goods is Controlled by the Related Personnel. The Carrier Company Bringing The Dangerous Goods Is Notified. The Vehicle Is Not Allowed To Leave During This Time.

- After the Modification to Prevent Leakage and Dripping is Made by the Carrier, the Cleaning Process is carried out by the Related Department Staff in accordance with the Conditions Specified in the MSDS of the Dangerous Goods.
- During the Cleaning Operations, All Necessary Safety Precautions are Checked by All Relevant Personnel.
- It is ensured that the Hazard Warning Signs and Orange Plates are Removed on the Cleaned Vehicle or Container that Brings Dangerous Goods in Packages and Does Not Have Spills.
- It is ensured that the Danger Warning Signs and Orange Plates of the Vehicle are Not Removed, by Considering that the Uncleaned Empty Tankers will be marked as if they are full, after the Leakage and Dripping are Repaired in the Vehicle Transfer Equipment.
- Exit is allowed for the vehicle unloaded.

1.2.7 LOADING AND FILLING

Entrance /Exit	LABEL	NOTICE	With IMCO/without IMCO	ACTION
Discharged from ship	√	√	With IMCO	The container is taken to the IMCO stack.
Discharged from ship	None	√	With IMCO	Labeling service is provided and the container is stacked with IMCO containers and penalized action is taken. If the required tags are not available; a second transfer service is provided to label the container
Discharged from ship	√	None	With IMCO	The container is taken to the IMCO stack. Confirmation is requested from the agency. The resulting terminal fee is recourse. Criminal action is taken.
Discharged from ship	√	None	without IMCO	The container is taken to the IMCO stack. Confirmation is requested from the agency, the container is unloaded for label removal service and containers without IMCO are stacked. The resulting terminal fee is recourse.

- The Information Of The Coming Vehicle For The Shipment Of Dangerous Goods Is Notified To The Security Personnel And The Dangerous Goods Safety Advisor Two (2) Days In Advance By The Responsible Person Who Will Send The Dangerous Goods.

- For Dangerous Goods Shipment, Dangerous Goods Are Prepared At Least 2 Hours Before The Vehicle Arrives, The Equipment And Tools Required For Loading And Filling Are Arranged, The Relevant Personnel Are Informed Before The Shipment And They Are Ensured To Be Prepared.
- In Accordance With The Information Given To The Security Officers, The Necessary Information About The Driver, The Driver And The Visitor Record Book Is Filled.
- Necessary Safety Precautions Are Taken With Appropriate Guidance And Warning Signs In The Area Where Dangerous Goods Will Be Loaded Or Filled.
- Before Loading Or Filling, The Engine Of The Vehicle Is Stopped, Except For Obligatory Circumstances. Before Loading And Filling;
- The "Dangerous Substance Transaction Form" In Annex-2 Is Filled.
- In Case The Criteria In The Form Are Suitable; The Driver Who Brings The Dangerous Goods And The DGSA/DG Responsible Sign The "Dangerous Goods Transaction Form" Mutually.
- The Relevant Vehicle Is Accepted And The Product Is Loaded/Filled In Accordance With The MSDS.
- If The Dangerous Goods Are To Be Shipped As Packaged, The Carrier Must Be Notified In Advance That It Should Be Sent In A Way That No Other Dangerous Goods Are Contaminated And There Is No Dangerous Goods Spill In The Vehicle.

1.2.8 AFTER DELIVERY

- Information Is Given About The Dangerous Goods, UN Number, Proper Shipping Name And Packing Group Information, Danger Warning And Warning Signs, About The Documents, Packages And Dangerous Goods To Be Sent By Tanker.
- The Relevant Transport Document Is Kept In The Workplace By The Dangerous Goods Safety Advisor For A Period Of At Least 3 Months.
- It Is Confirmed By The Scale Control That The Maximum Laden Weight Of The Vehicle Does Not Exceed.

1.2.9 TRANSPORTATION OF PACKED DANGEROUS LOADS AND HANDLING PROCEDURE

The Personnel, Whose Names Are Given Below, Have Been Assigned From The Operations Related To The Handling, Loading And Evacuation Of Packaged Dangerous Solid Bulk Cargoes In Our Port Facility. These Persons Will Be At Least One Person Per Shift ;

1.2.9.1 SHIP BERTHING

- By Means Of The Owner, Operator, Captain Or Agency Of The Ship Carrying Dangerous Goods, At The Latest 24 Hours Before The Arrival Of The Ship To The Port, It Will Receive A Berthing Order By Applying To The Port Authority, With A List Including The Amount Of The Cargo, The Stacking Status, The Packaging Types, The Burning Degree If Flammable, The Amount Of The Unloaded To Other Ports, The Class Of Dangerous Goods In Accordance With The IMO (I.M.D.G. Code) Rules And

MSDS. For Ships With Less Than 24 Hours Between Their Departure From The Loading Port And Their Arrival At The Unloading Port, This Notification Is Made Before Docking At The Discharge Port.

- Docks, Piers, Warehouses And Warehouses Reserved For Dangerous Goods Will Be Determined By The Port Authority. In Addition, The Enterprise Will Decide On The Waiting Time Of These Substances Between The Ships And The Storage Areas, In The Carriers, And The Maximum Amount Of Dangerous Goods That Can Be Taken Into The Port Area, And Take The Necessary Fire, Environment And Operational Safety Precautions.
- Dangerous Goods With Flash And Explosion Points Below 60 C Can Be Loaded And Unloaded In The Port Areas Allocated To Them During The Daytime.
- Combustible Substances; It Will Be Kept Away From Spark Generating Sources And No Spark Generating Vehicles Will Be Operated In The Dangerous Area To Be Determined In The Port.
- Dangerous Goods; It Will Be Adequately Packaged And There Will Be Information On The Package Describing The Dangerous Substance And Information On Risk And Safety Measures.
- Port Management And Seafarers Related To Dangerous Goods Will Wear Protective Clothing During Handling And Storage. These Protective Clothing Are Also Defined Under PPE Clause.
- Persons Who Will Fight Fire In The Dangerous Goods Area Will Be Equipped With Firefighter Equipment And This Equipment Will Be Ready For Use At Any Time.
- Explosive, Flammable, Flammable And Similar Dangerous Goods Unloaded From Ships, When There Is No Storage Opportunity In The Port For This Purpose, They Are Immediately Loaded On Land Vehicles And Removed From The Port Area Without Waiting. Such Items To Be Exported From The Port Can Be Loaded Onto Ships Without Waiting.
- During The Loading And Unloading Of Explosive, Flammable Substances On Ships Or Limbo, Ship's Persons And Those Who Make Loading, Unloading Or Limbo Take Necessary Safety Precautions Against Heat And All Other Hazards, Especially In Hot Seasons.
- In Accordance With The Adr/Rid Provisions Of The Load Loaded On The Transport Vehicle; The Work And Transactions Regarding Packing And Labeling, Loading, Attaching The Orange Plate And Marking Will Be Followed By Safiport.

1.2.9.2 DISCHARGE CONTAINER OPERATION

- The Container Carrying Dangerous Goods Subject To The Customs Regime Has Been Declared To The Customs Administration And According To The Customs Administration Declaration; Red For Physical Inspection And Document Control, Yellow For Checking The Accuracy Of Declarations And Attachments Without The Requirement Of Physical Inspection, Blue For Checking The Declarations And Documents Later, Document Control And Green Line Where The Goods Are Not Physically Inspected, Full Detection, Partial Inspection, External Inspection .
- A Service Order Is Created By Making A Request To The Customer Or Its Representative To The Agency Port (Registration Office, Commercial Tariff Unit, Cfs Office). The Opening And Closing Minute Is Signed By The Customs Inspection Officer, And A Request Is Made To The Cfs Office With This Report And Declaration.

- If The Material Safety Data Sheet (Msds) Of The Dangerous Good In The Container Is Not Available, It Is Requested From The Customer Or Its Representative. Actions Are Not Initiated For Dangerous Goods Whose Msds Form Cannot Be Provided. Msds Form Is Reviewed By Administrative Affairs, Operation, And Hse, And Necessary Protective Measures Are Taken And Teams Are Assigned. Container / Vehicle Packaging Certificate Is Required. In This Way, It Is Required To Declare That All The Goods Have Been Placed / Loaded In The Defined Container / Vehicle In Accordance With The Imdg Code Section 5.4.2.
- According To The Service Order Created By The Cfs Office, The Requested Container Is Brought To The Cfs Site.
- The Container Is Loaded To The Port Vehicle At The Stacking Site And It Is Unloaded To The Planned Site By Bringing It To The Cfs Site. Container Inspection Is Completed Under The Supervision Of The Inspection Officer, Customer / Representative, And Port Cfs Operation Officer At The Cfs Site, And A Opening And Closing Report Is Prepared.
- During The Inspection And Sampling Procedures, The Waste (Packaging Package Papers, Plastics, Fixing Materials, Etc.) And Leakages To Be Composed From The Container With Dangerous Goods Are Intervened By The Teams In Protective Clothing And Are Cleaned. The Resulting Residues Are Sent To The Waste Collection Center For Disposal.
- The Container, Whose Process Is Completed, Is Assigned To The Field And Taken To The Stacking Site.
- Containers Containing Dangerous Goods Are Not Placed In "Temporary Storage Area Closed Warehouse" According To Article 77 Of Customs Legislation, They Are Taken To General Or Special Warehouses Appropriate For The Qualifications Of These Containers.

1.2.9.3 OPERATION PACKED DANGEROUS CARGOES SAFE HANDLING

- Packaged Dangerous Cargoes Will Be Loaded/Discharged In Our Shore Facility As Supalan.
- The Loading Unloading Program Is Prepared 2 Days In Advance At The Operations Meeting. Equipment, Crane, Crew, Number Of Posts And Docks To Be Used In This Meeting Are Determined. Personnel Who Will Work In The Operation Are Informed About The Danger Of The Load And Are Equipped With The Necessary Protective Equipment. Environmental Safety Provided By Hse. No Personnel Will Be Assigned In The Ship's Hold And On Site Without Making Gas Measurements.
- Necessary Warnings Are Made So That The Trucks Do Not Load Excessively, And Those In Charge Pay Due Attention To This Issue.
- Drivers Will Be Kept At The Specified Point Away From The Vehicle During Vehicle Loading And Unloading. It Will Be Checked That The Driver Has The Necessary Protection Equipment.
- Occupational Safety In The Working Area, Control Of Equipment, Entry And Exit Of External Persons, Safe Handling Of The Cargo, Environmental Cleanliness And Control Of The Appropriate Conduct Of These Works Are Under The Shift Supervisor.
- Working Order Is Organized By Pointer, Cox And Ship's 2nd Captain. Provides Loading/Discharging According To The Cargo Plan Approved By The Pointer. The Responsibility For Loading And

Unloading In Accordance With The Cargo Plan Belongs To The Pointers.

1.2.9.4 SEPARATION AND DISTINCTION

- Packages Containing Dangerous Goods That May React Dangerously With Each Other Will Not Be Stacked Next To Each Other In Sea-Road-Railway Vehicles Or In A Position That Allows Interaction Between Them In Case Of Leakage.
- Toxic (Toxic) Substance Packages Will Be Stacked In Seaway-Land-Road Vehicles According To The Technical Instructions Provisions.

1.2.9.5 DANGEROUS GOODS CARGO LASHING

When The Dangerous Goods Subject To The Conditions Specified Here Are Loaded, The Operator Shall Prevent The Dangerous Goods From Being Damaged And Lashing These Goods In Sea-Land-Railroad Vehicles, In A Way That Prevents Any Movement That Could Change The Direction Of The Packages During Navigation.

1.2.9.6 SEPARATION DISTANCES OF DANGEROUS LOADS IN WAREHOUSES

Decomposition Table for Port Areas is Given Below;

		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammability gases	2.1	0	0	0	S	A	S	0	S	S	0	A	0
Non-flammable and non-toxic gases	2.2	0	0	0	A	0	A	0	0	A	0	0	0
Toxic gases	2.3	0	0	0	S	0	S	0	0	S	0	0	0
Flammability liquids	3	S	A	S	0	0	S	A	S	S	0	0	0
Flammability solids	4.1	A	0	0	0	0	A	0	A	S	0	A	0
Spontaneously combustible substances	4.2	S	A	S	S	A	0	A	S	S	A	A	0
Dangerous when in contact with water	4.3	0	0	0	A	0	A	0	S	S	0	A	0
Oxidizing agents	5.1	S	0	0	S	A	S	S	0	S	A	S	0
Organic peroxides	5.2	S	A	S	S	S	S	S	S	0	A	S	0
Toxic substances	6.1	0	0	0	0	0	A	0	A	A	0	0	0
Abrasive substances	8	A	0	0	0	A	A	A	S	S	0	0	0
Dangerous materials and	9	0	0	0	0	0	0	0	0	0	0	0	0

0 — No separation required

A — <3m or no separation

S — Outdoors <6 m in hold <12 m or Outdoors <3 m or in hold <6 m

1.2.9.7 ACCIDENTS INVOLVED BY DANGEROUS SUBSTANCES

According To The IMDG Code Book, In The Accidents That May Occur As A Result Of The Disposal Of The Materials In The Dangerous Goods List Due To Deterioration Of The Packaging, Etc.;

- The Area Where The Chemical Is Spilled Is Surrounded By A Safety Strip And A Safe Area Is Created.
- The Characteristics Of The Substance Are Determined By Checking The UN Number Of The Spilled Dangerous Goods From The Dangerous Goods List.
- In Case The Substance Is Liquid, It Is Ensured That The Liquid Substance Is Absorbed By Absorbent Pad Etc. Materials.
- Personnel Who Wear Appropriate PPE According To The Characteristics Of The Dangerous Substance Transfer The Danger To A Sealed Trailer Or Barrel According To The Amount Of Absorbent Pads In Which The Substance Is Absorbed And Removed From The Environment.
- If An Injury Caused By Spilling Of Dangerous Goods Occurs, First Aid Personnel Who Have Been Trained Within The Scope Of Legal Requirements Are Called To The Field And First Aid Is Performed To The Personnel.
- The First Aid Team Personnel Notifies The Ambulance According To The Condition Of The Injured And Checks The Condition Of The Wounded Until The Ambulance Arrives On The Field.
- The Condition Of The Injured Person Referred To The Hospital Is Also Notified To The Hospital.
- According To The Nature Of The Spilled Dangerous Substance, If It Is A Substance That Has The Risk Of Burning And Explosion, The Extinguishing Team From The Emergency Teams Is Called To The Field.
- This Team Waits On The Field To Intervene When Necessary.

1.2.9.8 DISPOSAL OF DAMAGED DANGEROUS CARGOES AND WASTE CONTAINED BY DANGEROUS LOADS

In The Event That The Dangerous Goods Package Is Deteriorated During The Handling In The Field, Or The Dangerous Goods Packages To Be Handled From The Container Are Damaged, Etc., In The Case Of Mixing Of Dangerous Goods Into The Environment, The Process As Described In The "ACIDENTS INCIDENTED BY DANGEROUS MATERIALS" Is Applied. Absorbent Pads Etc. Materials Formed In This Process Are Included In The Dangerous Waste Class And They Are Evaluated Within The Scope Of The Environmental Law No. 2872 And Regulations. The Waste Is Transported To The Dangerous Waste Site After The Communication Is Made On The Disposal Of The Waste By Contacting The Buyer Company Of The Relevant Cargo.

1.2.10 OPERATION PROCEDURE FOR SAFE HANDLING OF DANGEROUS BULK CARGOS IN SOLIDSTATE (IMSBC CODE)

The Personnel, Whose Names Are Given Below, Have Been Assigned From The Operations Related To The Handling, Loading And Discharge Of Dangerous Bulk Cargoes In Solid State In Our Port Facility,

Who Have Been Assigned In This Regard And Have Received Training For The Task. These Persons Have Been Assigned To Be At Least One Person In Each Shift And They Have Been Given Their Job Descriptions;

- Impose/Discharge Program Material Safety Data Sheet For Solid Bulk Cargoes, General Description Of Cargo, Material Type, Together With The Information Provided By The Shipper And The Declaration Are Prepared 2 Days In Advance At The Operations Meeting. DGSA Is Notified For The Preparation Of ADR/IMDG/RID Documents Required For The Cargo. Bu Toplantıda Kullanılacak Ekipman, Vinç, Ekip, Posta Sayısı Ve Rıhtım Belirlenir. The Equipment, Crane, Crew, Number Of Posts And Berth To Be Used In This Meeting Are Determined. Personnel Who Will Be Trained In The Operation Are Informed About The Danger Of The Load And Are Equipped With The Necessary Protective Equipment. Environmental Safety Provided By HSE. No Personnel Will Be Assigned In The Hold And On The Field Without Making Gas Measurements.
- Necessary Warnings Are Made So That The Trucks Do Not Load Excessively. Responsible Persons Show Necessary Attention On This Issue. After Loading, Trucks Must Be Covered.
- Drivers Will Be Kept At The Specified Point Away From The Vehicle During Vehicle Loading And Unloading. It Will Be Checked That The Driver Has The Necessary Protection Equipment.
- Occupational Safety In The Working Area, Control Of Equipment, Entry And Exit Of External Persons, Safe Handling Of The Cargo, Environmental Cleanliness And Control Of These Works Properly Performed By The Shift Supervisor.
- Responsibility For Loading And Unloading In Accordance With The Cargo Plan Belongs To The Tallyman.
- In The Event That The Ship's Evacuation Is Partially Finished, Gas Measurements Will Be Made Before The Assignment Is Made For The Evacuation Of The Remaining Cargo In The Ship's Hold.
- A Tarpaulin Is Laid Between The Ship And The Dock, And A Responsible Person Is Determined For The Loads Dispersed In The Environment.
- (Imsbc) Chemical Reactions Are Among The Most Serious Hazards Of Coded Cargoes.
- Each Time Ships Carry Solid Bulk Cargo For Which Exemption Is Granted, A Hard Copy Or Electronic Copy Of The Exemption Certificate Is Required To Be On Board And Will Be Submitted To The Port.

1.2.10.1 REQUIREMENT

- While Determining The Areas To Be Handled According To The Risks Of Dangerous Goods; Administrative Buildings, Other Facilities Neighboring The Facility, Types Of Cargo Handled In These Facilities, Characteristics Of Other Loads Temporarily Stored And Handled At The Facility, And The Fastest And Safest Access Opportunities For Emergency Response.
- Issues Regarding Additional Safety And Security Measures To Be Taken In Coastal Facilities And These Measures Will Be Provided By The Operations Department.
- The Shift Supervisor Or Operations Officer Is Responsible For The Handling Of Dangerous Solid Bulk Cargoes.
- The Electrical Equipment, Equipment And Equipment To Be Used In The Areas Where Dangerous Substances Are Handled Will Be In Accordance With The Standards Suitable For Use In Flammable,

Combustible Or Explosive Environments. During Cargo Operations For Dangerous Solid Bulk Cargoes, Electric Lamps Other Than Arc Lamps Will Be Used And These Lamps Will Be Gas Tight.

- Adequate Number Of Suitable Personal Protective Clothing, Equipment And Equipment Will Be Provided Against The Characteristics Of The Handled Dangerous Solid Bulk Cargoes And The Risks They May Pose.
- Concentration Of Toxic Or Combustible Gas That May Create In The Areas Where Dangerous Solid Bulk Cargoes Emitting Toxic Or Flammable Gases Are Handled And Their Possible Emissions Will Be Checked Regularly With Gas Measuring Devices And Measurements Will Be Recorded.
- The Surroundings Of The Areas Where Dangerous Substances Such As Coal That Burn By Themselves, But Are Not Affected By Water, Are Stored, Should Be Equipped With Water Cannons And Irrigation Procedures Will Be Carried Out In A Way To Prevent Burning. While Declaring The Temporary Storage Area, It Will Be Taken Into Consideration Whether The Area Has A Drainage System To Collect Dirty Water.
- Tarpaulins To Prevent Solid Bulk Dangerous Goods From Falling Into The Sea During Discharging Or Loading Onto The Ship Will Be Kept Between The Ship And The Dock During The Operation.
- The Captain Of The Ship To Impose/Discharge The Dangerous Solid Bulk Cargo Shall Receive The Detailed Loading/Unloading Plan Including The Details On The Position And Quantities Of The Said Cargo On The Ship, By The Operations Officer Before Starting The Impose/Discharge Process. A Reconciliation Will Be Reached Between The Ship's Captain And The Operations Responsible Regarding The Loading/Discharging Plan In Question.
- Ship Captain And Operations Responsible For Operations Regarding The Transport, Handling Or Loading/Discharging Of Dangerous Solid Bulk Cargoes, Within Their Areas Of Responsibility, “International Maritime Solid Bulk Cargoes Code (Imsbc Code)”, “The Code Of Practice For Safe Loading And Unloading Of Bulk Carriers (Blu) Code)”, “Regulation On Safe Loading And Unloading Of Bulk Cargo Ships” Published In The Official Gazette Dated 31.12.2005 And Numbered 26040, And “Manual For Loading And Unloading Of Solid Bulk Cargoes For Terminal Representatives (Imo Msc/Circ.1160),Msc/Circ1230 And Msc.1/Circ.1356)”.

1.2.10.2 EMISSION OF DANGEROUS DUSTS

- Where Transport, Transport Or Stacking Of Dangerous Bulk Dry Cargoes May Cause Dust Emissions, All Applicable Precautions Shall Be Taken To Prevent Or Minimize The Occurrence Of Such Dust Emissions And To Protect People And The Environment From These Emissions.
- In Addition To Personal Washing And Hygiene And Washing The Clothes Used, These Measures Will Also Include Appropriate Protective Clothing, Respiratory Protection And Protective Creams When Needed.

1.2.11 SAFETY MEASURES PROCEDURE TO BE TAKEN IN WORKPLACES WORKING WITH EXPLOSIVE-FLAMMABLE-DANGEROUS AND HARMFUL SUBSTANCES (IMDG CODE CLASS 1)

The Personnel Named Below, Who Have Been Assigned And Received Training For The Task, Have Been Assigned From The Operations Related To The Handling, Loading And Discharge Of Explosive Dangerous Bulk Cargoes In Our Port Facility. These Persons Have Been Assigned To Be At Least One Person In Each Shift And They Have Been Given Their Job Descriptions;

Except For Emergency And Mandatory Circumstances, All The Works To Be Done Regarding Loading And Unloading At Safiport Port Will Be Carried Out Between Sunrise And Sunset In Accordance With The Applicable Legislation.
Ammunition Loaded Vehicles, As Much As Possible, The Ship That Is Loaded In Bulk Without Waiting On The Maneuver Lines Will Be Towed By Board.
A Hot Work Permit Will Be Obtained From The Relevant Port Authority When Repairs Or Welding Are Required Due To Any Malfunction, Such As Th+++E Port Area Where Explosive, Flammable And Dangerous Goods Are Located Or On The Ship.

- The Workplace, Where Flammable, Explosive, Dangerous And Harmful Substances Are Stored, Is Surrounded By A Wall, Wire Mesh Or Wire Cage, And The Entrances And Exits Are Taken Under Control. The Workplace, Where Flammable, Explosive, Dangerous And Harmful Substances Are Stored, Is Surrounded By A Wall, Wire Mesh Or Wire Cage, And The Entrances And Exits Are Taken Under Control.
- Adequate Number Of Fire Extinguishing Devices Are Available In The Port, Of A Type That Can Be Effective According To The Type And Nature Of The Work Being Done. Automatic Fire Extinguisher Systems Suitable For Port Features Are Installed. Fire Alarm Systems Are Installed.
- Water Fire Extinguisher And Equipment; It Is Kept In A Way To Be Easily Taken And Used In Neat Boxes And Cabinets In Certain Places. Fire Equipped Tugs Are Positioned Closely Ready To Ship.
- Adequate Number Of Workers Are Assigned Certain Duties Regarding The Use Of Fire Extinguishing Equipment And Equipment, And These Personnel Are Subjected To The Necessary Training To Form A Fire Team. Adequate And Appropriate Manual, Electrical Or Mechanically Operated Alarm Devices Are Available In The Workplaces According To The Characteristics Of The Work And The Workplace.
- In The Workplaces Working With Flammable, Explosive, Dangerous And Harmful Substances, Adequate Information Is Given To The Workers Through Training, Practice, Experience And Practice About The Dangers To Be Exposed In Their Work, The Precautions To Be Taken In Case Of Fire, Neutralizing The Residues, Loading And Unloading And Cleaning The Workplace, And These Matters Are Specified In The Workplace File Of The Worker. Employees Are Prohibited From Starting Or Being Employed Without Being Determined By The Employer Or Workplace Supervisor That They Have Sufficient Knowledge And The Ability To Apply This Information On The Above-Mentioned Issues.
- At The Port; The Static Electricity Of Both Buildings, Apparatuses And Machines Is Emphasized, Necessary Measures Are Taken.

- Personnel Working In The Transport, Storage, Delivery/Discharge Of Explosive, Flammable Materials; It Is Ensured That They Do Not Use Clothes That Will Cause Static Electricity Accumulation Such As Nylon, Orlon, Perlon, Their Clothes, Underwear And Socks Should Be Cotton.
- Electrical Wires Must Pass Through The Discharge Area Containing Explosive-Flammable Materials And At Least 15 Meters From The Buildings.
- Gas Detectors Are Used To Detect Toxic Gas Leaks Instantly.
- The Port Operations Supervisor Establishes Contact With The Units Related To Atex Radio Devices With Exproof Feature And Acts In This Way On The Ship, In The Storage Area.
- Chemical Substances Are Stored In Colored And Written Containers Suitable For Hazard Risks.
- The Ship's Engines And Auxiliary Equipment Will Be Kept Ready At All Times, So That The Ship Can Leave The Quay In A Short Time.
- Explosives Not Classified According To The Imdg Code Will Not Be Admitted To The Port Area.
- Equipment To Be Used In The Handling Of Explosives Must Be Type Approved In Accordance With National And International Standards, And Properly Tested And Maintained.
- Class 1 Cargoes Are Not Brought To A Pier For Loading Until The Ship Is Ready To Take These Cargoes.
- Class 1 Cargoes Will Be The Last Cargo Loaded Before The Ship Leaves The Port.
- 1st Class Cargoes, Which Will Be Removed From The Port Area By Taking Necessary Precautions At The Port (Ship, Wagon, Truck, Etc.), Cannot Be Unloaded From A Ship Or Transport Vehicle Unless It Is Ready To Receive Them. This Type Of Cargo Will Be The First Cargo Shipment.
- Class 1 Will Not Stay In The Port Area For More Than 24 Hours.
- Separation Distance Should Be Clearly Marked And Access Controlled. In Cases Where The Separation Distance Is Less Than 15 Meters, The Area On The 15-Meter Quay Must Be Cleared And Marked.
- Explosives Will Be Handled Safely, Efficiently And Safely.
- Explosives Will Be Discharged As Soon As Possible.
- Repairs Involving Hot Work Work Will Not Be Allowed On Board.
- Smoking Will Be Prohibited On Ships And Piers, Except In Safe Areas. Notifications Will Be Prominently Displayed On Board And At The Pier.
- Adequate And Appropriate Fire Fighting Equipment Must Be Available At The Time Of Loading And Evacuation OrOperation And Throughout The Operation Period.
- Explosives That Are Not Classified According To The Imdg Code Will Not Be Processed In The Port Area.
- Unattended Vehicles Should Not Enter Cargoes Within Separation Distance Or Explosive Goods

Within 15 Meters (Whichever Is Greater)

- Services Provided Using Electricity Cannot Be Used In Storms, Bad Weather Conditions, 1st Class Load Operation, Explosives.
- Ship Engines And Auxiliary Equipment Will Be Kept Ready At All Times And Thus The Ship Will Be Ensured To Leave ThePort In A Short Time.
- The Ship Should Be Held In A Direction That Allows The Quickest Departure From The Wharf As Much As Possible.
- Class 1 Must Be Docked And Separated In Compliance With The Requirements Of The Imdg Code WhenEmbarked.
- When Using Class 1 Based On Class 1.4, Appropriate And Appropriate Fire Fighting Equipment And Water Shall BeImmediately Available On Board. Fire Hoses Should Be Emptied And Made Ready For Use Immediately.

1.2.11.1 LOADING AND UNLOADING OF EXPLOSIVES

- The Handling Of Explosives In The Coastal Facility Is Prohibited, Unless The Necessary Permission For The Handling Of Explosives Is Given By The Administration Within The Scope Of The Directive. In This Context, Ships Carrying Explosives AsTransit Cargo To Coastal Facilities Without Explosives Handling Permit Will Be Berthed With The Permission Of The Relevant Port Authority, On The Condition That The Said Explosives Are Not Downloaded To The Coastal Facility.
- Unless Special Permission Is Given By The Administration, Class 1 Explosives, Other Than Class 1.4 Compatibility Group S Explosives, Can Be Handled At The Coastal Facilities, Provided That They Are Loaded Directly To The Ship WithoutWaiting Or Removed From The Coastal Facility By Being Discharged From The Ship.
- When The Loading Of Explosives At The Coastal Facility Is Completed, The Ship Or Vehicle Loaded Will Be DepartedFrom The Coastal Facility As Soon As Possible.
- Although The Necessary Organizations For The Handling Of Explosives Have Been Made In Advance, Provided That TheForce Majeure Measures Of The Explosives In Question Are Provided And The Permits Required From Other Relevant Institutions/Organizations Are Obtained, If The Facility Needs Temporary Storage At The Coastal Facility For Various Reasons, These Substances Will Be Temporarily Stored For A Maximum Of 24 (Twenty-Four) Hours, With The Permission Of The Relevant Port Authority, In The Special Area Determined Within The Required Safety And Security. Temporary Storage Period May Be Extended For Force Majeure Related To Public Safety.
- The Dock Area, Where Explosives Are Handled, Will Be Determined As A "Protected Area" And The Boundaries Of TheSaid Area Will Be Kept At Least 10 (Ten) Meters Wider Than The Normal Handling Area.
- - In Areas Where Explosives Are Handled; Smoking And Similar Substances Will Not Be Allowed, Matches Or Lighters WillNot Be Carried Or Burned, No Materials Or Equipment, Equipment Or Equipment That May Create A Flame Or Spark Will Be Kept, And It Will Be Ensured That The Personnel In Charge Use Appropriate Work Clothes, Shoes And Necessary Protective Equipment.

- Equipment To Be Used In The Handling Of Explosives Must Be Type Approved In Accordance With National And International Standards, And Properly Tested And Maintained.
- Unless The Permission Of The Relevant Port Authority Is Obtained, No Maintenance/Repair Operation Shall Be Carried Out On The Machinery Of A Ship Loaded With Explosives In The Coastal Facility, Which May Constitute An Obstacle To Its Departure From The Dock / Pier In An Emergency.
- In Order To Ensure That A Ship Loaded With Explosive Substances Or To Be Loaded/Discharged Explosives Can Be Freed By Tug Boats In Emergency Situations, As Long As It Is Moored At The Wharf/Wharf; A Steel Wire Rope With Casing Ends Will Be Available Forward And Aft Sea Side Close To The Water Surface.
- Unless The Relevant Port Authority Has Permission, No Maintenance/Repair Operation Shall Be Carried Out On The Machinery Of A Ship Loaded With Explosives In The Coastal Facility, Which May Constitute An Obstacle To The Departure Of The Dock/ Pier In An Emergency.
- It Is Obligatory For The Port Authority At The Explosive And Unloading Ports Of The Sea Vehicles To Be Loaded And Unloaded To Prepare The Anchorage Place For These Vehicles In Accordance With The Relevant Legislation, And To Notify The Names Of The Workers And Personnel To Be Employed In The Loading And Unloading To The Local Security Authorities.
- In The Port Area Where Explosive Materials Are Stacked, Persons Who Are Not Found To Be Inconvenient To Be Employed In These Works By The Local Security Authorities And Experienced Certified Personnel With Imdg Training Are Employed.
- During Loading And Unloading, Non-Business Persons Cannot Enter The Pier. Employees Are Kept Under The Supervision Of The Port Operator And The Pier Is Protected By The Security Authorities.
- After The Unloading, The Wagons And Land Vehicles Loaded With Explosive Materials Are Not Left On The Pier, They Are Pulled To A Place Far From The Building And The Community And Are Protected Here.
- Operation Of Cranes During Loading And Unloading Of Marine Vessels Is Carried Out Under The Supervision Of The Ship's Relevant Warrant Officer Or Boatswain, In A Way That Does Not Cause Shaking, Impact Or Shaking, And By Taking Necessary Precautions.

1.2.11.2 DANGEROUS GOODS TRANSPORT PERMIT PROCEDURE WEATHER CONDITIONS

- Due To The Nature Of Explosives; As Stated In The Provisions Of Chapter 3 On The Transport Of Dangerous Goods In Adverse Weather Conditions, Careful Care Will Be Taken In The Transport Of Dangerous Goods, Especially In Rainy Weather Conditions.
- Precautions Will Be Taken To Prevent Wetting Of Packages Containing Explosives.

Wireless - Radio Or Radar Communication;

- During The Handling Of Explosives, Radar Or Radio Receiver/Transmitter Devices Shall Not Be Used At A Distance Of 50 (Fifty) Meters Or Closer To The Handling Area.
- During Impose And Evacuation Of Explosives; Communication Will Be Established With Exproof Atex Featured Vhf Radio On Ships, Cranes Or Around.

Damaged Packages;

- If Any Explosive Product Or Package Is Determined To Have Damaged During Transport Of Explosives In The Port Area, That Package Shall Be Set Aside For Inspection And Repair Or For Safe Disposal.

Completion Of Loading;

- When The Loading Is Completed, The Loaded Ship Or Vehicle Will Be Provided To Leave The Port As Soon As Possible.

Annex 1 Transport and Storage of Explosives According to Compatibility Groups

Compliance Group	A	C	D	G	L	S
A	E	H	H	H	H	H
C	H	E	E	H	H	E
D	H	E	E	H	H	E
G	H	H	H	E	H	E
L	H	H	H	H	H	H
S	H	E	E	E	H	E

Transport and Storage of Explosive Elements According to Compatibility Groups

Compliance	B	C	D	E	F	G	H	J	K	L*	S	N
B	E	H	E	E	E	H	H	H	H	H	E	H
C	H	E	E	E	H	H	H	H	H	H	E	E
D	E	E	E	E	H	H	H	H	H	H	E	E
E	E	E	E	E	H	H	H	H	H	H	E	E
F	E	H	H	H	E	H	H	H	H	H	E	H
G	H	H	H	H	H	E	H	H	H	H	E	H
H	H	H	H	H	H	H	E	H	H	H	E	H
J	H	H	H	H	H	H	H	E	H	H	E	H
K	H	H	H	H	H	H	H	H	E	H	H	H
L	H	H	H	H	E	H	H	H	H	H	H	H
S	E	E	E	E	H	E	E	E	H	H	E	E
N	H	E	E	E	H	H	H	H	H	H	E	E

L* Compliance Group Should Be Separated From Its Own and Other Compliance Groups
(E) Can be transported and stored together
(H) Cannot be transported and stored together

Explosives Compliance Groups

Explosives Compliance Groups and Codes		
Classified Substance or Element Description	**Compliance Group**	**Classification Code**
Primary explosive, wet lead azide, wet lead styfinate, wet mercury fulminate, dry RDX and dry PETN	A	1.1 A
Detonators and similar initiating devices that do not have two or more independent safety features. Detonators, destruction capsules, capsules and plugs	B	1.1 B
Propellant explosive material or other flammable or materials containing such explosive material. Propulsion gunpowders, rocket engines (solid propellant) and inert ammunition	C	1.1 C 1.2 C 1.3 C 1.4 C
A secondary detonating (detonating) explosive substance, a material containing no igniter and a propellant, black cloud or a secondary detonating explosive substance. TNT, Comp B, Black Cloud, wet RDX or PTN, bombs, shells, CBU, water bombs and torpedo warheads	D	1.1 D 1.2 D 1.3 D 1.4 D 1.5 D
Substance containing a secondary detonating explosive substance that does not have its own ignition system, but has a propellant charge (other than a readily flammable liquid or a substance containing gel or hypergolic liquids). Cannon ammunition, Rockets.	E	1.1 E 1.2 E 1.4 E
Substance containing a secondary detonating explosive substance that does not have its own ignition system, has a propelling charge (other than a readily flammable liquid or a substance containing gel or hypergolic liquids) or does not have a propelling charge. Hand and sound grenades.	F	1.1 F 1.2 F 1.3 F 1.4 F
Pyrotechnic substance or substance containing pyrotechnic substance or both explosive substance and a lighting, fire tear or smoke (fog) removing substance (a water activating substance or a substance containing phosphorus, a pyrotechnic substance, a quick ignitable liquid or gel or hypergolic liquids) a substance containing. Fire, lighting, fog, tear gas ammunition, fireworks.	G	1.1 G 1.2 G 1.3 G 1.4 G
A substance containing both an explosive substance and an easily flammable liquid or gel. White Phosphorus	H	1.2 H 1.3 H
A substance containing both an explosive substance and an easily flammable liquid or gel. Fire ammunition, liquid-fueled missiles, torpedoes.	J	1.1 J 1.2 J 1.3 J
A substance containing both an explosive substance and a toxic (poisonous) chemical substance. Chemical-infused rockets or bombs.	K	1.2 K 1.3 K

Explosive material or material containing an explosive substance, which presents a special hazard (for example, due to water activation or the presence of hypergolic liquids, phosphates or a pyrophoric substance) requiring isolation of any type. Water actuated assemblies, TPA (Triethyl aluminum) hypergolic liquid propellant rocket engines.	L	1.1 L 1.2 L 1.3 L
Substances containing only very insensitive explosive substances. Bombs, Warheads	N	1.6 N
Substance or material packaged or designed in such a way that any dangerous effect that arises as a result of an accidental activation will be limited within the unit. All destruction or ejection effects are limited so that it does not significantly impede the fire extinguishing work. Thermal batteries, safety fuse, explosive material switches and valves.	S	1.4 S

1.2.12 CHARGE/DISCHARGE, HANDLING AND STORAGE PROCEDURES FOR DANGEROUS LIQUID BULK CARGO HANDLED AND TEMPORARILY STORED AT THE SHORE FACILITY (IBC CODE)

Safiport Port Facility Liquid Cargo Terminal Consists Of A Type General Warehouses. As A Coastal Facility, The Handling Of Dangerous Goods Subject To The Related Annex Codes Is Carried Out At The Liquid Cargo Terminal. In Addition, Dangerous Goods Arriving At The Facility By Sea Are Stored In The Warehouse Attached To The Safiport Port Facility. TheProcedures, Instructions And Forms Of Safiport Port Facility Are Given In The Appendix. These Are As Follows: Persons Who Have Been Assigned And Trained For The Task In Our Port Facility For The Handling, Packing And Discharge Of Dangerous Bulk Liquid Cargo, Subject To Ibc Code. The Personnel Named Below Have Been Assigned. These People Have Been Assigned To Be At Least One Person In Each Shift And Their Job Descriptions Have Been Communicated To Them.

1.2.12.1 OPERATION PROCEDURE CHECKLIST FOR SAFE HANDLING OF DANGEROUS BULK LIQUIDCARGOS

- Operations Meeting Is Held At Least 1 Day – 24 Hours Before Loading And Unloading.
- Msds Form Of The Cargo Is Provided.
- The Certificate Of Conformity For The Ship Carrying Dangerous Goods Will Be Checked.
- Approved Cargo Shipment/Discharge Plan Is Requested.
- Regarding Dangerous Goods To Be Accepted In The Port;
  - Risk Caused By Dangerous Goods
  - Interaction With Existing Dangerous Loads In The Coastal Facility,
  - Interaction With Loads Planned To Be Accepted To The Coastal Facility In The Near Future,
  - Material And Equipment Need For Emergency Response
  - Adequacy Of Emergency Response Teams
  - Neighboring Facilities Interaction,

  Subjects Will Be Handled Within The Scope Of Current Imdg Code Documents And An Acceptance / Rejection OrExecutive Decision Will Be Taken.
- If A Decision Has Been Made To Accept The Dangerous Goods, The Preparation And Acceptance Process Is Initiated By Informing The Management, Operation, Storage, Security, Emergency Response Units. Information Is Given About The Danger Of The Load And The Necessary Protective Equipment

Is Provided.

- Necessary Warnings And Warning Signs Are Provided To Be Posted Around The Handling Area. Note : Meeting Is Optional For Standard Handled Loads. Previous Meeting Decisions Applicable.
- The Equipment, Team And Number Of Posts To Be Used Are Determined.
- Required Notifications And Decisions Are Delivered To The Personnel Who Will Work In The Operation And Emergency Response.

1.2.12.2.BULK LIQUID CARGO MANAGEMENT GUIDE

- The Following Minimum Information Will Be Provided To The Port In Prior Notification.
- Ship Name And Lloyds / Imo Ship Number
- Estimated Arrival Date And Time (Eta) Of The Ship Or Delivery Of The Goods To The Port Area, 3. Name Of The Agent, Contact Name And Telephone Number. 4. Proper Shipping Name / Correct Technical Name.
- Msds For Transportedcargo
- ,Un Number (If Any)
- Imdg Code Classification And Any Additional Risks, Packing Group Or Marpol/Nls Category And Flash Point Will Be Declared Appropriately.
- Amount Of Cargoes To Be Loaded / Discharged And Left On The Ship.
- A Production Certificate For Liquid Bulk Dangerous Goods.
- The Condition Of Dangerous Goods And Any Known Defects In The Cargo Enclosure Can Cause An Abnormal Hazard Related To Bulk Cargo.
- Any Defect Environment Known To Adversely Affect The Port Area, The Ship, Or The Safety Of The Ship.

1.2.12.3 FOR DANGEROUS LIQUIDS WITH THE IBC CODE SCOPE, IT IS SHOULD BE SUITABLE IF THESHIP HAS THE FOLLOWING APPLICABLE CERTIFICATES

- International Oil Pollution Prevention Certificate. (International Oil Pollution Prevention Certificate)
- International Pollution Prevention Certificate For Mass Transportation Of Harmful Liquid Substances (International Pollution Prevention Certificate For The Carriage Of Noxious Liquid Substances In Bulk)
- Bulk Carriage Of Dangerous Chemicals Conformity Certificate. (Certificate Of Fitness For The Carriage Of Dangerous Chemicals In Bulk)
- International Certificate Of Conformity For Mass Transportation Of Dangerous Chemicals (International Certificate Of Fitness For The Carriage Of Dangerous Chemicals In Bulk)
- V. Cargo Barrier Certificate (If Applicable). Cargo Inhibitor Certificate (Where Applicable)

1.2.12.4 CLASSES OF DANGEROUS GOODS, TRANSPORTATION, LOADING/ UNLOADING,HANDLING, SEPARATION, STACKING AND STORAGE

Notifications Regarding Cargoes Within The Scope Of Ibc Code And Petroleum And Petroleum Products Within The Scope Of Annex-I Of Marpol 73/78 Cover The Following Information: 1) Type Of Transaction, 2) Port Of Departure Or Arrival Of The Cargo, 3) Shore Facility To Be Loaded Or Discharged, 4) Cargo Presence Of Safety Data Sheet,5) Product Name,6) Tank Number On The Ship,7) Flash Point, If Any,8) Quantity,9) Final Buyer Company,10) Tax No.

Classes Of Dangerous Goods To Be Handled At The Port

Chemicals Stored In Our Tank Terminal Section Subject To Ibc Code Are Given Below.

Acrylate Group	Methanol Group	Phenol Group	Styrene Group	Flash Point Between -20-0	Flash Point Between 0-20

1.2.12.5 SEPARATION TABLES ON BOARD AND PORT ACCORDING TO THE CLASSES OF HAZARDOUS GOODS

Stacking And Sorting Operations Of Dangerous Goods Handled In Our Facility Are Performed By Ibc Code, Imdg Code And Other Related Legislation Provisions. The Separation Table Of Hazardous Substances In The Port Is Given Below.
General Provisions Are Given In The Table And Special Provisions Are Applied Before The Operation, If Existing. Separation Table On The Ship Is Given By The Ship Agency.

Sinif	1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Flammable Liquids 3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X
Toxic Substances 6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Corrosive Substances 8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X

Numbers And Symbols In The Table Have The Following Means:1 1– “Should Be Keeped Away”;
2– “Must Leave”;
– “To Be Separated By An Entire Compartment Or Partition”;
4– “The Entire Intervening Compartment Or Partition Must Be Separated Longitudinally”
X – The Hazardous Substances List Should Be Consulted To Verify Whether There Are Special Separation Provisions.

1.2.12.6 A FEW GENERAL RESTRICTIONS ON CARGO STACKING ON CHEMICAL TANKERS

- Heated Substances Should Not Be Charged Adjacent To Polymerizing Agents
- Heated Substances Should Not Be Charged Adjacent To Highly Volatile Substances
- Heated Items Should Not Be Loaded Adjacent To Drying Agents
- Toxic Substances Should Not Be Loaded Adjacent To Edible Substances
- Solidifying Agents Must Not Be Loaded Adjacent To Ballast Or Water Tanks, Otherwise Tanks Must Be Empty OrDry.

1.2.12.7 SEPARATION ON BOARD

Reactivity With Other Cargoes
Incompatible Cargoes May React Dangerously With Each Other. Therefore, Such Cargoes Should Not Be Stacked In Adjacent Cargo Tanks Or Allowed To Mix In Drip Tanks Or Drip Trays After Tank Cleaning. There AreExceptions To The Compatibility Table. Compatibility Of One Chemical Substance With Another Must Be Checked.

CARGO COMPATIBILITY CHART

(per USCG 46 CFR part 150)

REACTIVE GROUPS		1 Non-Oxidizing Min. Acids	2 Sulfuric Acid	3 Nitric Acid	4 Organic Acids	5 Caustics	6 Ammonia	7 Aliphatic Amines	8 Alkanolamines	9 Aromatic Amines	10 Amides	11 Organic Anhydrides	12 Isocynates	13 Vinyl Acetate	14 Acrylates	15 Substituted Allyls	16 Alkylene Oxides	17 Epichlorohydrin	18 Ketones	19 Aldehydes	20 Alcohols, Glycols	21 Phenols, Cresols	22 Caprolactum Solution
Non-Oxidizing Mineral Acids	1		×			×	×	×	×	×	×	×	×	×			×	×		○	○		
Sulfuric Acid	2	×		×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
Nitric Acid	3		×			×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	
Organic Acids	4			×		×	×	×	×	○			×				×	×			○		
Caustics	5	×	×	×	×		○	○				×	×		○	○	×	×	○	×	ⓧ	×	×
Ammonia	6	×	×	×	×	○					×	×	×	×	○		×	×		×			
Aliphatic Amines	7	×	×	×	×	○						×	×	×	×	×	×	×	ⓧ	×	ⓧ	ⓧ	×
Alkanolamines	8	×	×	×	×							×	×	×	×	ⓧ	×	×	○	×			
Aromatic Amines	9	×	×	×	○							×	×							×			
Amides	10	×	×	×			×						×						○			×	
Organic Anhydrides	11	×	×	×		×	×	×	×	×											○		
Isocynates	12	×	×	×	×	×	×	×	×	×	×				○	○			○	○	×		×
Vinyl Acetate	13	×	×	×			×	×	×														
Acrylates	14		×	×		○	○	×	×				○										
Substituted Allyls	15		×	×		○		×	ⓧ				○										
Alkylene Oxides	16	×	×	×	×	×	×	×	×												○		
Epichlorohydrin	17	×	×	×	×	×	×	×	×												○		
Ketones	18		×	×		○		ⓧ	○		○		○										
Aldehydes	19	○	×	×		×	×	×	×	×			○								○		
Alcohols, Glycols	20	○	×	×	○	ⓧ		ⓧ				○	×				○	○		○		○	○
Phenols, Cresols	21		×	×		×		ⓧ			×										○		
Caprolactum Solution	22		×			×		×					×								○		
CARGO GROUPS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Olefins	30	○	×	×		○	○	○	○														
Paraffins	31																						
Aromatic Hydrocarbons	32		○	×																			
Misc. Hydrocarbon Mixtures	33			×																			
Esters	34	○	ⓧ	×	○	○							○							○			
Vinyl Halides	35			×																			×
Halogenated Hydrocarbons	36	○	○	○	○	○		○					○										
Nitriles	37		×																				
Carbon Disulfide	38							×	×														
Sulfolane	39																						
Glycol Ethers	40		×										×										
Ethers	41	○	×	×	○																		
Nitrocompounds	42					×	×	×	×	×													
Misc. Water Solutions	43	○	×	○	○	○	○	○	○	○	○	○	×										

×: Incompatible Groups ⓧ: Incompatible Groups with Exceptions * ○: Compatible Groups with Exceptions *

X: Incompatible Groups - □ : Incompatible Groups with Exceptions - O: Incompatible Groups with Exceptions

Definition of Hazardous Reaction - As a First Approach, A Mixture of Two Cargoes Is Considered Hazardous Under Specified Conditions When The Temperature Of The Mixture Exceeds 25C Degrees Or A Gas Is Developed. It Is Possible For The Reaction Of The Two Cargoes To Produce A Product That Is Significantly MoreCombustible Or Toxic Than The Original Cargoes While The Reaction Is Not Dangerous Due To The Temperature Or Pressure Issues.

Cargo Groups in the Compatibility Chart Are Divided into Two Categories: 1 to 22 are "Reactive Groups" and 30to 43 are "Cargo Groups". Groups 23 to 29 and Group 43 that are unassigned and left available for future expansion. Reactive Groups Contain the Most Chemically Reactive Products; Dangerous Combinations Can Be Dangerous Between Members Of Different Reactive Groups And Between Members Of The Reactive Groups And Cargo Groups. However, Items Assigned to Cargo Groups Are Less Reactive; Hazardous Combinations Containing These Can Be Formed Only With Members Of Certain Reactive Groups. Cargo Groups Do Not React Dangerously With Each Other.

1.2.12.7.1 SEPARATION OF REACTIVE CHARGES AND WATER

Before The Loading Plan Is Made, The Reactivity With Water Should Be Checked. A Hazardous Reaction Caused ByThe Contact Of A Chemical With Water Or Moisture Can Be A Major Safety Hazard. Water Infiltration Into Loads Can Cause Hydrolysis Of Loads, Increasing Corrosion. Such A Reaction Can Cause Deterioration Of Cargo Quality,Damage And Coating Of Tank Equipment. Cargoes Reactive With Water, Barrier Area And Fresh Water Tanks, Ballast Water Tanks Or Heavy Air Ballast Water Tanks, Slop Tanks With Tank Washers, Etc. It Should Be Separated From The Water With Tanks Containing Water Such As As A Medium For Heating. Drip Trays Must Be Keeped Dry When Loading This Cargo Aboard.

1.2.12.7.2 LOAD FILLING LIMITS

During Transit, The Ship May Pass Through Areas Of Changing Temperature. Overloading Should Also Be Avoided. Where Possible, A Cargo Tank Should Not Be Loaded More Than 98% Of Its Capacity, Even After Allowing For Volume Increase Due To Expansion. Therefore, The Loading Will Be Loaded In Such A Way That TheTanks Are Not 100% Full At Any Stage Of The Journey.

IBC Code Chapter 15

No Cargo Tank May Be Filled With More Than 98% Liquid At Reference Temperature (R).Maximum Cargo Volume (VL) To Be Loaded Into A Tank:

VL = 0.98 V (Pr / Pl)

V = Volume Of Tank

Pr = Charge Density At Reference Temperature (R)Pl =Charge Density At Loading Temperature.

1.2.12.7.3. SHIP-TERMINAL AGREEMENTS

Submit The Ship Readiness Statement (Nor) To The Shipping Addressee For Signature. The Addressee Of AllProtests Related To Loading And Unloading Is The Ship And Its Agency.

All Relevant Items In The 'Ship / Coastal Safety Checklist' Provided By The Terminal Will Be Filled In By TheTerminal Representative And The Ship Chief Officer.

If No Safety Checklist Is Provided By The Terminal Or Is Not Of The Same Standard As Those Found In Isgott, The Isgott (6th Edition) Ship/Shore Safety Checklist, Part C, Including Bulk Liquid Chemicals, Should Be Used. AfterAccepting, Both Must Sign. Sometimes, The Loading Master Will Ask For Cof And/Or Hose Certificates. Any DefectIn Cargo Pumps That Necessitates The Use Of A Portable Pump Will Be Addressed And Evaluated.

According To Marpol Annex Ii, For Chemicals Subject To Pre-Wash Obligation, The Washing Program And Slop Disposal Will Be Agreed And Notified To The Port Marpol Authority. The Order Of Evacuation

And The Degrees To Be Evacuated Will Be Mutually Accepted.

SAFETY

The Stowage Plan, Cargo Handling Methods And Chemical Hazard Data Form/Msds Information Will Be Explained And Informed To Each Of The Port Personnel In Charge Of The Operation, As Explained Below, And Preparations Will Be Requested Accordingly.

- The Risk Level Of The Cargo To Be Discharged Will Be Notified.
- Appropriate Chemical Protective Clothing Specific To The Product Should Be Worn At All Times During Cargo Operations.
- Fire-Fighting Equipment Will Always Be Kept Ready,
- What To Do In Case Of Spillage, Exposure, Personnel Will Be Informed Beforehand.
- Additional Medical Equipment Will Be Kept Ready.
- Access To Deck Areas For Non-Essential Personnel Will Be Restricted During Some Cargo Operations.
- Careful Attention Will Be Paid To The Possibility That Some Cargoes Emitting Highly Toxic, Imperceptible Vapors May Have Detectable Additives That May Be Present.
- Make Sure All Gas Detection Equipment (Both Stationary And Portable) Is Operational And Calibrated With The Required Gases. In Some Cases, During Loading/Unloading Of Toxic/Flammable Cargoes, It May Be Necessary To Arrange Gas Checks At Regular Intervals With Portable Gas Detection Equipment In Some Deck Areas And On The Quay. Check That There Are Sufficient Toxic Gas Detectors.
- Personnel Exposure To Chemicals, Harmful Liquids And Fumes Unplanned Personnel Exposure To Toxic Or Corrosive Fumes Or Liquids Should Always Be Considered An Emergency And In Severe Cases The Emergency Team Should Be Mobilized And A Rescue Plan Implemented.
- First Aid Should Be Administered As Documented In The Msds, However, The Master Should Assess The Severity Of Exposure And Seek Further Treatment Advice If In Doubt.

PROTECTIVE EQUIPMENT

- Appropriate Protective Equipment Consisting Of Large Aprons, Long Sleeved Special Gloves, Appropriate Shoes, Overalls Made Of Chemical Resistant Materials Must Be Available On Board And In The Port For The Protection Of Crew Members And Port Personnel Participating In Loading And Unloading Operations. Like Wearing Glasses Or Wearing Face Shields Or Both. Protective Clothing And Equipment Should Cover The Whole Skin So No Part Of The Body Is Exposed.
- Workwear And Protective Equipment Should Be Stored In Easily Accessible Places And In Special Lockers. Such Equipment Must Be New Not Used Since A Thorough Cleanup, Used Equipment Must Not Be Held On Docks. Protective Equipment Should Be Used In Any Operation That May Create A Hazard For Personnel.

2.RESPONSIBILITY

All Parties Carrying Out Dangerous Goods Transport; They Have To Take All The Necessary Precautions To Make The Transportation Safe, Secure And Harmless To The Environment, To Prevent Accidents And

To Minimize The Damage InCase Of An Accident.

2.1 RESPONSIBILITIES OF CARGO OFFICER

- To Prepare All Mandatory Documents, Information And Documents Related To Dangerous Cargoes And To Have These Documents Prepared. Ensuring That The Cargo Is Accompanied By The Load During The Transportation Activity.
- To Ensure The Classification, Identification, Packaging, Marking, Labeling And Plating Of Dangerous Cargoes In Accordance With The Legislation.
- To Ensure That Dangerous Cargoes Are Safely Loaded, Stacked, Secured, Transported And Unloaded In Approved And Legal Packaging, Containers And Cargo Transport Units.
- Ensuring That All Relevant Personnel Are Trained On The Risks Of Dangerous Cargoes Transported By Sea, Safety Precautions, Safe Working, Emergency Precautions, Security And Similar Issues, And Keeping Training Records.
- Ensuring That Necessary Safety Precautions Are Taken For Dangerous Substances That Do Not Comply With The Rules, Are Unsafe, Or Pose A Risk To Persons Or The Environment.
- To Provide Necessary Information And Support To Those Relevant In Cases Of Emergency Or Accident.
- Notifying The Administration Of Dangerous Cargo Accidents Occurring In The Area Of Responsibility.
- To Provide The Requested Information And Documents During The Controls Made By The Official Authorities And To Provide The Necessary Cooperation.

2.2 RESPONSIBILITIES OF THE SHORE FACILITY OPERATOR

- It Does Not Allow Ships Carrying Dangerous Cargo To Approach Its Facility Without The Permission Of The Port Authority.
- Provides Written Information To The Ship That Will Dock At Its Facility Within The Scope Of Facility Rules, Cargo Handling Rules And Relevant Legislation.
- It Does Not Handle Dangerous Cargoes For Which It Has Not Received Handling Permission From The Administration, And It Does Not Victimize The Ships That Will Approach By Planning In This Context.
- Requests Mandatory Documents, Information And Documents Regarding Dangerous Cargoes From The Cargo Person And Ensures That They Are Included With The Cargo. If The Relevant Documents, Information And Documents Cannot Be Provided By The Cargo Person, He Is Not Obliged To Accept Or Handle The Dangerous Cargo In His Facility.
- It Carries Out The Loading Or Unloading Operation According To The Agreement To Be Reached By Sharing All The Data That May Be Necessary According To The Characteristics Of The Cargo With The Ship Concerned. The Ship Does Not Make Any Changes In The Operation Without The Knowledge Of The Person Concerned.

- It Determines The Working Limits By Taking Into Account The Safe Working Capacity Of The Facility And Weather Forecasts, And Takes The Necessary Precautions To Ensure That The Ship Remains Securely Tied To The Dock And Handled.
- It Checks The Transport Documents Containing Information That The Dangerous Goods Arriving At The Facility Are Properly Classified, Packaged, Marked, Tagged, Plated And Loaded Safely Into The Cargo Transport Unit.
- It Ensures That The Personnel Involved In The Handling Of Dangerous Cargoes And The Planning Of This Handling Are Certified By Receiving The Necessary Training, And Does Not Assign Uncertified Personnel To These Operations.
- It Ensures That The Dangerous Cargo Handling Equipment In Its Facility Is In Working Order And That The Relevant Personnel Are Trained And Certified Regarding The Use Of These Equipment.
- Takes Occupational Safety Measures At The Coastal Facility And Ensures That The Personnel Use Personal Protective Equipment Appropriate To The Physical And Chemical Properties Of The Dangerous Cargo.
- It Carries Out Activities Related To Dangerous Cargo In Docks, Piers And Warehouses Established Appropriately For These Works.
- It Equips The Docks And Piers Reserved For Ships That Will Load Or Unload Dangerous Liquid Bulk Cargoes With Installations And Equipment Suitable For This Purpose.
- It Keeps An Up-To-Date List Of All Dangerous Cargoes On Ships Docked At Its Facility And In Closed And Open Areas Of Its Facility And Provides This Information To The Relevant Parties Upon Request.
- It Notifies The Port Authority About The Instant Risk Posed By The Dangerous Cargoes Handled Or Temporarily Stored In Its Facility And The Measures Taken Accordingly.
- Reports Accidents Related To Dangerous Cargo, Including Accidents When Entering Closed Areas, To The Port Authority.
- Provides The Necessary Support And Cooperation In The Controls And Inspections Carried Out By The Administration And The Port Authority.
- It Ensures That Class 1 (Except Class 1 Compatibility Group 1.4 S), Class 6.2 And Class 7 Dangerous Cargoes, Which Are Not Allowed To Be Stored Temporarily, Are Transported Out Of The Coastal Facility As Soon As Possible, Without Waiting, And Applies To The Administration To Obtain Permission In Cases Where It Is Necessary To Keep Them.
- It Temporarily Stores The Cargo Transport Units In Which Dangerous Cargoes Are Carried In Accordance With The Separation And Stacking Rules, And Takes Fire, Environmental And Other Safety Measures Appropriate To The Class Of The Hazardous Cargo In The Storage Area. It Keeps Fire Extinguishing Systems And First Aid Units Ready For Use At All Times In Areas Where Hazardous Cargo Is Handled And Carries Out The Necessary Checks Periodically.
- Obtain Permission From The Port Authority Before Performing Hot Work And Operations In Areas Where Dangerous Cargoes Are Handled And Temporarily Stored.
- Prepares An Emergency Evacuation Plan For The Evacuation Of Ships From Coastal Facilities In Case Of Emergency And Submits It To The Port Authority And Informs The Relevant People About The Plan Approved By The Port Authority.

- Ensures The Internal Loading Of Cargo Transport Units In Accordance With The Loading Safety Rules In The Facility.

2.3 RESPONSIBILITIES OF THE SHIP PARTY

- Ensures That The Cargo To Be Carried By The Ship Is Certified As Suitable For Transportation And That Cargo Holds, Cargo Tanks And Cargo Handling Equipment Are Suitable For Cargo Transportation.
- Requests All Mandatory Documents, Information And Documents Related To Dangerous Cargo From The Cargo Person And Ensures That They Are Present With The Cargo During The Transportation Activity.
- Ensures That The Documents, Information And Documents Required To Be Kept On The Ship Regarding Dangerous Cargo Within The Scope Of Legislation And International Agreements Are Appropriate And Up-To-Date.
- Checks The Transport Documents Containing Information That The Cargo Transport Units Loaded On The Ship Are Appropriately Marked, Plated And Loaded Safely.
- Informs The Relevant Ship Personnel About The Risks Of Dangerous Cargo, Safety Procedures, Safety And Emergency Measures, Intervention Methods And Similar Issues.
- Keeps Up-To-Date Lists Of All Dangerous Cargo On The Ship And Declares Them To The Relevant Parties Upon Request.
- Ensures That The Loading Program, If Any, Is Approved And Documented On The Ship And Is Kept In Working Order.
- Notifies The Port Authority And The Coastal Facility About The Instant Risk Posed By The Dangerous Cargo On The Ship Docking At The Coastal Facility And The Measures Taken Accordingly.
- If There Is A Leakage In The Dangerous Cargo Or If There Is Such A Possibility, It Will Not Accept To Carry The Dangerous Cargo.
- Notifies The Port Authority Of Any Dangerous Cargo Accidents That Occur On The Ship While Navigating Or At The Coastal Facility.
- Provides The Necessary Support And Cooperation In The Controls And Inspections Carried Out By The Administration And The Port Authority.
- It Does Not Accept To Carry Dangerous Cargoes That Are Not Included In The Ship Certificates Issued By Relevant Institutions And Organizations.
- Ensures That Seafarers In Charge Of Handling Dangerous Cargo Use Personal Protective Equipment Appropriate To The Physical And Chemical Properties Of The Cargo During Handling.
- It Ensures The Loading Safety Requirements Of The Cargo Loaded On Its Ships.

2.4 DANGEROUS GOODS SAFETY CONSULTANT RESPONSIBILITIES

- Monitoring Compliance With The Requirements For The Transport Of Dangerous Goods.
- Submitting Suggestions To The Coastal Facility Regarding The Transport Of Dangerous Goods.

- Preparing Annual Report For The Coastal Facility On The Activities Of The Coastal Facility Operator In The Transport Of Dangerous Goods. (Annual Reports Are Kept For 5 Years. They Are Submitted To The Administration Upon Request.)
  - Controlling The Applications And Methods Specified Below;
  - Control And Control Results That Dangerous Goods Arrived At The Facility Are Properly Defined, Correct Shipping Names Of Dangerous Goods Are Used, Certified, Packed/Packed, Labeled And Declared, Safely Loaded And Transported In An Approved And Legal Package, Container Or Cargo Transport Unit Reporting Procedures.
  - Delivery/Discharge Procedure For Handled And Temporarily Stored Dangerous Goods,
  - Whether The Coastal Facility Considers Special Obligations Regarding The Transported Dangerous Goods While Purchasing The Transport Vehicles For The Handled Dangerous Goods,
  - Control Methods Of Equipment Used In Transport, Loading And Unloading Of Dangerous Goods,
  - Including The Changes Made In The Legislation, Whether The Coastal Facility Employees Have Taken Appropriate Training And Whether These Training Records Are Kept,
  - Appropriateness Of Emergency Methods To Be Applied In The Event Of An Accident Or An Event That Will Affect Safety During The Transport, Loading Or Unloading Of Dangerous Goods,
  - Compliance Of Reports Prepared Regarding Serious Accidents, Incidents, Or Serious Violations Occurring During The Transport, Loading Or Unloading Of Dangerous Goods,
  - Determining The Necessary Measures Against The Reoccurrence Of Accidents, Incidents, Or Serious Violations And Evaluation Of The Implementation,
  - To What Extent The Rules Regarding The Carriage Of Dangerous Goods Are Considered In The Selection Of Subcontractors Or 3rd Parties.
  - Determining Whether Employees Have Detailed Information About Operational Procedures And Instructions In The Transport, Handling, Storage And Delivery/Discharge Of Dangerous Goods
  - Appropriateness Of The Measures Taken To Be Prepared For The Risks During The Transport, Handling, Storage And Delivery/Discharge Of Dangerous Goods
  - Procedures Regarding All Mandatory Documents, Information And Documents Related To Dangerous Goods.
  - Procedures For Docking, Mooring, Loading/Discharging, Shelter Or Anchoring Of Ships Carrying Dangerous Goods Safely Day And Night.
  - Procedures Regarding Additional Precautions To Be Taken According To Seasonal Conditions For Harvest, Discharge And Limbo Transactions Of Dangerous Goods.
  - Procedures For Fumigation, Gas Measurement And Degassing Operations And Operations. Procedures For Keeping Records And Statistics Of Dangerous Goods,
  - Accuracy Of Matters Regarding The Possibility, Capability And Capacity Of The Coastal Facility To Respond To Emergency Situations,
  - Compliance Of Regulations Regarding First Responders To Accidents Involving Dangerous Goods,

- Procedures For Handling And Disposal Of Damaged Dangerous Goods And Wastes Contaminated ByDangerous Goods,Information On Personal Protective Clothing And Procedures For Their Use.

2.5 RESPONSIBILITIES OF 3RD PARTIES, CARGO/SHIP AGENCY ETC, OPERATING IN THE PORTFACILITY

- To Have The Personnel Who Will Do Business In The Port Facility Receive The Training Specified In The
  Administration's Circular Dated 27.03.2013 And Numbered 79462207/315,
- Acting In Accordance With The Rules Specified In The Imdg Code And Ibc Code At The Port Facility,Acting In Compliance With The Dangerous Goods Guide And Procedures Regarding Dangerous Goods CreatedBy The Coastal Facility,
- Reporting The Situation To The Facility Relevant When Detected Any Nonconformity In The Handling, Transport And Storage Of Dangerous Goods At The Port Facility,
- Submit The (Msds) Form, Which Is An Important Part Of The Studies Aimed At Eliminating The Occupational Health And Safety Risks That May Occur During The Use And Storage Of Dangerous Substances, And Which Is Prepared In Order To Inform The User Accurately And Adequately, And Contains The Hazards And Risks Of The RelevantDangerous Goods And Other Information, To The Coastal Facility Management And Submit To Administration.

2.6 RESPONSIBILITIES OF THE CARRIER

- Requests Mandatory Documents, Information And Documents Regarding Dangerous Cargo From The Cargo Person And Ensures That They Are Present With The Cargo During The Transportation Activity.
- It Checks The Compliance With The Legislation Of Dangerous Cargoes Classified, Packaged, Marked, Labeled And Plated By The Cargo Person.
- Checks That Dangerous Cargoes Are Packaged In Accordance With The Rules Using Approved Packaging And Cargo Transport Units, Loaded Safely To The Cargo Transport Unit And Securely Fastened.

3. RULES AND MEASURES TO BE FOLLOWED / APPLIED BY THE COASTAL FACILITY

Rules And Precautions Stated In This Section 1,4,6,7,8,9,10 Of This Guide. Details Of The Dangerous Material Emergency Plan And Accident Prevention Policy Have Been Revealed In The Chapters. Infrastructure RequirementsHave Been Provided By Our Port Facility.

3.1 BERTHING

- Provides Adequate And Safe Fastening Facilities And

- Provides Adequate And Safe Access Between Ship And Shore

3.2 EXAMINATION

- Ensures That The Areas Where Packages Or Cargo Transport Units Are Held Are Properly Inspected And That
- Package Or Cargo Transport Units Are Regularly Inspected For Leaks Or Damage. Leakage Or Damage Detected The Necessary Treatment Of Cargo Transport Units Is Only Under The Supervision Of A Responsible Person.
- Ensures That No One Opens Or Interferes With Any Cargo Container, Tank Container, Mobile Tank Or Vehicles Containing Any Dangerous Goods Without Reasonable Reason. Cargo Container, Tank-Container, Mobile Tank Or When Da Vehicles (Tanker) Are Opened By A Person Authorized To Inspect, It Makes Sure That The Related Person IsAware Of The Possible Dangers Caused By The Presence Of Dangerous Goods.
- Power Operated Or Non-Powered Equipment Used In Handling And Stacking Operations Are Inspected AndExamined Before Use, That They Are Maintained In Compliance With The Manufacturer's Maintenance Instructions, Are In Good Working Conditions And At Appropriate Standards.

3.3 IDENTIFYING, PACKING, MARKING, LABELLING AND DOCUMENTING

- Port Facility Operators Shall Ensure That Dangerous Cargo Entering The Facility, Properly Identified, Packaged,

  Marked, Labeled Or Tagged, Shall Be Duly Complied With The Provisions Of The IMDG Code Or, Alternatively, Appropriate National Or International Legal Requirements That May Be Applied In The Mode Of Transport And EnsureThat It Has Been Properly Approved Or Declared.

3.4 SAFE LOADING AND SORTING

Hazardous Cargoes, Including Transportation And Separation Of Incompatible Loads,It Appoints At Least One Responsible Person Who Has Sufficient Knowledge About National Or International Legal Requirements Regarding Transportation.

- Port Authority Coastal Attacks Handling Operation Is Stopped When Any Risk Is Detected And Is Started Until The Risk Is Eliminated.
- In Order To Ensure The Safe Use Of Cargo On The Ship, BLU Code And BLU Manual, Safe Code Of Practice For Cargo Stowage And Security (CSS Code), Code Of Practice For Packaging Of Cargo Transport Units (CTU Code) And Safe Code Of Practice For Ships Carrying Timber Loads On Deck, Depending On The Type Of Cargo. The Provisions Of The Practices Code (TDC Code) Are Complied With.
- Stowage Of Cargo Remains In Accordance With The Relevant Legislation And International Agreements Between Us. The Ship Cannot Be Loaded Beyond The Loading Zone Without Taking Into

Account The Limit Loading Brand. If Such A Delay Does Not Occur, The Ships Are Not Allowed To Sail And Administrative Action Is Taken Regarding The Ships Within The Scope Of Article 22.

- Before The Handling Operation, The Loading-Unloading Plan And The Results Of The Draft Survey Or Weighbridge Survey Are Submitted To The Port Authority By The Person Concerned To Determine The Amount Of Cargo Loaded Before The Ship Departs. The Administration Or Port Authority May Request That The Draft Survey Or Weighbridge Survey Report Be Obtained From An Authorized Inspection Company.
- Measures Are Taken To Prevent The Stability Of The Ship From Being Negatively Affected By Ensuring That The Cargo On Bulk Carriers, Especially Single-Hold Bulk Carriers, Is Loaded In A Way That It Spreads Across The Floor Of The Hold (By Pilling).
- It Is Ensured That The Cargo And Ballast Water Patterns Are Monitored Throughout The Loading Or Unloading Operation To Prevent The Ship's Structure From Being Subjected To Excessive Stress.
- Care Is Taken To Ensure That The Ship Is Not Heeling, But If A Heeling (Tilting) Is Required During Loading, It Is Ensured That It Is For As Short A Period As Possible. In Order To Avoid Structural Damage To The Ship, Balanced Loading And Unloading Is Ensured In Accordance With The Approved Stability Bill.
- In Case Of Adverse Meteorological And Oceanographic Conditions That May Affect The Cargo Handling Operation, The Handling Operation Is Stopped By The Captain Until The Conditions Improve.
- In Order To Prevent Situations Such As Placing Heavy Cargo On Top Of Light Cargo, Placing Liquid Cargo On Top Of Dry Cargo, And The Odor Of Bad-Smelling Cargo From Spreading To Other Cargo, Loads That May Damage Other Cargo Are Loaded By Complying With The Separation Rules.
- In Order To Ensure That The Safety Measures Regarding The Loading, Stacking, Separation, Handling, Transportation And Unloading Of Cargoes Are Fully Implemented And Maintained, All Cargoes, Cargo Units And Cargo Transport Units, Except Solid And Liquid Bulk Cargoes, In Accordance With SOLAS Chapter VI Part A Rule 5.6 It Is Loaded, Stacked And Secured In Accordance With The Cargo Securing Manual Approved By The Administration Or Authorized Classification Societies On Behalf Of The Administration.

3.5 LOADS WİTHİN THE SCOPE OF IMDG CODE

- Substances And Objects Prohibited By The Imdg Code Cannot Be Transported By Sea.
- Parties Involved In The Transportation Of Packaged Dangerous Goods Take Measures In Accordance With This Regulation And The Imdg Code Provisions, Taking Into Account The Nature And Size Of Foreseeable Risks In Order To Prevent Damage And Injuries And To Minimize Their Effects.
- In The Transportation Of Dangerous Goods By Sea, It Is Mandatory To Use Packages Defined In Imdg Code Chapter 6 And Which Have Been Tested And Given A Un Certificate By The Ministry Or The Authorized Administration Of A Country That Is A Party To Solas.
- The Container/Vehicle Packaging Certificate In Imdg Code Rule 5.4.2 Is Filled Out And Signed By The Persons Loading The Dangerous Cargo Into The Cargo Transport Unit (Except Tank Container). These

People Receive The Relevant Training In Imdg Code Rule 1.3. Container/Vehicle Packaging Certificate Is Presented To The Port Before The Cargo Arrives At The Port Or At The Entrance With The Cargo. A Copy Of This Certificate Is Placed On The Inner Wall Of The Right Door Of The Container.

- Documents Specified In Imdg Code Rules 5.4.3, 5.4.4 And 5.4.5 Are Kept On Every Ship Carrying Packaged Dangerous Cargo.
- In Accordance With Solas Chapter Ii-2 Section G Rule 19.4, A Certificate Of Compliance Issued By The Competent Administration Is Kept On Ships To Prove That The Ships Are Suitable For Carrying Dangerous Cargoes. Except For Dangerous Solid Bulk Cargoes, There Is No Need For A Certificate For Imdg Code Class 6.2, Class 7 And Dangerous Cargoes That Can Be Transported In Limited Quantities.

3.6 CARGOES WİTHİN THE SCOPE OF IMSBC CODE

- In Accordance With SOLAS Chapter VII Section A Rule 7.2.1, It Is Mandatory To Use The "Bulk Cargo Shipping Name" In All Documents Related To The Transportation Of Dangerous Solid Bulk Cargoes; The Commercial Name Of The Cargo Alone Is Not Sufficient.
- Ships Carrying Dangerous Solid Bulk Cargoes Must Have A Cargo Manifest Or Special List Showing The Dangerous Cargoes On The Ship Together With Their Locations In Accordance With SOLAS Chapter VII Part A Regulation 7.2.2. A Detailed Stowage Plan Showing The Location Of All Dangerous Cargo On The Ship And Indicating Their Classes Can Be Used Instead Of The Said Cargo Manifest Or Special List.
- In Accordance With SOLAS Chapter For Ships Within The Scope Of SOLAS Chapter This Load Density Test Can Be Performed By A Laboratory Accredited By The Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017) If The Loading Port Is In Turkey.
- Within The Scope Of The IMSBC Code, The Following Conditions Are Required For Group A (And Group A And B) Cargo To Be Handled In Coastal Facilities And Transported On The Ship:

a. The Transportable Maximum Humidity (TML) Certificate Of The Cargo And The Moisture Content (MC) Certificate Or Declaration Of The Cargo, Issued By The Organizations Authorized By The Competent Administration Of The Loading Port, Are Delivered To The Ship Concerned By The Cargo Person. If The Loading Port Is In Turkey, The TML Test Is Performed By A Laboratory Accredited By The Turkish Accreditation Agency (TS EN ISO / IEC 17025: 2017). The TML Certificate Contains The TML Test Result Or The Test Report Containing This Result. A Copy Of These Documents Is Kept By The Relevant Port Authority And Coastal Facility Operator And Presented Upon Request During Inspections Carried Out By The Administration.

b. Procedures For Sampling, Testing And Controlling Moisture Content To Ensure That The MC Value Is Less Than TML While The Cargo Is On The Ship Are Prepared By The Ship Concerned, Taking Into Account The Provisions Of The IMSBC Code. The Approval And Implementation Of These Procedures Are Controlled By The Port Authority. The Document

Stating That The Procedure Has Been Approved Is Given To The Ship Owner.

c. Group A Cargoes Can Only Be Accepted To Be Loaded Onto The Ship If The Actual MC Value At The Time Of Loading Is Lower Than The TML Value Of That Cargo. Group A Cargoes With MC Value Greater Than TML Value Can Only Be Carried On Ships With The Features Specified In IMSBC Code Section 7.3.2.

d. TML Test Is Carried Out Within Six Months Before The Date Of Loading The Group A Cargo Onto The Ship. If There Is A Change In The Load Composition Or Characteristics For Any Reason, A New Test Is Performed.

e. Sampling And Testing For MC Testing Of Group A Cargo Should Be As Close As Possible To The Date Of Loading The Cargo Onto The Ship And This Period Can Never Exceed Seven Days. If There Is Heavy Rain Or Snow Between The Test And Loading, The Moisture Content Test Is Repeated To Confirm That The MC Value Of The Load Does Not Exceed The TML Value.

- Information Regarding Solid Bulk Cargoes Within The Scope Of The Imsbc Code Must Be Provided To The Ship Authorities By The Cargo Authorities In Accordance With Solas Chapter Vi Section A Rule 2.
- Appropriate Emergency Response Instructions Are Kept On Board To Respond To Accidents Caused By Dangerous Solid Bulk Cargo.
- Procedures Regarding The Transportation And Notification Of A Solid Bulk Cargo That Is Not Included In The Imsbc Code Are Determined By The Administration.

3.7 LOADS WİTHİN THE SCOPE OF IBC CODE

- All Stakeholders Involved In The Transportation Of Cargo Within The Scope Of The IBC Code Use The Product Name And Features Of The Cargo Specified In IBC Code Chapters 17 And 18 And Comply With All Obligations Specified In The Cargo. Updates Regarding The Cargoes Covered By The IBC Code And Named In Chapters 17 And 18 Are Followed By The MEPC.2 Circular Published By IMO Every December.
- Ships Carrying Cargo Within The Scope Of The IBC Code Must Keep The Documents Specified In IBC Code Section16.2.
- In Accordance With The Provision Of IBC Code Section 14.1.1, Sufficient Number And Appropriate Protective Equipment Meeting EN 943-1:2015+A1:2019 And TS EN 943-2:2019 Standards Are Available For Seafarers Involved In Loading Or Unloading Operations. This Equipment Includes A Large Apron, Long-Sleeved Gloves, Appropriate Footwear, Full-Body Chemical-Proof Clothing, And Well-Fitting Goggles Or Face Mask.
- On Ships Carrying Cargo Within The Scope Of The IBC Code, Work Clothes And Protective Clothing Are Kept In Easily Accessible Places And In Special Cabinets. Equipment Used During Operations Is Not Kept In Living Spaces. However, Protective Clothing Can Also Be Stored In Living Spaces, Provided That They Are In Special Lockers Adequately Separated From Living Areas Such As Cabins, Frequently Used Corridors, Dining Areas And Shared Bathrooms.
- Excluding Asphalt Products, Hazardous Liquid Bulk Cargoes With The Phrase "Safety (S)" In The "D"

Column Titled "Hazards" Of The Table In IBC Code Chapter 17 Cannot Be Handled As A Turntable In Coastal Facilities. These Cargoes Can Only Be Handled By Discharging Them From Ships To Tanks In The Facility Via Pipelines And Filling Them Into Land Tankers From These Tanks. The Same Rule Applies For Loading From Land Tankers To Ships.

3.8 TRANSPORTATION OF DANGEROUS CARGO WİTHİN THE PORT AREA AND BETWEEN ADJACENT PORTS

Dangerous Cargoes Are Transported In The Port Administrative Area And Between Adjacent Ports, In Appropriate Packages, Loaded On Cargo Transport Units, And Provided That The Necessary Safety Precautions Are Taken By The Carrier And The Shipper. When Determining The Number Of Passengers On Ships, The Provisions Of IMDG Code Rule 7.1.3.1 And Section 7.5 Are Taken Into Consideration. The Procedures And Principles In This Regard Are Determined By The Administration.

3.9 OTHER PROVİSİONS SPECIFIC TO SHIPS

- In Accordance With The Decision No. MEPC.148(54), In Which The Guide Was Published To Ensure That General Dry Cargo Ships Currently Certified To Carry Vegetable Oils In Bulk Continue To Carry Vegetable Oils For Certain Voyages, The Cargoes Defined In Article 1.1 Of The Guide Are Subject To The Conditions Given In The Said Article. It Can Be Carried On General Dry Cargo Ships.
- Within The Scope Of The Provisions Of IGC Code Section 13.6.13, It Is Mandatory To Have At Least Two Portable Gas Detectors On Ships Carrying Cargo Within The Scope Of The IGC Code. These Detectors Must Be Capable Of Detecting The Oxygen Level In Closed Spaces And Measuring Flammable, Explosive And Poisonous Gases That May Arise From The Cargo Carried By The Ship. The Detectors To Be Kept On Ships May Be Separate For Each Gas, Or They May Be Multi-Purpose, Capable Of Measuring The Presence Of Gases That May Arise From The Cargo Carried. Detectors Measuring The Oxygen Level To Be Kept On Ships Meet TS EN 50104:2020 Performance Requirements And Test Standard; Detectors That Measure The Presence Of Flammable Gas Meet TS EN 60079-29-1:2017 Performance Requirements And Test Standard; Detectors That Measure The Presence Of Toxic Gas Must Meet TS EN 60079-29-4:2011 Design Requirements And Test Standards. The Calibrations Of These Detectors Are Carried Out In Laboratories Accredited According To The TS EN ISO/IEC 17025:2017 Standard, In The Periods And In The Manner Specified By The Manufacturers.
- On Ships, The Provisions Of MARPOL73/78 Annex II Chapter 5 Rule 13, Which Contains Mandatory Provisions Regulating The Discharge Of Cargo Waste Or Ballast Water, Tank Washing Water Or Other Mixtures Containing Category
- Ships Within The Scope Of MARPOL Annex II, Carrying Category
- If Ships Carrying Category Y Or Z Cargoes Do Not Discharge Cargo In Accordance With The Procedures And Arrengement Manual, The Model Of Which Is Explained In Annex 4 Of MARPOL

Annex II, Or If The Alternative Measures They Will Take Are Not Approved By The Port Authority, The Cargo Tanks They Discharged Before Departing From The Discharge Port Will Be Loaded. In Order To Purify Their Waste, They Must Pre-Wash And Deliver Their Waste To The Waste Reception Facility.

- Pre-Washing Process Is Carried Out Within The Scope Of A Procedure Prepared In Accordance With Annex 6 Of MARPOL Annex II And Approved By Authorized Classification Societies For Classed Ships, And Within The Scope Of A Procedure Approved By The Competent Administration Of The Flag State For Unclassified Ships. The Administration May Grant Exemption For Pre-Washing.

3.10 EMERGENCY OPERATIONS

Ensures Appropriate Emergency Arrangements Are Made And Notified To Relevant Persons These Arrangements Include The Following.

- Provision Of Appropriate Emergency Alarm Operating Points;
- Notification Of An Incident Or An Emergency To Relevant Emergency Services Inside And Outside The Port Area;
- Notification Of An Incident Or Emergency To The Port Authority And Port Area Users At Sea And On Land;
- Procurement Of Emergency Vehicles Suitable For The Hazards Of Dangerous Goods To Be Handled;
- Coordinated Arrangements For A Ship's Departure In An Emergency; And Arrangements To Always Provide Adequate Access / Exit.
- Considering The Nature Of Dangerous Goods And All Special Conditions, Safe And Considering The Necessity Of Arranging A Quick Emergency Escape Plan.
- The "Medical First Aid Guide (Mfag)" In The Imdg Code Annex Is Used In Order To Provide The Necessary Medical First Aid For The People Who Are Affected By The Damages Of The Dangerous Cargoes And The Health Problems Caused By The Accidents Involving These Cargoes.
- "Emergency Plans (Ems)" In The Imdg Code Annex For Emergency Situations Involving Dangerous Goods Are Used.
- In Case Of Emergencies Or Accidents, First Aid Materials To Be Used For Intervention Are Kept In Places Known And Easily Accessible By The Personnel.

3.11 EMERGENCY INFORMATION

- Port Facility Operators, Including Quantities, Proper Shipping Names, Correct Technical Names (If Any) UN

  Numbers, Classes Or When Assigned, Goods Division, Class 1, Compatibility Group Letter, Subsidiary Hazard Classes (If Assigned) Packing Group Provides A List Of All Dangerous Goods In Warehouses And Other Areas (If Appointed) And Including The Exact Location Held Ready For Emergency Services.

- The Person Responsible For The Warehouses And Areas Where Dangerous Goods Handling Is Made Is Aware OfThe Occupancy Status Of The Dangerous Goods In His Area And Keeps Information Ready For Use In Emergency Situations.
- Makes Sure That The Person Responsible For Cargo Loading Operations Containing Dangerous Goods Has TheNecessary Information About The Measures To Be Taken To Handle The Accidents Related To Dangerous Cargo And Is Available For The Use Of This Information In Emergency Situations.
- Uses Electronic Or Other Automatic Information Processing Or Transmission Techniques To Provide Access To Information.
- Dangerous Substances Data Sheets Are Normally Available From Manufacturers Of Chemicals. Emergency Response Information And Electronic Databases Are Also Available And Used When Direct Access To The Data Is Provided.
- Provides Port Or Dock Emergency Response Operations And Port Or Dock Emergency Telephone Numbers To Be Placed In Warehouses And Dangerous Goods Transportation And Operations Areas Or In Important Locations OfThese Places.
- Ensures That Fire Fighting And Pollution Fighting Equipment And Equipment Are Clearly Marked And Notices Emphasizing These Are Placed In All Appropriate Places In Clear Visibility.
- Provides The Information Of The Emergency Procedures In Force And The Available Services On The Interface To The Master Of The Ship Loading Or Carrying Dangerous Goods.

3.12 FIRE MEASURES

Ensures:

- Since The Moorings At The Docking Interface Of The Ships Are Always Available For Emergency Services Access
- Because Audible Or Visual Alarms For Emergency Use Are Located Within The Area And Communication Tools Are Available For Emergency Services
- Since All Areas Used For Carrying Dangerous Goods Are Kept Clean And Orderly
- Calling The Ship's Captain To Emergency Services Before Loading Dangerous Goods Since You Are Informed About The Location Of The Nearest Means To Make And
- Since Lighting And Other Electrical Equipment Which Are Safe To Use In Combustible Or Explosive Environments Are Available In The Areas Where Dangerous Loads Are Located In The Interface
- Since Smoking Prohibited Places Have Been Determined; And
- Signal Warnings Prohibiting Smoking Are Clearly At Every Point Since It Is Visible And From Places Where Smoking Areas Would Pose A Danger Being Kept At A Safe Distance
- Since The Equipment Used In A Flammable Or Explosive Environment Or In An Environment Where Such Conditions Can Develop, Is Safe To Be Used In A Flammable Or Explosive Environment, Does Not Cause Any Fire Or Explosion, And Is Suitable For Use In This Way.
- Considering The Fire And Explosion Hazards That May Occur As A Result Of The Transport Of

Dangerous Goods, It Should Be Noted That The Cargo Transport Units, Which Are Kept Empty, May Still Contain Residues AndFlammable Vapors And Will Create A Hazard.

- Since Electric Appliances Plugged In Portable Plugs With Extension Cables Are Not Used In Areas Or Spaces That Could Create A Flammable Atmosphere.

3.13 FIRE FIGHTING

- Ensures That Adequate And Correctly Tested Fire Fighting Equipment And Facilities Are Available In The Areas Where Dangerous Goods Carriage Or Loading Operations Are Made.
- Personnel Involved In The Transportation Or Loading Of Dangerous Goods Receive Training On The Use Of Fire Extinguishing Equipment In Accordance With The Requirements Of The Administration And Have Fire Exercises.

3.14 ENVIRONMENTAL MEASURES

- It Ensures That Dangerous Goods Are Transported Only In Areas Suitable For Administration Requirements.
- A Damaged Package Containing Dangerous Goods Provides Intervention To The Unit Cargo Or Cargo Transport Unit In Compliance With The Requirements Of The Administration And Such Dangerous Cargoes Can Be Transported Unless It Is Properly Repackaged And Made Suitable And Safe For Transport And Handling In All Matters. It Is Also Not Allowed To Be Transported.
- Damaged Package Containing Dangerous Goods, Unit Load Or Cargo Transport Unit Provides Transport To The Area Designated For These Cargoes, If Necessary.
- Dangerous Goods Spilled on the Pier/Wharf shall not be thrown into the sea by sweeping or washing. Theaforesaid loads are prevented from going to the sea with the rain water.
- During the Loading of Bulk Cargoes to the Ship and Discharging from the Ship, the Necessary Precautions are Taken in order not to spill the Cargo from the Ship or the Dock into the Sea. These Precautions Are Also Taken During Limbo Operations.
- Necessary precautions are taken to prevent the Contamination of Dangerous Goods Handled in the Coastal Facility to the Soil, Water or Areas where Water is Discharged. These Precautions are also applied for the Pipelines Used in the Handling of Dangerous Substances and the Areas with Conveyor System.
- It is possible to take from the ship for Contaminated Bilge Water, Dirty Ballast, Sludge, Slop and Cargo Waste.

3.15 REPORTING EVENTS

In the event that an accident occurs that may endanger the safety and security of the port, the ships in the port,

Another Property, The Environment Or The Persons Responsible For The Transportation During The Transportation OfDangerous Goods, It Is Ensured That The Situation Is Immediately Reported To The

Port Authority. A Damaged Or Leaking Package Containing Dangerous Goods Notifies The Port And Customs Administration Of The Unit Cargo Or Cargo Transport Unit Immediately.

3.16 HOT WORK AND OTHER REPAIR OR MAINTENANCE WORK

The Port Authority's Permission Is Sought For The Actions To Be Taken At The Port In Order To Eliminate The Damages That Occur During Loading/Unloading, Assembling The Equipment Such As Spigots For Cargo Stacking/Sea Ties, And To Eliminate The Malfunctions Detected As A Result Of The PSC Inspection. In Addition, No Action Can Be Taken Without A Work Permit In Hot Work / Cold Work By The Occupational Safety Unit.

3.17 FUMIGATION PROCESS

Handling Of Fumigated Containers Is Not Done In Our Port.

3.18 OPERATION LIGHTING

Operations Managers Make Sure That The Fields And Entrances Where Dangerous Goods Are Handled And Prepared To Be Handled Are Adequately Illuminated.

3.19 LOAD HANDLING EQUIPMENT

It ensures that all the equipment used in the transportation of dangerous goods within its area of responsibility are suitable for the purpose of use and that it is used only by experienced people. Ensures All Load Handling Equipment Within Its Area of Responsibility Is Of An Approved Type, Properly Maintained, And Tested In Compliance With National And International Legal Requirements.

3.20.PROTECTIVE EQUIPMENT

Provides Sufficient Quantity Of Appropriate Protective Equipment To All Personnel Working In The Transport Of Dangerous Goods Within Its Area Of Responsibility. It Is Checked That This Equipment Provide Adequate Protection Against The Hazards Specific To The Transported Dangerous Goods And That They Are Of The Approved Type.

3.21 CONTACT

The Port Authority Should Make Sure That Every Ship That Carries Dangerous Goods Maintains Effective

Communication With The Port Authorities. In The Implementation Of This Type Of Communication/Communications, VHF Radio Equipment Should Be Used In Accordance With The

SOLAS IV/7 Regulations And In Accordance With The Performance Standards Determined In The IMO Session A.609(15) Decision And The Conditions Of The Administration.

3.22 DANGEROUS LOAD/CARGO AREAS

The Necessary Monitoring And Alarm System Is Established For The Permanent Surveillance Of Dangerous Material Handling Areas By The Relevant Facility Personnel And/Or Security Officers. Separation And Stacking Requirements Are Provided In Areas Where Dangerous Substances Are Temporarily Stored. Emergency Exit, Adequate Ventilation, Water Drainage System, Leakage Pool, Appropriate Fire Extinguishing And Fire Warning Systems, Appropriate Lighting System And Fire-Resistant Walls And Doors Are Installed In The Closed Areas Used For Temporary Storage.
Areas Handling Dangerous Materials Are Equipped With Necessary Equipment And Equipment To Prevent Possible Harmful Effects Of The Dangerous Goods In Question. For The Necessary Intervention In Emergency Situations, Adequate Entry And Exit Opportunities Are Provided To The Dangerous Material Handling Areas, Or If Dangerous Material Stacking Or Storage Is Made In The Entire Field, The Access Roads To The Cargo Transport Units Containing Dangerous Goods Are Kept Open And The Emergency Opportunity And Capability To Be Intervened In The Field In A Short Time Can Be Provided. Equipment Is Available.

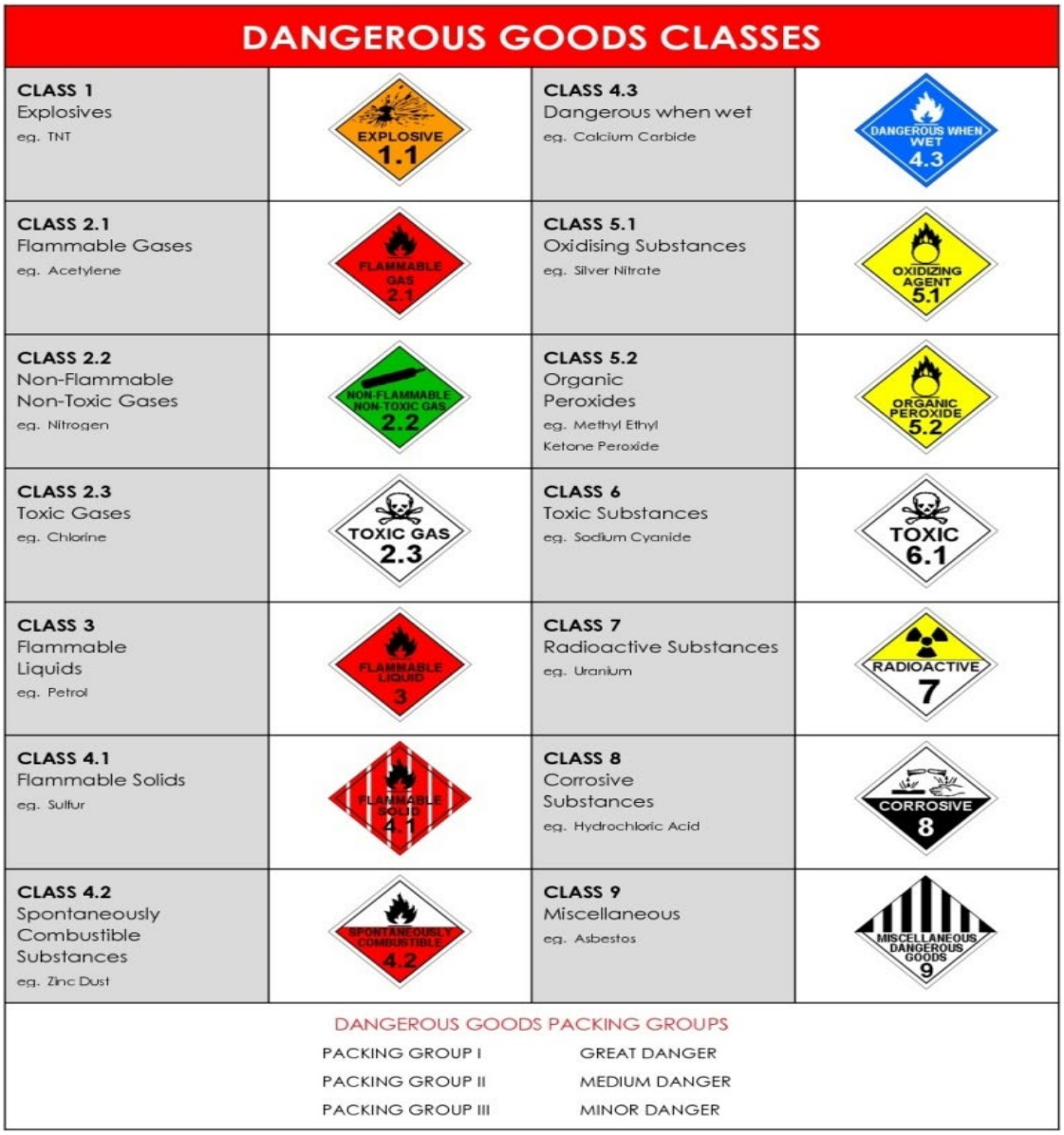
3.22 DANGEROUS LOAD/CARGO AREAS

Emergency Situations (Fire, Explosion, Leakage, Etc.) And Intervention, Occupational Health And Safety, ISPS Code Security Awareness Training And Dangerous Goods Mission-Specific Safety In Accordance With The Job Descriptions And Work Areas Of The Personnel Working In The Loading/Discharging Of Dangerous Goods At The Port Facility They Will Be Provided With Training On The Subjects. Trainings Are Repeated At Certain Periods Throughout The Year. The Annual Training Plan Is Attached To The Emergency Plan.

4.CLASSES OF DANGEROUS GOODS, TRANSPORTATION, LOADING/DISCHARGE HANDLING,SEPARATION, STACKING AND STORAGE

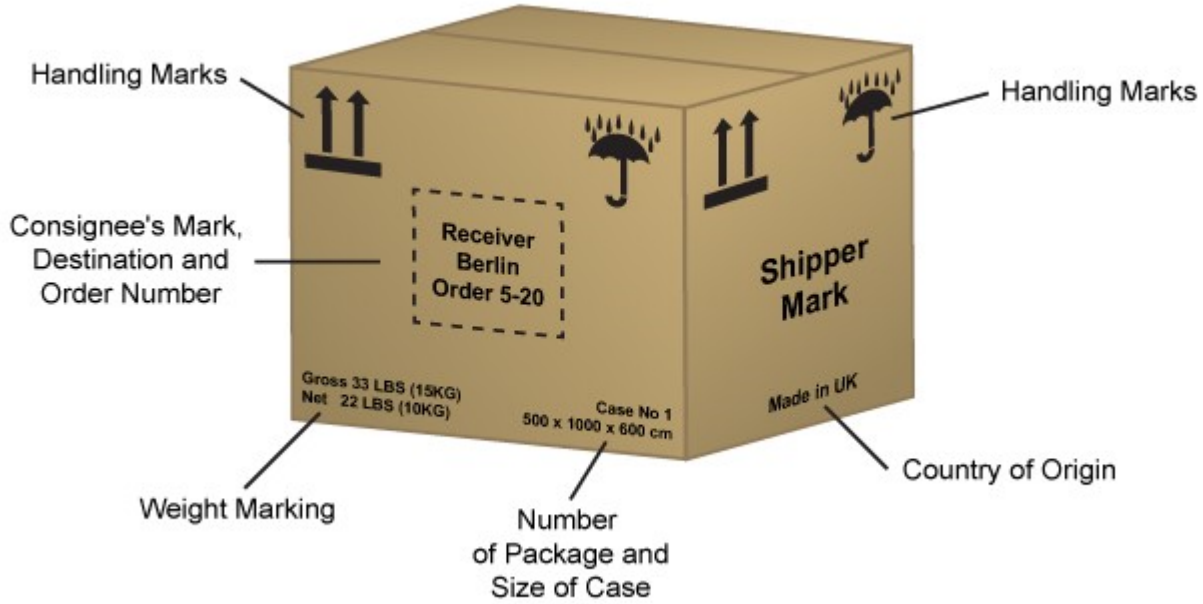
4.1 CLASSIFICATION OF DANGEROUS GOODS

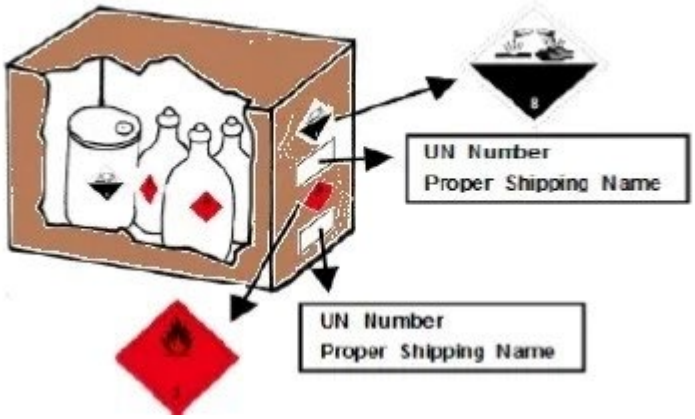
The Dangerous Goods Classes According To The Code Of Dangerous Goods (IMDG) Applied In International Maritime Transportation And Internationally Transported At Sea, And The RID Regulation Are Given Below.



4.2 PACKAGES AND PACKAGING OF DANGEROUS GOODS

Signs Of Dangerous Goods And Packaging Groups Signs, Labels And/Or Placards On The Products Are AllCommunication Channels For The User.
These Communication Channels Tell The User About Shipment Or Product Features. The Imdg Code Provides ClearProcedures For Authorizing Shipments, As Well As Prior Notification, Markings, Labels, And Documentation (Manuals, Electronic Computing Or Electronic Information Exchange Techniques, And Placarding).





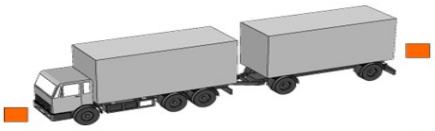
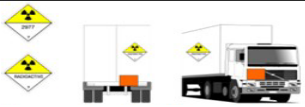
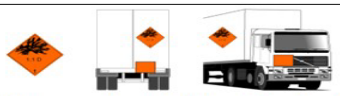
The same labels will be affixed on all packages put inside

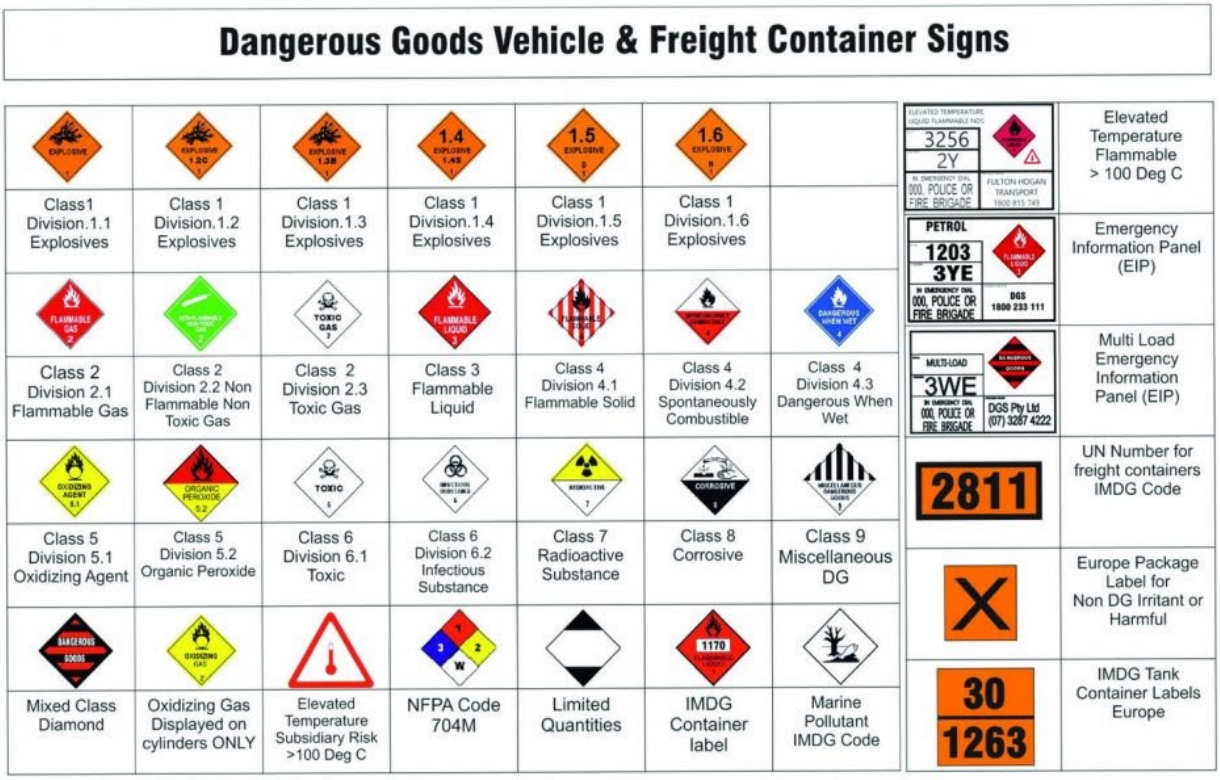
4.3 PLACARDS, PLATES, BRANDS AND LABELS RELATING TO DANGEROUS GOODS

The Imdg Code Recommends A System Based On Labels And Plates Designed In Such A Way That Everyone Working Close To This Type Of Cargo Can Recognize The Nature Of The Risks Caused By

These Items Regardless OfTheir Package, Preferably At First Sight. Shapes And Colors Of Labels And Placards.

PACKAGING		X-- PG- I, II, III Y-- PG- II, III Z-- PG- III	R-Repaired for S- Solids L- Leak-Tested T- Rescue Container V- Special Packaging W- More Equipped than Same PackagingREC – From Recycled Material
OVERPACK (Dış Ambalaj)	The same labels will be affixed on all packages put inside.		
LABELING OF	1 side of packages with a capacity of less than 450 liters 2 opposite sides of packages with a capacity greater than 450 liters The UN number must be legibly and durably marked on each package.		
DIRECTION ARROWS		- combination packagings with inner packagings containing liquids; - Single packs with vent flaps, and - Freezing containers for the transport of refrigerated liquefied gases.	
TANK AND CONTAINER	Container-Tank-Container-ÇEGK- Portable Tank— 4 One Side of Container-Tank-Container-ÇEGK-VehiclesCarrying Portable Tanks— 2 Sides and 1 Back Bulk cargo, tankers, battery-vehicles and vehicles with detachable tanks-- 2 Side and 1 Behind MPUB-MEMU--2 Side and 1 Behind.		

PLATING VEHICLES		While carrying packaged mixed (a wide variety of) dangerous goods; BLANK ORANGE is attached front to back. DANGER PLATES ARE NOT INSTALLED.
LQ (LIMITED QUANTITY)		In case of transporting more than 8 tons of LQ packaged dangerous goods with a vehicle with a gross weight of more than 12 tons, LQ plate must be attached to the front and back of the vehicle. (25x25)
PLATING TANK-CONTAINER AND	 When transporting Class 7, the danger plate is attached to the side and 1 to the back.	 When transporting Class 1, danger plates are attached 2 to the side and 1 to the rear.



4.4 SEPARATION TABLES ON BOARD AND PORT ACCORDING TO THE CLASSES OF DANGEROUSGOODS

One of the Most Important Elements of the Transport of Dangerous Goods is the Stacking and Separate Storage of the Goods. Dangerous Substances Should Not Be Stored Together with Substances That May Interact and CauseDanger.

Incompatible Dangerous Goods must be placed separately from each other during transportation and storage. Improper Stacking of Dangerous Goods Can Cause Toxic Smoke, Fire, Spill and Deterioration of Product Quality. Forthis reason, IMDG Code; In Chapter 7 of Volume 1 on Stacking and Segregation, it has set out the Rules Titled "Rules About Transport Operations".

4.5 SEPARATE STORAGE AND STACKING PRINCIPLES

The Following Situations May Cause Major Chemical Accidents During Stacking And Segregation:

- Incomplete Understanding Of The Structure Of The Matter
- Quality Assurance - Inadequacy Of Container Inspection Certificates
- Insufficient Records Of Chemical Record Stocks In Different Terminal Areas
- Inadequate Labeling And Registration Of Chemicals

- Poor Cleanliness - Lack Of Fire Fighting Equipment In Work Areas

The IMDG Code Requires Dangerous Goods to be Stored and Sorted According to Hazard, Class and Compliance. The Code Also Provides Detailed Information on Important Factors Regarding Where Dangerous Goods Should beStacked and How They Should be Stored Separately from Other Cargo. Although the IMDG Code Provides Detailed Information on Ship Stowing, the Conditions Can Be Applied to Onshore Storage and Even Container Packaging. The Conditions Provide a Framework for Port Authorities to UseWhile Preparing Regulations Regarding the Safe Transport and Stacking of Dangerous Goods in Ports. Goods thatneed to be stored separately from each other will not be transported in the same cargo transport unit.

Separation Distances and Separation Terms of Dangerous Goods in Warehouse Storages. The IMDG Code Uses Four Separate Storage Terms:

1. "Keep Away" (Minimum Separation Distance Between Two Incompatible Goods)
2. "Keep It Apart"
3. "Keep Separate Or Separately With A Complete Partition"
4. "Keep Completely Separated and Longitudinally Separated or Separated" (Maximum Distance to Keep Two Incompatible Items Separated)

General Provisions Regarding the Separation of Dangerous Substances Between Different Classes are specified inthe Separated Storage Table below:

THE GENERAL DISCRIMINATION TABLE IS AS FOLLOWS (DETAILED

Sınıf	1.1,1.2,1.5	1.3,1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
1.1,1.2,1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	x
1.3,1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	4	x
1.4	*	*	*	2	1	1	2	2	2	2	2	2	x	4	2	2	x
2.1	4	4	2	X	X	X	2	1	2	x	2	2	x	4	2	1	x
2.2	2	2	1	x	x	x	1	x	1	x	x	1	x	2	1	x	x
2.3	2	2	1	x	x	x	2	x	2	x	x	2	x	2	1	x	x
3	4	4	2	2	1	2	x	x	2	1	2	2	x	3	2	x	x
4.1	4	3	2	1	x	x	x	x	1	x	1	2	x	3	2	1	x
4.2	4	3	2	2	1	2	2	1	x	1	2	2	1	3	2	1	x
4.3	4	4	2	x	x	x	1	x	1	x	2	2	x	2	2	1	x
5.1	4	4	2	2	x	x	2	1	2	2	x	2	1	3	1	2	x
5.2	4	4	2	2	2	2	2	2	2	2	2	x	1	3	2	2	x
6.1	2	2	x	x	x	x	x	x	1	x	1	1	x	1	x	x	x
6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	x	3	3	x
7	2	2	2	2	1	1	2	2	2	2	1	2	x	3	x	2	x
8	4	2	2	1	x	x	x	1	1	1	2	2	x	3	2	x	x
9	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

1- Distant: Can Be Stored In The Same Barn Or Deck. A distance of at least 3 meters should beleft from the horizontal distance. (Estimated Same Distance for Vertical) Blue Color

2- Separated: It should be requested with different sections and warehouses when placed under the deck. A minimum distance of 6 meters horizontally is required on the deck. Green Color ~~action by looking at IMDG 7.2.~~

3- Separated by a complete bulkhead or hatch: Where the intermediate decks are not fire or liquid tight, the only acceptableseparation should be longitudinal, ie the entire intermediate compartment or a complete hatch. On deck stacking, a minimum horizontal distance of 12 meters is required. Yellow Color

4- Vertical stacking that is separated or kept apart by a complete longitudinally intervening compartment is not allowed. The horizontal distance must be at least 24 meters. Red Color X-WhiteColor~~- A separate if need. Indicated in the "dangerous~~

Containers Carrying Dangerous Goods in the Same Class are exempt from this rule. This Exemption If If they have different contents from each other, it is not applied to loads within class 8 (abrasives). In other words, if the cargo in class 8 consists of exactly the same substances, they can be stored on top of each other. Containers should always be stowed in a way that facilitates access to doors and sides in order to carry out cooling and controlworks.

With the Port Recommendations, IMO has created the Separate Storage Schedule for Port Storage. The ChartSpecifies Only Three Separate Storage Categories in Terms of Storage at the Ports.

SEPARATION DISTANCES AND SORTING LOADS OF DANGEROUS LOADS IN WAREHOUSESSORTING TABLE IS GIVEN BELOW FOR PORT

		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable gases	2.1	0	0	0	S	A	S	0	S	S	0	A	0
Combustible and nontoxicgases	2.2	0	0	0	A	0	A	0	0	A	0	0	0
Toxic gases	2.3	0	0	0	S	0	S	0	0	S	0	0	0
Flammable liquids	3	S	A	S	0	0	S	A	S	S	0	0	0
Flammable solids	4.1	A	0	0	0	0	A	0	A	S	0	A	0
Spantenous combustible substances	4.2	S	A	S	S	A	0	A	S	S	A	A	0
Dangerous when contactedwith water	4.3	0	0	0	A	0	A	0	S	S	0	A	0
Oxidising	5.1	S	0	0	S	A	S	S	0	S	A	S	0
	5.2	S	A	S	S	S	S	S	S	0	A	S	0
	6.1	0	0	0	0	0	A	0	A	A	0	0	0
	8	A	0	0	0	A	A	A	S	S	0	0	0
	9	0	0	0	0	0	0	0	0	0	0	0	0

0

No separation required

A

⇨ 3m or No

S

⇨ Outdoor => 6m in warehouse => 12 m Outdoor => 3m in warehouse =>

4.6 DANGEROUS LOAD DOCUMENTS

Documents Required For Shipment Of Dangerous Goods
One Of The Basic Conditions Of Dangerous Goods Carriage Documents Is To Contain Basic Information On The RisksThat Dangerous Goods May Cause. Shipment Documents Are Generally The Same For All Types Of TransportationAnd The Predicted Information Should Be Clear And Legible. However, IMO Recommends The Use Of The Multimodal Form, Mentioned

Later. (ANNEX-18)

If A Road Vehicle Carrying Dangerous Goods Uses Seaway Or Railroad With Ro-Ro Or Ro-La And Similar Vehicles Between The Departure And Destination Points; The Transporter Has To Comply With The Dangerous Goods Transport Legislation Of That Type During The Use Of These Other Transport Types Partially Used.

Dangerous Goods Class for which permit to be taken	**The related/autnorized office where permit should be taken**
Goods involved in ADR Class 1	Ministry of Interior
Goods involved in ADR Class 6	Ministry of Health Ministry of Agriculture and Rural Affairs
Goods involved in ADR Class 7	Ministry of Energy and Natural Resources (TAEK)

CONTAINER / VEHICLE PACKAGING CERTIFICATE

When Dangerous Goods Are Packed Or Loaded In Any Container Or Vehicle, Those Who Are Responsible For Packing Or Loading Will Get A "Container / Vehicle Packing Certificate". This Document Mainly Approves The Following; (Annex 20)

MULTIMODAL MODEL TRANSPORT DOCUMENT

There Is No Mandatory Model For Dangerous Goods Declaration. The IMDG Code Recommends The Following Dangerous Goods Declaration And The Vehicle/Container Packaging Certificate Or The Document Used For The Multimodal Transport Of Dangerous Goods Where The Dangerous Goods Declaration Is Combined; (Regulation 4, Chapter VII, Solas 74)

5 HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY

The Port Facility Carrying Out Dangerous Goods Loading/Discharging, Handling And Temporary Storage Activities To Contribute To The Safe Fulfillment Of The Aforementioned Activities;

- Dangerous Substance Classes,
- Packages Of Dangerous Goods,
- Packaging,
- Tags,

- Marks And Packing Groups,
- Separation Tables On Ship And In Port According To Classes Of Dangerous Goods,
- Separation Distances Of Dangerous Goods In Warehouse Storages,
- Separation Terms,
- Dangerous Cargo Documents,

A Dangerous Goods Handbook, Containing The Issues Of Dangerous Goods Emergency Response And Action FlowDiagram, Has Been Prepared In Dimensions That Can Be Carried In The Pocket. (Annex-10)

6 OPERATIONAL MATTERS

6.1 PROCEDURES FOR SAFE BERTHING, MOORING, LOADING/DISCHARGING, SHELTERING ORANCHORING OF SHIPS CARRYING DANGEROUS GOODS DAY AND NIGHT

- Considering Related Issues Such As The Nature And Amount Of Dangerous Goods, Environment, Population And Weather Conditions Of A Ship Carrying Any Dangerous Goods On Board, It Is The Port Authority's ResponsibilityTo Direct Where And When To Anchor, Moor, Berth And Stay In The Port Area.
- In An Emergency, The Transport Of A Ship With Dangerous Goods On Its Deck In The Port Area Or Guiding Its Removal In The Port Area For The Safety Of The Ship And The Crew Can Be Made With The Ship's Captain, The Port Authority's Decision And The Port Authority's Approval.
- It Is The Port Authority's Responsibility To Determine Any Additional Requirements In Accordance With The LocalConditions And The Amount And Nature Of The Dangerous Cargoes Exposed.
- Port Facility Operators Should Ensure That:
- Ensuring Adequate And Safe Lashing Facilities And
- Ensuring Adequate And Safe Access Between Ship And Shore.

6.2 PROCEDURES REGARDING ADDITIONAL MEASURES TO BE TAKEN ACCORDING TO SEASONAL CONDITIONS FOR THE LOADING, UNLOADING AND LIMBO OPERATIONS OF DANGEROUS GOODS

- The Loading Operations Of No Explosives Or Bulk Liquid Cargoes Should Not Be Carried Out Without An OpenEnclosure, Which Will React Dangerously While It Is Raining, Neither In Stormy Weather Nor In Contact With Water.
- Dangerous Solid Bulk Cargoes, Which May Turn Into Flammable Or Toxic Vapors Or Cause Simultaneous Explosion In Case Of Contact With Water, Should Be Kept As Dry As Possible. Such Goods Should Be TransportedUnder Dry Weather Conditions Only.
- Due To The Nature Of Explosives; About Transporting Dangerous Goods In Adverse Weather Conditions Transporting Dangerous Goods Requires Great Care, Especially In Rainy Weather Conditions.

6.3 PROCEDURES FOR KEEPING FLAMMABLE, COMBUSTIBLE AND EXPLOSIVE MATERIALS AWAY FROM PROCESSES THAT CREATE/ CAN CREATE SPARKS AND NOT TO OPERATE VEHICLES, EQUIPMENT OR TOOLS THAT CREATE/CAN CREATE SPARKS IN DANGEROUSGOODS HANDLING, STACKING AND STORAGE AREAS

- Before Carrying Out A Hot Work In Our Facility, The Responsible Company Officer Who Will Perform The Hot Work Shall Have A Written Authorization Issued By The Port Authority To Carry Out This Hot Work. Such Authorization Will Include Details Of Hot Workplace As Well As Security Measures To Be Followed.
- In Addition To The Security Measures Required To Be Taken By The Port Authority, Additional Safety Precautions Required By The Ship And/Or Interface Shall Be Taken, Together With The Responsible Company Officer, Ship And/Or Interface Responsible(S), Who Will Perform The Hot Work Before Starting The Hot Work.
- For Additional More Detailed Information And Procedures Regarding Hot Work And Operations, The Document "International Safety Guidelines For Oil Tankers And Terminals (Isgott)" Shall Be Consulted. Permission Will Be Granted For The Works To Be Carried Out On The Facility And Scaffolding In Accordance With Isgott And Work Permit Procedure.
- Port Facility Occupational Safety Procedure Will Also Be Applied.

6.4 PROCEDURES FOR FUMIGATION, GAS MEASUREMENT AND PURIFICATION WORKS AND PROCESSES

(No fumigation process.)

7 DOCUMENTATION, CONTROL AND REGISTRATION

7.1 PROCEDURES REGARDING ALL MANDATORY DOCUMENTS, INFORMATION AND DOCUMENTS RELATING TO DANGEROUS SUBSTANCES, PROCESSING AND CONTROLLING THEM BY THEIR RELATED STATES

- The Following Documents Regarding Dangerous Goods Are Available Up-To-Date.
  - Csc International Convention For Safe Containers As Amended 1972
  - Imdg Code International Code Of Dangerous Goods Transported At Sea,
  - Imsbc Code International Code For Solid Bulk Cargo Transported At Sea,
  - Blu Code (Code Of Practice For Safe Loading And Unloading Of Bulk Carriers)
  - Marpol 73/78 International Convention For The Prevention Of Pollution From Ships,
  - S O L A S 74 International Convention For The Safety Of Life At Sea, 1974, As Amended
  - Imo/Ilo/Unece Guides For Filling Cargo Transport Units (Ctu's)

- Tdc Deck Load Safe Timber Transport Code 2011
- Grain Code Grain Code,
- IBC CODE,

➢ Operations Department Regarding Dangerous Goods Handled In Our Port;

- Coming To The Port,
- Sent Form The Port,
- Stored In The Port,
- Temporarily Stored In Port

It Will Create All Records Related To Dangerous Cargoes Completely And Keep Them In A Way That Can Be Shown WhenRequested. Dangerous Goods Records Are Limited To The Personnel Who Need To Know.

7.2 PROCEDURES FOR KEEPING THE CURRENT LIST OF ALL DANGEROUS GOODS ON THE COASTAL FACILITY AREA AND OTHER RELATED INFORMATION REGULAR AND COMPLETE

➢ Records Of Dangerous Goods Handled At Our Port, Containing The Following Information, Will Be Provided ByThe Planning And Operations Department, And Storage Stacks Will Be Provided In The Field. Documents Will Be Forwarded To The Administrative Affairs Department.

- UN Number,
- PSN Name (Proper Post Name,Class,(With Sub-Hazards),
- Packing Group (Class 3.4.1,4.2,4.3,5.1,5.2,6.1,8,9),
- Whether It Is A Marine Pollutant Or Not,
- Receiver, Sender,
- Container / Packing /Seal Number
- Additional Information (Ignition Degree, Viscosity Etc. Information)Where It Is Stored In The Port Area
- Length Of Stay In Port

➢ This Information Is Kept In The Computer Environment Or In The File Order In A Way That Only AuthorizedPersonnel Can Reach And Is Displayed When Requested.

➢ Control And Control Results That Dangerous Goods Arriving At The Facility Are Properly Defined, Correct Shipping Names Of Dangerous Goods Are Used, Certified, Packed/Packed, Labeled And Declared, Safely Loaded AndTransported In An Approved And Legal Package, Container Or Cargo Transport Unit Reporting Procedures.

➢ They Check The Accuracy Of The Following Information On The Dangerous Goods Documents Issued By TheShipper Of The Dangerous Goods To Be Accepted To The Port In Coordination Of Planning And Operation;

- UN Number,
- PSN Name (Proper Post Name,Class,(With Sub-Hazards),

- Packing Group (Class 3.4.1,4.2,4.3,5.1,5.2,6.1,8,9),
- Whether it is a Marine Pollutant or Not,
- Receiver, Sender,
- Container / Packing /Seal Number
- Additional Information (Ignition Degree, Viscosity Etc. Information) Where It Is Stored In The Port Area
- Length Of Stay In Port

➢ This Information Is Conveyed To The Timekeepers, Field Supervisors, Warehouse Officers, Hse, And The Personnel Who Need To Know, Via The Terminals / Documents, And The Control Of The Incoming Dangerous Goods Is Ensured.

➢ In The Event That The Information From The Operation And The Cargo Carry Different Information, The Operation Is Immediately Informed And The Sender Is Instructed To Verify The Information About The Dangerous Cargo / Vehicle/ Container, And To Correct The Missing And Incorrect Label Brands.

7.3 APPROVED DOCUMENT THAT THE DANGEROUS GOODS ARRIVING AT THE FACILITY ARE PROPERLY IDENTIFIED, THE CORRECT SHIPPING NAMES ARE USED, CERTIFIED,PACKED/ PACKAGED, LABELED AND DECLARED

And Procedures For Controlling The Safe Loading And Transport Of The Package, Container Or Cargo Transport Unit

In Accordance With The Rules, And Reporting The Control Results.

➢ They Checkthe Accuracy Of The Following Information On The Dangerous Goods Documents Prepared By The Shipper Of The Dangerous Goods To Be Accepted To The Port In Coordination Of Planning And Operation;

- UN Number,
- PSN Name (Proper Post Name,Class,(With Sub-Hazards),
- Packing Group (Class 3.4.1,4.2,4.3,5.1,5.2,6.1,8,9),
- Whether It Is A Marine Pollutant Or Not,
- Receiver, Sender,
- Container / Packing /Seal Number
- Additional Information (Ignition Degree, Viscosity Etc. Information) Where It Is Stored In The Port Area
- Length Of Stay In Port

➢ This Information Is Conveyed To The Timekeepers, Field Supervisors, Warehouse Officers, HSE, And The Personnel Who Need To Know, Via The Terminals / Documents, And The Control Of The Incoming Dangerous Goods Is Ensured.

➢ In The Event That The Information From The Operation And The Cargo Carry Different Information, The Operation Is Immediately Informed And The Sender Is Instructed To Verify The Information About The Dangerous Cargo / Vehicle/ Container, And To Correct The Missing And Incorrect Label Brands.

7.4 PROCEDURES FOR PROCESSING AND MAINTAINING DANGEROUS GOODS SAFETY DATASHEET (MSDS)

- As Of 1 January 2014, A Dangerous Goods Safety Data Sheet (SDS) Containing The Following Information Is Obligatory With The Dangerous Goods To Be Carried In All Modes Of Transport (Road, Railroad, Airway AndSeaway) By The Laws Of Our Country.
  - UN Number,
  - PSN Name (Proper Post Name,Class,(With Sub-Hazards),
  - Packing Group (Class 3.4.1,4.2,4.3,5.1,5.2,6.1,8,9),
  - Whether It Is A Marine Pollutant Or Not,
  - Tunnel Restriction Code (Required For Road Transport.)
- For All Dangerous Goods To Be Accepted At The Port, This Document Is Checked To Be Together With TheDangerous Goods.

7.5 PROCEDURES FOR KEEPING RECORD AND STATISTICS OF DANGEROUS LOADS

- Administration, Reports Containing Information About Dangerous Goods Handled In Our Port Facility Are Kept Regularly. These Reports Are Submitted Upon The Request Of The Competent Authority And The Port Authority.
- Statistical Evaluations From The Records Of Dangerous Goods Handled Annually In Our Port Are Made By TheDepartments Of Commerce, Operations.
- Monthly Count And Control Reports Of Dangerous Goods Stored In Our Port Area Are Prepared By TheOperations Department And Submitted To The Management.
- Records And Reports Are Archived By The Departments In 5-Year Periods. **Annual Activity Reports**

7.6 INFORMATION ABOUT THE QUALITY MANAGEMENT SYSTEM

- Relevant documents are available in the QDMS system.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE PLAN (ANNEX-7)

8.1 PROCEDURES FOR RESPONSE TO DANGEROUS GOODS POSING RISK TO LIFE/ PROPERTYAND/OR THE ENVIRONMENT, AND TO DANGEROUS SITUATIONS INSTALLED WITH DANGEROUS GOODS

Precautionary Action Options Related To A Certain Situation Depend On A Number Of Factors. In Some Situations, Evacuation May Be The Best Option. In Other Situations, Sheltered In-Site May Be The Best Option. Sometimes,These Two Actions Can Be Used Together. In Any Emergency Situation, Officials Need To Give Public Instructions Quickly. The Public Will Constantly Need To Hear Information And Instructions While Being Protected At The SceneOr Evacuated.

PROTECTIVE ACTIONS

Protective Measures Refer To The Steps To Be Taken To Protect The Health And Safety Of The Emergency Teams AndThe Public In The Event Of An Event With A Release Of Dangerous Substances.Isolating The Danger Area And Banning Entry Means Keeping Anyone Not Directly Participating In Emergency Response Operations From The Area. Unprotected Emergency Response Teams Should Also Not Be Allowed ToEnter The Isolated Area.

This “Isolation” Purpose Is Primarily To Provide Control Over The Area Where Operations Will Be Performed. This IsThe First Step For Any Protective Action That Can Be Taken Later.

EVACUATION

Evacuate: Indicates That Everyone Should Be Transferred From A Threatened Area To A Safer Location. For An Evacuation To Take Place, There Must Be Enough Time For People To Be Alerted, Prepared, And To Leave The Area. IfThere Is Enough Time, Evacuation Is The Best Protective Measure In That Situation.

Even After People Have Been Evacuated To The Recommended Distances, They May Not Be Completely Safe FromDanger. These Persons Should Not Be Allowed To Gather Together At These Distances.

Transport Evacuees A Certain Distance, Along A Specific Route, And A Distance Where They Do Not Need To BeEvacuated Again When The Wind Blows.

PROTECT AT THE SCENE

It States That People Should Be Protected Inside A Building And Stay Inside Until The Danger Passes. The Precautionary Measure Of On-Scene Protection Is Applied In Cases Where Attempting To Evacuate People Presents A Greater Risk Than Remaining Where They Are, Or If Evacuation Is Not Possible. Instruct Persons Inside To Close AllDoors And Windows, And To Turn Off All Ventilation, Heating And Cooling Systems.

On-Scene Precaution Is Not The Best Action When:

In Case The Vapors Are Flammable;

In Case The Area Will Take A Long Time To Purge.Where Buildings Cannot Be Closed Tightly.

If The Windows Are Closed And The Ventilation Systems Are Closed, Vehicles Can Provide A Certain Amount OfProtection For A Short Time. However, Vehicles Are Not As Safe As Buildings In Terms Of In-Situ Protection.

It Is Vitally Important To Maintain Communication With The Competent People Present Inside The Building, In Order To Be Able To Give Advice Regarding Changing Conditions. Persons Under Protection In Situ Should Be Warned To StayAway From Windows, Because In Case Of Fire And/Or Explosion, There Is A Danger Of Glass Or Metal Pieces Hitting.

Every Incident Regarding Dangerous Goods Shows Differences From Each Other. There Are Separate Problems AndConcerns About Each Of These. The Form Of Action For The Protection Of People Must

Be Carefully Selected.

8.2 INFORMATION ON THE OPPORTUNITY, CAPABILITY AND CAPACITY OF THE COASTAL FACILITY TO RESPONSE TO EMERGENCIES

- The Facility Has An Approved Fire Plan. Fire Fighting Teams Have Been Established For Each Shift. Planned Andunplanned Training, Drills And Practices Are Conducted Within The Scope Of Various Scenarios At Unplanned Times, Reports And Records Are Created. The Fire Fighting Equipment Envisaged In The Approved Plan Is Completely Available, Maintenance Controls And Tests Are Performed.
- There Is An Approved Plan For Combating Environmental And Marine Pollution In The Facility. Pollution Fighting Teams Have Been Established For Each Shift. (Annex-21) Training And Drills Are Carried Out Within The Scope Of A Planned Scenario Twice A Year, And Reports And Records Are Created. Equipment Related To Environmental And Marine Pollution Are Stored At The Facility, And Their Counting And Controls Are Carried Out. The Facility Also Has A Protocol With İZAYDAŞ For The Material Stored In The Region To Support In Insufficient Cases. All Wastes In The Gulf Of Izmit Are Stored In Our Port Facility.
- Response Teams Will Be Assigned Against Dangerous Material Spills In Accordance With This Guideline And Pursuant To IMDG CODE.

8.3 ARRANGEMENTS REGARDING FIRST RESPONSE TO ACCIDENTS INVOLVED BY DANGEROUS MATERIALS (METHODS OF PERFORMING FIRST AID, FIRST AID OPPORTUNITIES AND CAPABILITIES, ETC.)

- In The Event That An Emergency Situation Occurs Or Its Signs Are Detected In The Port, The Emergency Coordinator Initiates The Taking Of Appropriate Measures As Per The Emergency Management System In Accordance With The Related Plans. The Emergency Management Group Reviews And Implements The Decisions Regarding The Measures To Be Taken Within The Scope Of ISGOTT And IMDG Code. Developments Are Constantly Followed By The Emergency Management Group, And If Necessary, The Topics Of Taking Precautions At A Higher Level Or Getting Assistance Are Decided.
- The Emergency Management Group Will Carry Out Its Activities In The Emergency Management Center Or An Equivalent Area To This Center. Emergency Management At Different Levels Depending On The Severity Of The Emergency:

- Facility / Field Institutions,
- District Emergency Management Center,
- Provincial Emergency Managementcenter,
- It Can Be Managed By The Central Administration.

- Facility Level Emergency Management; A Well-Designed Organization Will Be Maintained By Using

Personnel Equipped With Training And Exercises, Emergency Plans Containing Procedures And Documentation, And Safe, Fast Internal And External Communication Facilities. In Emergency Management, The Following Measures Will Be Implemented And The Process Will Be Monitored And Controlled..

ACTIONS TO BE TAKEN	Relevant Sections All Personnel and Ship
WARNING: Notification of the occurrence/probability of anemergency and unexpected situation	All Staff
CALL FOR HELP: reach the relevant institutions and transfer the necessary information	Response teams
RESPONSE: Responding to the Emergency as soon aspossible with the correct equipment and personnel determined in the Plan.	All First Aid Trained Personnel
FIRST AID: Carrying out first aid activities until the professional support teams arrive.	First Aid Personnel
RECOVERY: Recovering Materials, vehicles, information, documents and other important documents belonging to thePort Facility	Security personal
CONSERVATION: Recovered Material, vehicle, information. Protecting your reading and other importantdocuments	Press and Public Relations
INFORMATION: Sending necessary explanations tocustomers, other business relations and the press	Management

8.4 NOTICES TO BE MADE IN AND OUT OF THE FACILITY IN EMERGENCIES

- Emergency Siren System Will Be Put Into Use In The First Stage For All Kinds Of Incidents That Occur In The Port. Subsequently, Operation Managers, Emergency Teams, And Then Competent Authorities Will Be Informed By Radio And Telephone.
- When The Accident Occurred,
- If The Accident Is Known, How It Occurred And The Reason,
- The Place Where The Accident Occurred (Coastal Facility And/Or Ship), Position And Area Of Influence,
- Information (Name, Flag, Imo No, Owner, Operator, Cargo, If Any) Of The Ship Involved In The Accident And Amount, Captain's Name And Similar Information),
- Meteorological Conditions,
- Un Number Of Dangerous Goods, Proper Transport Name (Dangerous Goods)(Based On The Legislation Specified In The Definition) And Amount,
- Hazard Class Of Dangerous Goods Or Sub-Danger Division, If Any,
- Packing Group Of Dangerous Goods, If Any,
- Additional Risks Of Dangerous Goods, Such As Marine Pollutants, If Any,

- Marking And Label Details Of The Dangerous Goods,
- The Packaging, Cargo Transport Unit And Container, If Any,Characteristics And Number Of The Dangerous Goods,
- Manufacturer, Sender, Carrier And Receiver Of The Dangerous Good,
- Aspect of the Damage/Pollution Occurred,
- Number of Injured, Dead And Missing, If Any.

8.5 EMERGENCY RESPONSE APPLICATIONS BY THE COASTAL FACILITY FOR ACCIDENTS, REPORTING PROCEDURES OF ACCIDENTS, COMMUNICATIONS

- Communication Channels For Determining The Communication Methods In The Port And Outside The Facility Inemergency Situations That May Occur In The Port Facility And For The Effective Management Of EmergencySituations;
  - Fixed Mobile Phones
  - Computers
  - Radio
  - Siren
  - Determined As Messengers.
- In Case Of Emergencies In The Port, Internal Communication Is Primarily Provided By Radio And Internal Telephones. The Communication Between The Port And The Ship Is Maintained By The Radio Given By The Port Or ByThe Vhf Marine Band Radio.
- In Case Of An Emergency That May Occur In The Port, Secure Communication Is Ensured As Soon As Possible WithThe Official Authorities, Neighboring Facilities And Related Persons.

REPORTS

The Emergency Management Center Will Operate The Reporting System That Will Inform The Relevant Authorities OfThe Emergency That Will Occur In The Port As Soon As Possible. It Will Create A Healthy Record Of These Reports Containing The Information To Be Notified In An Emergency. Dangerous Goods Accidents Will Be Reported To The Port Authority.

8.6 METHOD OF COORDINATION, SUPPORT AND COOPERATION WITH OFFICIAL AUTHORITIES

- All Accidents Related To Dangerous Goods Will Be Coordinated With The Port Authority First. By Informing The Port Authority, Support And Cooperation Will Be Provided With The Provincial / District Fire Brigade, Afad, And Aid UnitsOf Neighboring Facilities.
- In Case Of A Possible Explosion, Fire Or Emergency In The Adjacent Facility; Precautions Will Be Increased At TheFacility, And Teams Will Be Prepared To Assist The Neighboring Facility,

- Considering The Urgency Of The Situation And The Extent Of The Danger, When It Is Evaluated That There Is No Opportunity Or Time To Ask For Help, Aid And Support Teams Will Be Assigned To Intervene In The Event.
- The Dangerous Cargo Area And The Class, Quantity And Danger Risk Of The Cargoes In The Area Will Be Evaluated, And Preparations Will Be Made For The Measures Such As The Discharge Of The Cargo, Its Dilution, And If There Is A Ship In The Interface, The Removal Of The Ship To Its Anchorage.

8.7 EMERGENCY EVACUATION PLAN FOR REMOVING SHIPS AND MARINE VEHICLES FROM THE PORT FACILITY IN EMERGENCIES

EMERGENCY DISCONNECTION SYSTEM PREPARATION

- All Emergencies Should Be Reported To The Port Authority, VTS And Official Authorities.
- If It Is Decided To Leave The Ship Urgently, The Safe Places Where The Ship Can Be Transported Under Controlled Conditions Must Be Specified By The Port Authority.
- The Ship's Captain And The Port Facility Will Initiate The Emergency Departure Process By Mutually Agreeing In Cases That Require Urgent Separation And Will Notify The Port Authority As Soon As Possible. In Cases Where The Severity Of The Emergency And Time Permit, Before The Emergency Separation Is Made, A Representative From The Port Authority Or The Harbor Master, Terminal Manager/Operation Officer, Ship Captain, Harbor Pilot Will Agree On The Time And Form Of The Separation Process.
- The Ship's Engines, Steering Gears, And Marine System Delay Equipment Should Be Made Ready For Use Immediately.
- All Cargo Unloading, Ballasting Operations Should Be Stopped And Be Prepared For Separation. The Ship Fire Circuit Should Be Flooded And Water Mist Should Be Used For Strategic Sections.
- If Atmosphere Venting Is Required, Engine Room Personnel Should Be Ready, All Unnecessary Receiver Inputs Should Be Closed, All Safety Precautions Related To Normal Operations Should Be Taken, And A Warning Notice Should Be Issued.
- In All Emergencies, If Required Response Exceeds Terminal Facilities, Local Police Or Fire Brigade Should Be Reported Immediately.
- The Decision That The Ship Will Be Lifted Under Control Is Based On The Principle Of Life Safety And Should Also Cover The Following Conditions.
- Adequacy Of Tugboats: Ship's Self-Gearing Ability - Availability Of Safe Places To Proceed Or Tow A Ship In An Emergency - Fire Fighting Adequacy - Proximity Of Other Ships - Fire Ropes.
- As Long As The Ship Is In The Port Facility, The Fire, Towing Ropes Should Be Kept On The Head And Shoulder Of The Ship On The Sea Side. The Eye Of The Ropes Should Be Lowered To The Sea Level And The Part Above The Side Should Be Tightened By Wrapping At Least Five Turns On The Bollard. The Part Of The Rope Above The Side Should Be Taut From The Father. A Rope That Can Carry The Rope Should Be Tied Just Before The Eye Of The Rope And The Eye Of The Rope Should Be Positioned So That It Is Three Meters Above Sea Level. The Eye Of The Rope Should Be Kept At

This Level Continuously While The Ship Is In The Port Facility.

REALIZATION OF EMERGENCY DİSCONNECTİON

- All the above preparations will be examined and if deemed appropriate, the ship will be started to be removedimmediately.
- Emergency Disconnection Procedures will be provided by performing the following procedures in order. Close Coordination And Cooperation Between Terminal, Ship And Port Authorities Is Required At Each Stage.

Emergency Disconnection Procedures Are Below.

- Alarming,
- Vhf, Giving Information About The Emergency Via Telephone,
- Initial Situation Evaluation Between Ship Captain And Port Facility Authority,
- Suspension Of Operation,
- Implementation Of Port Facility And Ship Emergency Plan Measures,
- Worsening Of Current Situation And Existence Of Emergency Disconnection Conditions As Stated Above.
- Situation Evaluation Between Ship's Master, Port Facility Officer, Port Authority, General Directorate Of Coastal Safety, Harbor Master, Pilot Via Vhf, Telephone
- Decision Of Emergency Disconnection,
- Notification Of Environmental Facilities And Other Ships
- Tugboats Deploying Around The Ship For Emergency Disconnection, Completing Preparations And Indicating Readiness
- The Master Of The Ship Completing The Preparations Regarding The Ship And Indicating That He Is Ready.
- Approval To Open Release Hooks By Authorized Person

AFTER EMERGENCY DİSCONNECTİON

Declaring And Declaring The Ship's Towing And Decision On The Location To Be Taken After Ship Disconnection Process.

Transfer / Mooring Of The Ship To The Allocated Zone, Accompanied By Tug Boats Or With Its Own Machinery Port Facility Detection Of Possible Damage Or Deficiency By Examining The Port Facilityevaluation Of When The Ship And Port Facility Will Be Ready For Cargo Handling Again Sharing The Negativities That Occurred During The Emergency Departure. An Agreement Has Been Made Between The Guidance And Towing Organization And The Coastal Facility Authorities Regarding Fire, Explosion And Similar Emergencies That May Happen During The Unloading / Evacuation. According To The Protocol Signed With The Authorized Company, The Tugboats With Sufficient Towing Power And Number, Equipped To Fight Fire According To The Weather And Sea Conditions, Reach The Scene In The Shortest Time In Emergency Situations In Order To Move The Ship Away From The Facility And Tow It To A Safe Point.

8.8 PROCEDURES FOR HANDLING AND DISPOSAL OF DAMAGED DANGEROUS LOADS AND WASTE CONTAINED BY DANGEROUS LOADS.

WASTE COLLECTION AND HANDLING

According To The Types Of Wastes Generated, They Are Collected Separately In The Waste Bins, Transported And Stored Appropriately. Wastes Resulting From Maintenance Activities Are Also Handled Within This Scope.
If An Additional Waste Class Is Determined To The Existing Waste Classes, It Will Be Integrated Into The System.

DISPOSAL OF WASTE

According To Whether The Collected Wastes Are Non-Dangerous Or Dangerous Wastes, The Wastes Are Sold And Removed From The Facility By Contracted Institutions In Accordance With Legal Recovery/Disposal Methods.
The Possibilities Of All Contractors And Carriers Within The Scope Of Waste Management For Transporting And/Or Disposing Of Waste With Appropriate Methods Are Inspected.
If Contracting Services Are Procured For The Transport, Sale And/Or Disposal/Recycling Of Wastes, They Are Evaluated In Terms Of Whether They Fulfill Their Legal Obligations And The Methods Of Performing Waste Recycling And Disposal Procedures Without Damaging The Environment.
It Is Mandatory To Keep All Records Of Waste Disposal.

CONTAMINATED PACKAGING

These Wastes Are Empty Barrels. When It Occurs, It Is Left In The Contaminated Packaging Area In The Waste Site And Within The Period Determined By The Legislation, The Environmental Consultancy Firm And The Environmental Management System Officer Are Contacted By The Contracted And Licensed Company And The UATF (National Waste Transport Form) Is Filled And Sent. Related Form Of UATF And Other Documents Are Stored In The Environment Folder.
Contaminated Waste; These Wastes Are Used Gloves, Utensils And Workpieces. When It Is Formed, At The Exit Of The Production-Storage Section, The Waste Is Accumulated In The Barrel With The Name Written And Taken To The Waste Area. Within The Period Determined In The Legislation, Environment
The Consulting Firm And The Environmental Management System Officer Contact The Contracted And Licensed Firm, And The Relevant Forms / Other Documents Are Kept In The Environmental Folder.

8.9 EMERGENCY EXERCISES AND THEIR RECORDS

EXERCISE PRACTICES

In Order To Be Prepared For Emergencies Within The Facility, The Personnel In The Emergency Organization Should BePrepared For Their Duties With Various Trainings. When Necessary, The Trainings Should Be Given With The Support OfSpecialist Organizations. In This Context, The Personnel Involved In The Port Have Received IMDG CODE Trainings On Dangerous Goods And Have Been Certified. In Order To Test The Adequacy Of Emergency Plans And To Be Prepared For Real Situations, It Should Be Planned To Carry Out And Implement The Drills According To The Worst Scenarios ThatMay occur in the facility.

EXERCISE SCENARIOS

- In The Exercise Planning, The Worst Scenario Is Foreseen In The Form Of A Single Event Or A Combination Of Events That The Port May Encounter. In Line With The Prepared Scenarios, It Is Ensured That The Exercises Are Implemented In The Fastest And Most Effective Way.
- Emergency Drills To Be Made In The Port Of The Port Facility;
- The Port Should Be Specified In The Annual Training Plans.
- It Can Be Planned As A Local Or General Intervention, Safety, Spill Etc.
- Can Be Combined In Practice Scenarios,Drills Can Be Made With Or Without Notice.
- The Drills Are Based On Various Emergency Scenarios.Drills Can Be Done As Actual, Desk, Seminar Style.
- Different Time, Day, Season And Event Scenarios Are Prepared For Each Drill.

8.10 INFORMATION ON FIRE PROTECTION SYSTEMS

- Fire Hydrants, Fire Extinguishers, Fire Cabinets And Fire Hoses, Fire Alarm Detectors In The Fields, Electric AndDiesel Fire Pumps Fire Inventory Is As In The Emergency Plan.

8.11 PROCEDURES FOR APPROVAL, INSPECTION, TESTING, MAINTENANCE OF FIRE PROTECTION SYSTEMS AND KEEPING THEM READY

FIRE WATER TANKS AND FIRE WATER

- It Should Be Emptied And Cleaned At Least Once A Year In Order To Prevent The Algae And Mud That Form At The Bottom Or Next To The Warehouse From Creating A Hazard During A Fire. During The Emptying Of The Pools, The IntakeValve, Check Valve And Filters Are Subjected To Maintenance.
- In Case Of Rapid Drops In The Water Level, There Is A Possibility Of Leakage, Therefore, The Leak

Location Should Be Investigated And If Any, The Malfunction Should Be Fixed.

- As A Result Of The Annual Checks, If Necessary, Internal Cleaning And Maintenance Should Be Carried Out In Closed Warehouses.

FIRE WATER PUMPS

- Besides The Planned Maintenance, The Issues To Be Considered Regarding The Operation Of The Fire Pumps And The Elimination Of Possible Malfunctions That May Occur Are Listed Below.
- It Should Be Checked That The Thrust Bolts Of The Gland Bearings Of The Pumps Are Opposite Each Other And That The Pump Can Be Easily Turned By Hand. It Is Normal For Water To Drip From The Seal Bearings During The Operation Of The Pump. In Order For This Water Not To Flow To The Floor, It Should Be Connected To The Drainage With A Thin Pipe From The Threaded Mouth Under The Bed Console.
- Fire Water Pumps Are Operated For At Least 1 Hour A Week And Recorded.
- Make Sure That The Pump And Suction Pipe Are Completely Filled With Water. If This Is In Doubt, The Water Should Be Filled By Opening The Water Filling Plug And The Air Intake Taps, Until The Water Overflows From The Air Intake Taps, And When The Water Stops At The Plug Level, The Plug Should Be Tightened Well.
- Pump Motors Will Draw Currents Above Normal Due To Inrush Current At The First Start. When All The Pumps Start Working At The Same Time, The Disjunctors May Be Thrown Due To The High Current To Be Drawn, Or Major Malfunctions May Occur In The Diesel Generator. For This Reason, The Time Relays In The Protective Switches That Drive The Pump Motors Should Be Adjusted According To The Different And Appropriate Time Intervals According To The Number Of Pumps And The Amount Of Pumps To Be Activated At The Same Time, And The Pumps Should Be Activated In Sequence.
- After The Preliminary Preparation And Controls Above Are Done, The Pumps Are Started By Pressing The Drive Switches. During The Work, The Voltage Of The Electric Motor And The Ampere It Draws Should Be Checked From Time To Time. If The Amperage Drawn In Normal Operation Is High, The Causes Should Be Investigated And Resolved.
- There May Be A Fault In The Pump Or Motor Or A Mechanical Force. Voltages Below Normal Can Be Dangerous To The Engine.
- Manometers Should Be Kept Under Constant Control And One Or More Of The Pumps Should Be Stopped In Case Of Excessive Pressure Rises.
- The Discharge Pipes Of The Pumps Must Be Equipped With A Valve First And A Check Valve After The Valve.
- Check Valve In Discharge Pipe Of Inoperative Pump; If The Materials Such As Paper, Garbage, Stone Pieces, Moss And Slime Are Jammed And Prevent The Check Valve From Closing Completely, Some Of The Water Pumped By The Other Pumps Is Pumped Back Into The Pool While Passing Through These Inoperative Pumps And Suction Pipes. This Fault That Restricts The Required Water Flow In A Fire Must Be Resolved. If A Rotation Is Observed In The Couplings Of Some Of The Non-Operating Pumps During The Operation Of Some Pumps, It Should Be Considered As An Indication Of The

Existence Of The Above-Explained Malfunction In These Pumps. It Should Be Ensured That The Pump And Motor Rotate In The Correct Direction During Operation. For This Reason, The Direction Of Rotation Must Be Drawn On The Couplings And The Control Must Be Made Accordingly.

- During The Operation Of The Pumps, The Temperature Of The Pump And Motor Bearings Can Be So Hot As The Hand Is Resisting. If The Temperature Is High, It May Cause An Internal Mechanical Forcing Or Coupling Misalignment. In Such Cases, The Pump Should Be Stopped Immediately And The Malfunction Should Be Fixed.
- In Pumps Driven By A Diesel Engine, The Engine Must Be Started In Accordance With The Special Instructions. If Any Defects Or Defects Are Detected As A Result Of The Control, It Is Remedied By The Responsible Persons.

SPRINKLER INSTALLATION

- The Most Important Consideration And Maintenance In Sprinkler Installation Is To Prevent The Sprinkler Heads From Clogging. In Order To Ensure This, The Sprinkler Should Be Operated In Accordance With The Standards / Legislation And Make Sure That It Is In Working Condition. Sufficient Sprinkler Heads Should Be Kept As Spares In Each Facility, And In Case Of A Failure, They Should Be Replaced With New Ones And The Defective Ones Should Be Repaired And Taken Into Reserve.

FIRE HYDRANT INSTALLATION

- Rainwater Should Be Prevented From Entering The Fire Hydrant Hose Cabinets, The Hoses Should Be Intact, Robust And Tightened Enough. At Least One Of The Hoses Should Always Be Kept Connected To The Fire Valve.
- Fire Valves Must Be Fault-Free And Leakproof. Defective Nozzles, Valves, Hoses Should Be Replaced With New Ones Immediately And The Malfunctions Should Be Repaired And Backed Up. For This Reason, A Sufficient Quantity Of Hoses, Nozzles, Fire Valves, Clamps, Couplings And Their Spare Materials Should Be Available In Each Facility. In The Fire Installation, It Is Not Allowed To Wait For A Malfunction For Any Reason.
- While The Faults Detected Following The Drills Are Being Resolved, The Working Fire Hoses Should Not Be Placed In The Cabinets In A Wet And Water-Containing Condition. Facilities Are Suitable For Completely Draining And Drying Of The Water In The Hoses
- They Should Provide The Hose Hanger Assemblies And Should Not Put Them In Place Without Making Sure That The Hose Is Thoroughly Dried. If The Sea Water Is Pumped With Hoses, They Should Be Washed With Fresh Water First And Dried In A Cool-Windy Place.

- All The Pipes Of The Fire Hydrant And Sprinkler Installation Should Be Inspected Once Every Three Months, The Rusted Parts Should Be Painted, The Rotten Parts Should Be Replaced With New Ones, The Valves And Check Valves Should Be Checked And The Malfunctions Should Be Fixed.
- All Fire Hydrants, Hoses And Nozzles If Any Defects Or Defects Are Detected As A Result Of The Control, They Are Repaired By The Related Responsible Persons.

MOBILE FIRE EXTINGUISHERS (LIST APPENDIX-22)

- Sufficient Spare Devices Should Always Be Available In Facility Warehouses For Failure, Control Or Maintenance. For The Above Purposes, The Extinguishers That Have Been Taken From Their Places In Order Should Be Replaced By Their Spares.
- All Fire Extinguishers Are Inspected And Checked Monthly. After The Control, The Extinguishers Are Marked. During The Control, Especially The Dry Powder Extinguishers Are Turned Upside Down And Tapped Lightly On The Base And Thus The Powder In The Tube Is Ensured To Move. Otherwise, The Dust Inside The Extinguishers That Stay In The Same Position For A Long Time May Settle On The Floor And Solidify. If Any Deficiencies Or Malfunctions Are Detected As A Result Of The Control, It Is Remedied By The Relevant Responsible Persons.
- Fire Extinguishers TS ISO 11602-2 Fire Protection: According To The Standard Of Portable And Wheeled Fire Extinguishers, A General Check Is Made By The Seller Company Once A Year. Fire Extinguishers Are Tested By The Related Company At Intervals Not Exceeding 10 Years, And Chemical Dust Is Checked At The End Of The 4th Year.

FROST PROTECTION AND PROTECTION OF GENERATORS

- When The Outside Temperature Drops Below +4c In Winter, The Water May Start To Freeze. Therefore, Radiators Of Generators With Water Cooled Engines Should Be Secured With Antifreeze.

PROTECTION OF FIRE WATER PUMPS

- Fire Water Pumps And Suction Pipes Are Always Filled With Water. For This Reason, The Ambient Temperature Should Not Fall Below +4c.

PROTECTION OF FIREWATER DISTRIBUTION PIPES

- It Is Necessary To Protect The Exposed Main Pipe And Branch Pipes Against Freezing Up To The Hydrant Taps. Therefore, The Lines Are Protected Against Freezing Either By Means Of Insulation Or By Laying Underground.

8.12 PRECAUTIONS TO BE TAKEN WHEN FIRE PROTECTION SYSTEMS DON'T WORK

- Facility Fire Fighting Equipment Are Systems Installed In Alternative Competence To Backing Up Each Other.
- In Cases Where The Facility's Own Fire Fighting Equipment Does Not Work Or Is Insufficient, The Support Of Neighboring Facilities, Fire Brigades And AFAD Units Will Be Requested.
- It Is Ensured That Other Dangerous And Combustible Materials/Vehicles That Are Likely To Be Affected By Fire Are Removed From The Area, If Possible.
- It May Be Necessary To Make A Protocol That Determines The Conditions Under Which Aid And

Support Will Be Provided And Its Scope.

- The Capabilities Of Tugboats Or Marine Vehicles With Fire Extinguishing Feature In The Region Should Also Be Taken Into Consideration.

8.13 OTHER RISK CONTROL EQUIPMENT

- For Gaseous Environments or In Cases of Leakage, Spill, Gas Measuring Devices Should Be Prepared and Calibration Tests of These Devices Should Be Done.

9.OCCUPATIONAL HEALTH AND SAFETY

9.1 OCCUPATIONAL HEALTH AND SAFETY MEASURES

- The Port Facility Management Is Obligated To Take All Necessary Precautions To Prevent The Employees From Being Affected By Dangerous Chemical Substances, To Minimize Where This Is Not Possible, And To Protect The Employees From The Hazards Of These Substances.

RISK ASSESSMENT (ANNEX-23)

- The Port Facility Management, To Detect The Presence Of Dangerous Chemicals In The Port Facility And To Determine The Negative Effects On The Health And Safety Of The Employees In The Case Of The Dangerous Chemical Substance Is Responsible For Carrying Out A Risk Assessment In Compliance With The Provisions Of The Occupational Health And Safety Risk Assessment Regulation Published In The Official Gazette Dated 29/12/2012 And Numbered 28512.
- The Following Points Are Taken Into Consideration In The Risk Assessment To Be Made In Working With Chemical Substances:
- Hazards And Harms Of Chemical Substance In Terms Of Health And Safety.
- Turkish Material Safety Data Sheet (Msds) To Be Provided From Manufacturers, Importers Or Vendors.
- Type, Level And Duration Of Exposure.
- Amount Of Chemical Substance, Terms Of Use And Frequency Of Use.
- Occupational Exposure Limit Values And Biological Limit Values Given In The Annexes Of This Regulation.
- Impact Of Preventive Measures Taken Or Necessary To Be Taken.
- Results Of Previous Health Monitoring, If Any.
- Each Of These Substances And Their Interactions With Each Other In Works Working With More Than One Chemical Substance.
- Port Facility Management Obtains Additional Information Required For Risk Assessment From Supplier Or Other Sources. This Information Also Includes Special Risk Evaluations Of Chemical Substances In Applicable Legislation For Users, If Any.
- A New Activity Containing Dangerous Chemical Substances Can Be Started Only After All Kinds Of

Precautions Determined By Risk Evaluation Have Been Taken.

- Precautions To Be Taken In Working With Dangerous Chemical Substances
- Risks To The Health And Safety Of Employees In Working With Dangerous Chemicals Are Eliminated OrMinimized By The Following Measures:
- Appropriate Arrangement And Work Organization Is Made In The Port Facility.
- Work With Dangerous Chemicals Is Done With A Minimum Number Of Employees.
- It Is Ensured That The Amount Of Substances And Exposure Periods To Be Exposed To The Employees Are AtThe Minimum Possible Level.
- The Amount Of Chemical Substance To Be Used In The Port Facility Is Kept To A Minimum.
- The Office Building And Its Attachments Are Always Organized And Clean.
- Appropriate And Sufficient Conditions Are Provided For Personal Cleaning Of Employees.
- Necessary Arrangements Are Made For The Most Appropriate Processing, Use, Transportation And StorageOf Dangerous Chemicals, Wastes And Residues In The Port Facility.
- By Substitution Method, Non-Dangerous Or Less Dangerous Chemical Substance Is Used Instead Of Dangerous Chemical Substance In Terms Of Health And Safety Of Employees. If The Substitution Method Cannot Be Used Due To The Nature Of The Work, The Risk Is Reduced By Taking The Following Measures According To The Result OfThe Risk Assessment And In Order Of Priority:
- Appropriate Process And Engineering Control Systems Are Selected, And Appropriate Machinery, Materials And Equipment Are Used, By Taking Into Account The Technological Developments And In The Work With Dangerous Chemicals, Including Maintenance And Repair Works That May Pose A Risk To The Health And Safety Of TheEmployees.
- To Prevent Risk At Source; Collective Protection Measures Such As Appropriate Work Organization AndEstablishment Of Adequate Ventilation System Are Applied.
- In Cases Where The Measures Taken For The Collective Protection Of Employees From The Negative Effects Of Dangerous Chemical Substances Are Not Sufficient, Personal Protection Methods Are Applied Together With TheseMeasures.
- Adequate Control, Supervision And Surveillance Is Provided To Ensure The Efficiency And Continuity Of TheMeasures Taken.
- The Port Facility Management Ensures That The Chemical Substances That May Pose A Risk To The Health Of The Employees Are Regularly Measured And Analyzed. These Measurements Are Repeated When There Is Any ChangeIn The Conditions That May Affect The Exposure Of The Workers To The Chemical Substances In The Port Facility. Measurement Results Are Evaluated By Considering The Occupational Exposure Limit Values Specified In The Annexes Of This Regulation.
- The Port Facility Management Also Takes The Specified Measurement Results Into Consideration. In EverySituation Where The Occupational Exposure Limit Values Are Exceeded, The Port Facility Management Takes Protective And Preventive Measures To Resolve This Situation As Soon As Possible.
- Without Prejudice To The Provisions Of The Regulation On The Protection Of Employees From The Dangers Of Explosive Environments Published In The Official Gazette Dated 30/4/2013 And Numbered

28633, Based On The Risk Assessment Results And Risk Prevention Principles, Employees Resulting From The Physical And Chemical Properties Of Chemicals In Order To Protect From Dangers, It Is Suitable For The Nature Of The Work, Including The Processing, Storage, Transportation Of These Substances And The Prevention Of The Contact Of Chemical Substances That May Affect Each Other.

- It Takes Technical Measures And Makes Administrative Arrangements According To The Order Of Priority Specified Below:
- Flammable And Explosive Substances Reaching Dangerous Concentrations And Presence Of Chemically Unstable Substances In Dangerous Amounts Are Prevented In The Port Facility. If This Is Not Possible,
- Presence Of Ignition Sources That May Cause Fire Or Explosion In The Port Facility Is Prevented. Conditions That May Cause Harmful Effects Of Chemically Unstable Substances And Mixtures Are Eliminated. If This Is Not Possible,
- Necessary Precautions Are Taken To Prevent Or Minimize The Damage To Workers From The Harmful Physical Effects Of Fire Or Explosion Or Chemically Unstable Substances And Mixtures Caused By Flammable And/Or Explosive Substances.
- The Design, Production And Supply Of Work Equipment And Protective Systems Provided For The Protection Of Employees Are Carried Out In Accordance With The Legislation In Force In Terms Of Health And Safety. Port Facility Management In Explosive Environments
- It Ensures That All The Equipment And Protective Systems To Be Used Comply With The Provisions Of The Regulation (94/9/At) Regarding Equipment And Protective Systems Used In Possible Explosive Environments Published In The Official Gazette Dated 30/12/2006 And Numbered 26392 4th Repeated.
- Arrangements Are Made To Reduce The Effect Of Explosion Pressure.
- It Is Ensured That The Facility, Machinery And Equipment Are Kept Under Constant Control.
- Minimum Safety Distances Are Complied With In Placement Of Storage Tanks With Liquid Oxygen, Liquid Argon And Liquid Nitrogen In Workplaces.
- Emergencies
- Port Facility Management, The Following Issues Are Taken Into Consideration In Emergency Situations Caused By Dangerous Chemicals In The Port Facility, Provided That The Matters Specified In The Regulation On Emergencies At Workplaces Published In The Official Gazette Dated 18/6/2013 And Numbered 28681 Are Reserved.:
- Preventive Measures To Reduce The Negative Effects Of Emergencies Are Taken Immediately And Employees Are Informed Of The Situation. Necessary Work Is Carried Out To Return The Emergency Situation To Normal As Soon As Possible, And Only The Employees Assigned In Emergencies For Maintenance, Repair And Mandatory Work, And The Teams From Outside The Workplace Who Are On The Scene Are Allowed To Enter The Scene.
- Persons Who Are Allowed To Enter The Affected Area Are Given Appropriate Personal Protective Equipment And Special Safety Equipment And They Are Used As Long As The Emergency Continues. Appropriate Personal Protective Equipment And Special Safety Equipment
- Unknown Persons Are Not Allowed To Enter The Affected Area.

- Information On Dangerous Chemicals And Emergency Response And Evacuation Procedures Are Kept Ready For Use. Employees Assigned In Emergency Situations At The Port Facility And Organizations Operating In TheFields Of First Aid, Emergency Medical Response, Rescue And Fire Fighting Outside The Workplace.
- They Are Provided With Easy Access To Information And Procedures. This Information;
- The Hazards At The Work, Precautions To Be Taken And The Works To Be Taken, In Order For The Employees Assigned In Emergency Situations At The Port Facility And The Organizations Operating In Out-Of- Workplace First Aid, Emergency Medical Response, Rescue And Fire Fighting To Be Prepared In Advance And MakeThe Appropriate Intervention,
- Information On The Possible Special Hazard And The Work To Be Done In An Emergency,
- Training And Information Of Employees
- The Port Facility Management Provides The Training And Training Of The Employees And Representatives,Without Prejudice To The Matters Specified In The Regulation On The Procedures And Principles Of Occupational Health And Safety Training Of Employees, Dated 15/5/2013 And Numbered 28648.
- Provides Information. This Training And Information In Particular Includes The Following:
- Information Obtained As A Result Of Risk Assessment.
- Information On Recognition Of Dangerous Chemical Substances Found Or May Be Found In The Port Facility, Health And Safety Risks, Occupational Diseases, Occupational Exposure Limit Values And Other LegalRegulations.
- Necessary Precautions And What To Do To Ensure Employees Do Not Put Themselves And Other Employees In Danger.
- Information On Turkish Material Safety Data Sheets Provided From The Supplier For Dangerous Chemicals.
- Information On Labeling/Locking In Accordance With The Legislation Of Sections, Containers, Piping AndSimilar Installations Containing Dangerous Chemicals.
- The Training And Information To Be Given To The Employees Or Their Representatives In The Work Done WithDangerous Chemicals Will Be In The Form Of Training Supported By Verbal Instructions And Written Information, Depending On The Degree And Nature Of The Risk Arising As A Result Of The Risk Assessment. This Information Is Updated According To Changing Conditions.

9.2 INFORMATION ABOUT PERSONAL PROTECTIVE CLOTHES AND PROCEDURES FOR THEIR USEAND PERSONAL PROTECTIVE DEVICES OF RESPONSE TEAMS (PPE USAGE MAP ANNEX-15)

PURPOSE AND SCOPE

- The Purpose Of This Instruction Is To Determine The Procedures And Principles Regarding The Characteristics, Supply, Use And Other Matters Of Personal Protective Equipment To Be Used In Cases Where The Prevention And Adequate Reduction Of The Risks In Our Workplace Cannot Be Provided By Collective Protection Based On TechnicalMeasures Or Work Organization Or Working Methods.

RESPONSIBILITIES

- All Personnel: Personnel Who Use The Personal Protective Equipment Specified In The Risk Determination Table Regarding The Use Of Personal Protective Equipment. Customers, Visitors, Customs Officials: Wears Hard Hat, Reflective Vest At Work Site. Warehouse Supervisor: Makes Personal Protective Material Delivery Receipt Report Signed In Return For Personal Protective Equipment Given To Newly Employed Personnel.

INSTRUCTION DETAIL

- All Personnel And Visitors Working In The Workplace Are Required To Wear Helmets And Reflective Vests When Going Out To The Field.
- Never Deteriorate The Originality Of Personal Protective Equipment.
- Do Not Forget That The Personnel Who Do Not Use Personal Protective Equipment During Work Will Receive A Warning, Suspension, Fine Or Dismissal.
- Replace Your Damaged And Worn Personal Protectors With New Ones.
- Strictly Follow The Warning Signs Regarding Personal Protective Equipment In The Work Area.
- Against The Risk Of Being Caught By Moving Machine Parts, Do Not Wear Loose And Loose Clothing, And Do Not Wear Scarves. Necklaces, Bracelets, Watches, Earrings, Rings, Etc. In The Working Area. Do Not Use Accessories.
- Do Not Borrow Your Personal Protective Materials.
- Do Not Make Excuses For Not Using Your Personal Protective Equipment, Immediately Forward Your Complaints Arising From Personal Protective Equipment To Your Superiors.
- Check Your Helmet For Cracks And Crushes Every Day.
- Do Not Expose Your Helmet To High Temperature.
- Use Only Water And Soap For Cleaning Your Helmet. Clean It Periodically (Once A Month).
- Use The Helmet Visor Facing Forward. 3.13. Do Not Drill A Hole In Your Helmet.
- Avoid Contact With Your Head By Using The Adjustment Bands Inside Your Helmet.
- Pay Attention To The Expiry Date Of Your Helmet.
- Before You Start Work, You Must Wear Your Work Shoes.
- Before Using, Check The Sturdiness Of Your Work Shoes, The Hole Is Not Worn Etc. Make Sure It Isn't.
- After Working With Chemicals, Wash Your Shoes With Plenty Of Water Before Taking Off And Clean From Chemical Residues.
- Use Shoes Suitable For Your Feet, Do Not Step On The Back (Heel) Of The Work Shoes.
- Do Not Leave Heavy Objects On Your Shoes. Protect Your Work Shoes From Water And Extreme Heat.
- In Terms Of Occupational Health And Safety, Pay Attention To Diseases That Can Pass Through Shoes. Do Not Wear Someone Else's Shoes.
- Be Sure To Use Protective Goggles To Prevent Eye Injuries Caused By Volatile, Throwing And Splashing Parts.
- Use Protective Headphones In Continuous And Partially Noisy Working Environments.

- Use Parachute Type Seat Belts In All Kinds Of Areas With Level Differences And Where There Is A Possibility OfInjury As A Result Of Falling.
- When Working With Sharp, Pointed, Hot, Caustic, Irritating Chemicals And Materials With Sharp Edges And HighVoltage, Wear Protective Gloves Suitable For The Job.
- Choose Gloves Suitable For The Job You Will Do, Use Gloves Of The Appropriate Number For Your Hand.
- Before Putting On Your Glove, Remove Your Items Such As Rings, Watches, Etc. That May Pierce The Glove.
- Use Full Protection Goggles And Half Face Mask In Operations That Produce Dust Such As Sulphur, Barley,Soybean, Corn.
- When Personal Protective Equipment Is Cracked, Broken, Torn, Damaged, Be Sure To Deliver The Old One AndAsk For A New One.
- All These Rules Have Been Arranged To Ensure Your Life Safety. Whatever The Situation, In All Kinds OfWorking Conditions, Strictly Follow These Rules.
- Use The Personal Protective Equipment Specified In The Risk Determination Table Regarding The Use OfPersonal Protective Equipment.
- Health And Safety Signs Hanging In The Areas Where You Need To Use Personal Protective Equipment In OurWork Site:

DEFINITIONS

Personal Protective Equipment:

- It Refers To All Tools, Tools, Equipment And Devices Designed In Accordance With This Purpose, Worn Or Kept By TheEmployee, Which Protect The Employee Against One Or More Risks Arising From The Work Carried Out, Affecting Health And Safety.,
- It Refers To The Equipment Consisting Of A Device, Tool Or Material That Has Been Made As A Whole By TheManufacturer In Order To Protect The Person Against One Or More Risks.,
- It Refers To A Separable Or Non-Separable Protective Device, Tool Or Material Used With Equipment Carried OrWorn Without The Purpose Of Protection To Perform A Specific Activity.,
- It Refers To The Parts Of The Personal Protective Equipment That Are Necessary For The Comfortable And FunctionalOperation And Can Only Be Replaced With Such Equipment.

LEVEL A	LEVEL B
Usage Area : Events Requiring Protection of High Level of Skin, Respiratory, Eye etc. - Gas Tight. Positive Pressure Tube Breathing Apparatus – SCBA Fully Protective Clothing Against Chemicals Gloves, Chemical Resistant Inside Glove, Outside Chemical Resistant Boots Or Boots, Chemical Resistant, Steel Heels Underwear, Cotton, Long Sleeves And Long JohnsHard Head Long Sleeve Two-Way Radio Communication (Non- Sparking)	Minimum Level Required for Entry and Exit to theCrime Scene, Rather for Scattering and Spilling of Liquids Positive Pressure Tube Breathing Apparatus – SCBA Chemical Protective Clothing Gloves, Chemical Resistant Inside Gloves, Outside Chemical Resistant - Boots Or Boots,Chemical Resistant, Steel Heeled -Hard Headgear - Two Way Radio Communication (Non-Sparking) FaceMask. Other Personal Protection Equipment Varies According to the Situation of the Event. If there will
LEVEL C	**LEVEL D**
It is used when the chemical in the environment is known, the concentration is determined, and it is decided that the skin and eyes will not be damaged. However, continuous measurement should be made.Full Mask, Air Purifying Filter Chemical Protective Clothing Gloves, Chemical Resistant Inside Glove, Outside Chemical Resistant Boots Or Boots, Chemical Resistant, Steel HeelsHard Head Two-Way Radio Communication (Non-Sparking)Face mask.	Work Clothes (Emergency Response Teams). Requires Long Sleeves And Safety Shoes/Boots.be a problem in contact with the skin, you shouldnot enter the scene with such clothes.

9.3 CONFINED SPACE ENTRY PERMIT MEASURES AND PROCEDURES

AIM

To Ensure Safer Work For Personnel In Closed Areas.

SCOPE

It Covers All Personnel Who Will Work İn Closed Areas.

THOSE RESPONSIBLE

Technical Maintenance Director, Technical Maintenance Manager, Electrical Chief, Machine Chief Workshop Staff.

DEFINITIONS

APPLICATIONS

PROTECTION OF WORKERS IN CLOSED AREAS

For Many Employees, Closed Spaces Are Areas That Can Pose A Significant Risk To Health And Occupational Safety. Knowing Such Areas Well And Creating An Appropriate Work Plan For Them Can Mean The Difference Between A Job Well Done And Disaster. These Notes Are İntended As A Guide For Those Who Will Be Working İn Confined Spaces, Emphasizing The Selection Of Appropriate Equipment, Such As Personal Protective And Monitoring Devices, And İntended To Assist İn The Scheduling Of Confined Space Work. It Should Not Be Considered A Technical User Manual Or A Document That Covers The Entire Concept. The Notes Are Prepared To Answer Questions Such As What Are The Elements That Make Up The Closed Area, What Dangers Can Be Exposed To İt, How Do These Dangers Affect The Employee, And What Should Be Done To Protect The Employees There. Additionally, The Equipment Used İn İndoor Applications, From Environmental Monitoring Tools And Measurement Devices To Respiratory Protective Equipment, Protective Clothing And Mitigating And Mitigating Personal Equipment, İs Discussed.

WHAT IS A CLOSED SPACE?

It İs An Area Large Enough To Allow An Employee To Enter And Do His/Her Job. It İs An Area Where Entry And Exit Are Restricted And Limited. It İs An Area That İs Not Permanently Open To Human Use. It İs An Environment With A Potentially Hazardous Atmosphere Risk Or Containing A Hazardous Atmosphere. It İs An Environment Containing Substances That Pose A Risk Of Swallowing. It İs An Area With Concave Walls That May Cause The Person Entering To Become Trapped And Suffocate (Deprived Of Oxygen), Or İt Has A Sloping Base And A Tapering Cross-Section. It İs An Environment That Poses Other Known Serious Safety And Health Risks. Closed Areas, As Mentioned Here, Can Be Of Many Shapes And Sizes And Can Be Found İn Applications Such As Heavy İndustry, Food, Chemical And Oil Processing İndustries, Public Services Applications Such As Electricity, Gas, İnfrastructure, Communication System Works And Construction Areas, Which Can Be Listed As The

First Ones That Come To Mind.These Areas Are Also Deceptive İn Appearance. For Example, The İnside Of An Open-Top Water Tank İs Defined As A Closed Area Even Though The Top İs Open. In Practice, The Places Listed Below Are Defined As Closed Areas And Therefore Should Be Evaluated Carefully.

- Warehouses,
- Wells,
- Degreasing/Degreasing Facilities
- Sewers, Manholes, Tunnels, Cellars, Boilers, Silos, Ships, Grain Silos, Mixers,
- Open-Top Water Tanks,
- Water Towers,
- Bottom Entry Enclosures, Mototren Tanks

In Many Cases, Such Enclosures Are Fairly Easy To Spot. However, İf You Have Noticed A Place That May Pose Another Danger, Which İs Not Listed Here And Does Not Have The Features İncluded İn The Description Of A Closed Area, İt İs Best To Treat This Unknown Place As A Closed Area And Take All Necessary Safety Precautions.

WHAT CAN CAUSE ATMOSPHERIC DANGERS AND RISKS IN CLOSED AREAS?

Chemical Substances Were Previously Stored İn These Areas:

Closed Spaces Are Often Places Where Substances Such As Chemicals, Petroleum Products, Etc. Are Stored. Even İf These Substances Are Removed From There For Cleaning Or Any Other Reason, As Long As They Remain, These Substance Residues May Remain İn These Areas And Be Absorbed By The Walls, Thus Changing The Atmospheric Conditions İn This Environment.

Accidental Spills And Leaks:

Ammonia, Acetylene, Acids, Etc. And Even Water Can Cause A Wide Variety Of Hazards İn Any Confined Space. Such Substances May Cause Different Hazards By Emitting Vapor Or Gas, Either Directly Polluting The Area Where They Are Located, Or By Undergoing Some Sudden Reactions. These Hazards Often Lead To Accidents Such As Slipping, Tripping And Falling.

Chemical Reactions:

There May Be Many Reasons For Chemical Reactions İn Closed Areas.

Some By-Products May Occur During Production Processes, And These May React With The Atmosphere And Create Hazardous Conditions. During Cleaning With Acids Or Solvents, Vapors And Gases Of These Substances Are Released And Can Create Life-Threatening Conditions. Similarly, Drying Paint Emits Toxic Fumes And Can Cause Serious Health Problems Or React Violently With The Atmosphere İn The Enclosed Space.

Oxidation:

Rusting Or Decay Of Metals, Organic Matter Decomposition And Fermentation, Which Can Cause Oxygen Depletion İn A Closed Area. Special Precautions Must Be Taken İn Places With This Type Of Atmosphere. Because Human Breathing Combined With Oxidation Can Cause The Oxygen Level İn A Closed Area To Suddenly Drop Below The Accepted Limit.

Mechanical :

Operations Welding, Painting, Cleaning, Scraping, Sanding Or Sandblasting Operations İn Confined Spaces

May Create Confined Space Hazards. The Sudden Change İn Temperature Combined With Petrochemical Fumes Or Methane Gas Leakage Creates A Highly Unstable Atmosphere. Special Precautions Should Also Be Taken İn Places With Rechargeable Batteries. Significant Levels Of Flammable And Toxic Gases May Be Produced During Charging Processes, And These Gases Can Replace Oxygen And Create A Confined Space Hazard.

Inert Processes

Non-Flammable Substances Such As Carbon Dioxide (CO2), Helium (He) And Nitrogen (N2) Used İn The Processes Of Neutralizing Risky Substances İn The Environment Can Also Pose A Danger By Replacing Oxygen İn A Closed Area. These Products May Also Pose Risks By İnteracting With Other Substances İn The Environment.

WHAT ARE THE DANGERS AND RISKS IN CLOSED AREAS?

You May Be Exposed To Various Types Of Hazards İn A Closed Working Environment.

Atmospheric Hazards:

Although Atmospheric Hazards Are One Of The Most İmportant Dangers İn Closed Spaces, They Are Still Dangers That Are Often İgnored. A Hazardous Atmosphere İs An Environment That Exposes Workers To Risks Of Death, Disability, Disability Or Acute İllness Due To The Following Reasons.

- Oxygen Concentration İs Below 19.5% Or Above 23.5%,
- Flammable Gas Or Vapor Exceeds 10% Of The Lower Explosion Limit (LEL) Value Of This Gas,
- Rates Of Toxic Gases Are Above Allowed Values,
- The Naturally Occurring Concentration Of Flammable Dust İn The Atmosphere Obstructs Vision To A Distance Of Approximately 1.5 M Or Less,
- Exposure To A Life-Threatening Atmospheric Environment That Poses A Direct Danger To Life And Health May Result İn İrreversible Health Problems, Damage The Eyes, Or Cause Harm By Creating Effects That Make Escape Difficult.

It May Be Easy To Notice Dust And Particles İn The Air With The Naked Eye, But İt İs Mandatory To Detect Oxygen Deficiency Or Enrichment, As Well As Gases And Vapors İn Dangerous Concentrations, With Reliable Devices.

LACK OF OXYGEN

It İs A Colorless, Odorless And Tasteless Gas That İs İnevitable For Breathing And Combustion. Its Density İs 1.42 Kg/M3. Normal Ambient Air Contains 20.8% Oxygen By Volume. When The Oxygen Level İn A Closed Area Drops Below 19.5% Of The Total Amount Of Air,

The Environment Becomes İnsufficient İn Terms Of Oxygen.

In Oxygen-Deficient Ambient Air, The Oxygen That Provides Life May Be Replaced By Some Gases Such As Carbon Dioxide, Which May Be Fatal İf İnhaled.

Lack Of Oxygen May Occur As A Result Of Oxidations Such As Rusting, Corrosion And Fermentation That Use Oxygen.

As Matter Decays, Oxygen İs Absorbed From The Atmosphere To Fuel The Oxidation Process.

The Effect Of Oxygen Deficiency Can Be Gradual Or Sudden, Depending On The Oxygen Concentration, The Activity Levels Of Confined Space Workers, And The Concentrations Of Other Gases.
Decreased Atmospheric Oxygen Typically Leads To The Following Physical Symptoms:

% OXYGEN PHYSICAL EFFECT
19.5 – 16 No Visible Effect
16 – 12 Breathing Accelerates. Heartbeat Accelerates. Attention, Thinking And Coordination Disorders Are Observed.
12 – 10 Difficulty İn Decision Making, Muscle Control İs Weakened. Muscles Get Tired Quickly. Intermittent Breathing İs Observed.
10 – 6 Nausea And Vomiting. Difficulty Moving Or Loss Of Movement.
Unconsciousness Resulting İn Death.
Less Than 6 Difficulty Breathing. Convulsive. Death İn A Few Minutes.

OXYGEN ENRICHMENT
If The Oxygen Concentration Exceeds 23.5% By Volume, This Atmospheric Environment. It İs Considered Oxygen-Enriched And Tends To Behave Erratically. As A Result Of Oxygen Enrichment, The Probability And Severity Of İgnition Or Explosion İncreases Significantly.
FLAMMABLE/EXPLOSIVE GASES
The Concentration Of Flammable Gases İn The Air İs Also Very İmportant. For Example, İf A Flammable Gas Such As Methane Or Natural Gas Slowly Fills İnto A Manhole Filled With Clean Air Due To Leakage And Mixes With The Air; The Rate Of Change Of Gas Relative To Air Goes Through Three Phases: Weak, Explosive And Rich.
GAS–AIR MIXTURE
In The Weak Phase, There İs No Amount Of Gas That Can Burn. On The Other Hand, İn The Rich Phase, There İs Too Much Gas But Not Enough Air For İt To İgnite Or Explode. The Phase Defined As Explosive İs The Right Mixture For İgnition. If The Mixture İs Rich, İt Will Become Explosive Or Flammable, As There İs Always The Possibility Of Dilution With Fresh Air; Therefore, Caution İs Essential At This Stage Of Mixing. We Can Use The Similarity İn The Operation Of A Car As An Example Of Combustion. In Cold Weather, İgnition İs Not Easy Due To The Difficulty Of Fuel Vaporization, Which Defines The "Lean" Mixture. Too Much Evaporation And Condensation Of The Fuel (Rich Mixture) Causes The Engine To Choke, Causing İt To Fail To Start. When The Correct Mixture İs Reached, The Engine Starts Easily.

TOXIC GASES
The Following Effects Of Toxic Gases Frequently Encountered İn Closed Spaces Are A Generalization. It İs An Approach With Features That Vary Depending On The Person's Health Or Activity.
Can Show. Carbon Monoxide (CO) İs A Colorless, Odorless Gas And Occurs When Known Fuels Cannot Be Fed Due To İnsufficient Air During Combustion Or When Combustion Cannot Take Place Completely. It İs A Gas That İs Frequently Released İn Closed Spaces, Sometimes As A Result Of Accidents Or İnternal Combustion Engines Due To İmproper Maintenance And Adjustment Of Burners Or Chimneys. It İs Known As The “SILENT KILLER” And İts Poisoning Can Be Very Sudden.

During The Activities Carried Out İn The Field, Employees And/Or People İn The Workplaces Should Be Kept İndoors.Keeping Health And Safety At The Highest Level İn Areas And General Rules To Be Followed;

It İs Forbidden To Enter A Closed Area Without Training And A Work Permit.Risk Analysis, Emergency Action And Escape Plans Must Be Prepared.

- What İs İnside Or What Came Before And What Precautions
- You Cannot Enter Any Closed Area Without Knowing That İt Needs To Be Taken.
- If Possible, The Relevant Closed Area Should Be Purified With Steam, Water, Compressed Air And Fresh Air Using Appropriate Tools.
- To Determine Whether There İs A Toxic Gas Or Oxygen Deficiency İn A Closed Area, Measurements Should Be Made With Gas Detectors By Competent Persons.
- Even İf The Measurements At The Beginning Of The Study Were Found To Be Safe, The Environment
- The Weather Should Continue To Be Monitored.
- Work Permit And Gas Measurement Values Must Be Constantly Recorded At The Entrance To The Closed Area.
- You Will NEVER Start Working Without Completing The Confined Space Entry Form. At Each Entrance And Exit, Name And Surname And Entry And Exit Time Will Be Written And Signed İn The Relevant Section. This İnformation Will Be Recorded.
- If The Ambient Air İn A Closed Area İs Explosive Or Flammable, All İgnition Sources Should Be Avoided And Extreme Care Should Be Taken When Purifying The Environment.
- When İt İs İmpossible Or İmpractical To Purify The Confined Space; Employees Should Be İnformed About The Dangers, What Can Happen And What They Should Do.
- Ventilation Should Be Provided At A Level That Ensures Sufficient Fresh Air İn The Closed Area.
- The Area To Be Welded Must Be Properly İsolated;
- While Working İndoors, The Breathing Air Should Not Be Polluted. Toxic Substances
- Should Not Be Used.
- In Case Of An Emergency, A Similarly Equipped Person Should Wait Outside The Closed Area To Help Anyone Trapped İnside. A Person Within Sight Or Within Earshot Of This Work Area Should Also Be İnformed That Work Will Begin İn The Confined Space.
- When An Emergency Occurs İn A Closed Area, Before The Person Waiting Outside Enters The Area; He/She Must Ask For Help By Setting Off The Alarm Or Communicating By Voice. He/She Should Not Enter The Closed Area Before Help Arrives.
- Another Situation Frequently Encountered İn Closed Spaces İs High Temperature. At High Temperatures; Heat Stroke, Which Can Be Lethal, Or Heat Cramps Or Heat Exhaustion, Which Are More Common And Are Caused By Physical Exertion İn A Hot Environment, May Be Encountered. Methods Used To Minimize Such Conditions May İnclude:
  - Adequate Natural Or Artificial Ventilation
  - Frequent Rest Breaks İn Warmer And Colder Environments Outside The Closed Environment Giving
  - Use Of Mineral Supplements And Drinking Plenty Of Water To Compensate For Fluid And Salt

Loss (CAUTION: Consult A Doctor About How Those With Heart Disease, Those On A "Low Sodium" Diet Or Those With Restricted Salt İntake Should Be Protected From These Conditions.

- Getting Medical Help I Have Read The 'CONFINED AREA WORK INSTRUCTIONS' Prepared By Teknik Maintenance. I Declare And Accept That I Will Comply With The Rules Explained İn The İnstructions.

Relevant Personnel Must Act İn Accordance With The Existing Laws And Relevant Regulations Regarding Occupational Health And Safety, Even İf They Are Not Written İn This İnstruction. Laws And Regulations Are Always Above İnstructions

10 OTHER ISSUES

10.1 VALIDITY OF DANGEROUS GOODS CONFORMITY CERTIFICATE

15.06.2025

10.2 DEFINED TASKS FOR DANGEROUS GOODS SAFETY ADVISOR

As in Section 2.4.

10.3 ISSUES FOR THE CARRIERS OF DANGEROUS GOODS TO COME TO THE COAST FACILITY/LEAVE FROM THE PORT FACILITY BY HIGHWAY. (DOCUMENTS REQUIRED AT THE ENTRANCE/EXIT FIELD OF THE PORT OR COASTAL FACILITY AREA OF HIGHWAY VEHICLES CARRYING DANGEROUS SUBSTANCES, THE EQUIPMENT AND TOOLS THAT THESE VEHICLES MUST HAVE, SPEED LIMITS ETC IN THE PORT AREA)

Packaged Dangerous Goods And Dangerous Bulk Cargoes (Liquid Or Solid):

- Name Of Recipient (Shipper) And Date Of Delivery To The Port Area, Normally No More Than 24 HoursBefore Arrival;
- For Packaged Dangerous Goods: Proper Shipping Name Of Dangerous Goods, Un Number, Class 1 Or Assigned Part Of Products, Letter Of Conformity Group (When Applicable), Sub-Risk, If Any, Number And Type Of Parcels, Packing Group, Flare Point Spacing (As Applicable), Amount And Additional Information Required By ImdgCode Section 5.4;
- For Dangerous Bulk Cargoes: Product Name And Other Information Required By The Relevant IMO Code;And Name Of The Ship To Which Dangerous Goods Will Be Loaded (If Applicable), Ship Agency And Interface ToBe Used

Documents Required;

- Dangerous Goods Declaration,
- Dangerous Goods Transportation Waybill,
- Multi-Mode Dangerous Cargo Form, Dangerous Cargo Manifest,
- Packaging And Container/Vehicle Loading Certificate/Safety Data Form,
- TransportationDocument Showing Exemption For Transportations Within The Scope Of ADR/RID/IMDG Code 3.4 And 3.5, ADR 1.1.3.6 Carriage Document Showing Exemption For Carriages Within The Scope Of Carriage,

- SRC 5 Certificate Suitable And Valid For Carriage In Carriage Within The Scope Of ADR,
- ADR Written Instruction,
- Valid And Valid Vehicle Conformity Certificate,
- Carriage Document CSC Certification In Cargo Carriage Unit (CTU) And Loading Safety Or Carriage Indicates That The Wood Is Suitable In Case Of Using Heat-Treated Wood In Relation To It. The Loading SafetyCertificate Showing That The Cargoes In The Container Or Vehicle Are Properly Secured Within The Scope Of The IMDG Code. Apply Dangerous Goods Arriving And Leaving The Port Facilities Cannot Be Transported Without The Certificate Of Conformity For Transport And The Compulsory Documents Regarding The Transport Listed Above, If The Risk Assessment Result Of The Shipment Of The Shipment Is Made Or If Gas Measurement Is Made. Loads That Are Not Properly Secured Within The Scope Of The IMDG Code Are Also Treated As Dangerous Goods.

  Speed Limit In Port Facility:

  Speed Limit In Our Port Facility Is **30** Km.

10.4 MATTERS AGAINST CARRIERS OF DANGEROUS GOODS TO COME/LEFT FROM THE PORT FACILITY BY SEA. (DAY/NIGHT SIGNS TO BE SHOWED BY SHIPS AND MARINE SHİPS CARRYING DANGEROUS LOADS AT THE PORT OR PORT FACILITY)

Arrival By Sea

Packaged Dangerous Cargoes:

- Ship's Name And Ship's IMO Number, Agency And (ETA), Normally No Later Than 24 Hours From Arrival;
- Proper Shipping Name Of Dangerous Goods, UN Number, Class 1 Or Assigned Part Of Products, Letter OfConformity Group (When Applicable), Sub-Risk, If Any, Number And Type Of Parcels, Packing Group,Flash Point Range (As Applicable), Amount And Additional Information Required By IMDG Code Section 5.4;3 Each Cargo, Shipment, Or Item In The List Should Be Numbered Consecutively For Easy Reference.
- Stacking Of Dangerous Goods Indicating Those To Be Unloaded And Left On The Ship;
- The Dangerous Goods To Be Remaining On The Ship Should Be Specified By Referring To Their Numbers In The
- List(See Above).Situation Of Dangerous Goods In Case Of Possibility Of Any Improper Hazard;
- Any Known Defects That Could Affect The Safety Of The Port Area Or Ship.

10.4.1 DANGEROUS BULK LOADS (LIQUID OR SOLID)

- Ship's Name And Ship's Imo Number, Agency And (Eta), Normally No Later Than 24 Hours From Arrival;
- A List Showing The Product Name Of Dangerous Bulk Cargoes And Other Information Required By The RelevantImo Code;
- For Cargo, An International Certificate Of Conformity For The Bulk Transport Of Dangerous Chemicals Or A Valid Certificate Of Conformity For The Transport Of Dangerous Bulk Chemicals, Whichever Is

Appropriate, The International Pollution Prevention Certificate (Nls Certificate) For The Carriage Of Liquid Bulk Substances HarmfulTo Health And/Or International A Fuel Pollution Prevention Certificate Must Be Available;

- Dangerous Goods To Be Remaining On Board Must Be Indicated By Referring To Their Numbers In The List;
- Consolidated Carriers Entering A Dry Cargo Terminal Should Also Indicate The Nature Of The Last Three Cargoes And,Where Applicable, Their Flash Point And The Current Condition Of Their Tank/Cargo Holds (Such As Whether They Are Gasless). A Known Defect In The Condition Of Dangerous Goods And Cargo Containment And Handling System, Bulk Cargo-Related Equipment And Instrumentation, In The Case Of Any Possibility Of Improper Hazard; And
- Any Known Defects That Could Affect The Safety Of The Port Area Or Ship.
- Additional Information That Can Be Provided To The Port Authority Before Dangerous Goods Are Brought To OrRemoved From The Port Area Could Be Those Included In Isps Code Part B. Examples Of Other Information Required By Regulatory Committees Regarding Packaged Dangerous Goods Are:

- Container Number
- Shipping License Number Or Reference (If Imdg Code Is Class 1 Or 7);
- Recipient Or Local Carrier Name And Contact Details (If Available)

Movement By Sea

- Packaged Dangerous Cargoes:
- Ship Name And Ship Imo Number,
- Agency And Time Of Departure (Etd) As Required By Regulatory Committees;
- Proper Shipping Name Of Dangerous Goods,
- Un Number,
- Class 1 Or Assigned Part Of Products,
- Letter Of Conformity Group (When Applicable),
- Sub-Risk, If Any,
- Number And Type Of Parcels,
- Packing Group,
- Flash PointRange (As Applicable) ,
- Amount And Additional Information Required By Imdg Code Section 5.4;

Stacking Place Of Dangerous Goods On The Ship

- Dangerous Bulk Cargoes (Liquid Or Solid):
- Ship Name And Imo Number,
- Agency And Time Of Departure (Etd) As Required By Regulatory Boards;
- A List Showing The Product Name Of Dangerous Bulk Cargoes And Other Information Required By The RelevantImo Code;
- For Cargo, An International Certificate Of Conformity For The Carriage Of Dangerous Bulk Chemicals

Or A Valid Certificate Of Conformity For The Carriage Of Dangerous Bulk Chemicals,

- Whichever Is Appropriate,
- The International Pollution Prevention Certificate For The Carriage Of Liquid Bulk Substances Harmful To Health (Nls Certificate) And/Or International A Fuel Pollution Prevention Certificate Must Be Available;

10.5 ADDITIONAL MATTERS TO BE ADDED BY THE COASTAL FACILITY

Training

Management

- Management Should Ensure All Deck And Shore Personnel Involved In The Transport Or Handling Of Dangerous Goods, Or Their Supervision, Are Properly Trained In Proportion To Their Organizational Responsibilities.
- Management At All Levels Should Execute Their Daily Responsibilities For Health And Safety.
- Personnel (Cargo Companies, Dock Operators And Ships)
- Every Person Involved In The Transport Or Handling Of Dangerous Goods Should Receive Training On The Safe Transport Or Handling Of Dangerous Goods In Proportion To Their Responsibilities.
- Coastal Personnel Should Receive General Awareness, Duty-Oriented Training And Safety Training.

Training Content

- General Awareness/Recognition Training 10.5.2.1.1 Everyone Should Receive Training On The Safe Transport Or Handling Of Dangerous Goods In Proportion To Their Duties. The Training Should Be Designed To Provide Recognition Of The General Hazards And Legal Requirements Of The Relevant Dangerous Goods. This Training Covers The Definition Of The Types And Classes Of Dangerous Goods, Labeling, Marking, Packaging, Disconnection And Compliance With The Requirements; Definition Of Purpose And Content Of Shipping Documents; And It Should Include Definitions Of Existing Emergency Response Documents.

Mission-Oriented Training

- Everyone Should Get Detailed Training Regarding Certain Requirements On Safe Transport Or Handling Of Dangerous Goods In Accordance With The Function He/She Performs.

Safety Training

- Everyone Should Get Training Related To The Risks In The Storage Of Dangerous Goods And The Functions They Perform:
- These Trainings On Employment In A Position Including The Transport Or Handling Of Dangerous Goods Should Be Provided And Verified, And The Administration Should Be Supported Periodically With Retraining As It Is Considered Appropriate.
- Security Training For Personnel Having Duties Related To The Transport And Handling Of Dangerous Goods Must Be Compliant With Their Responsibilities And Duties Within The Framework Of The Port Facility Security Plan Provisions (Isps Code Section A/2.1.5). In Addition, The Special Training Requirements For The Safety Of Dangerous Substances Given In Section 1.4 Of The Imdg Code Should Also Be Addressed.

HOT WORKING PROCEDURE

HOT WORKING PROCEDURES

PROCEDURE FOR HOT WORK PERMIT WORK AND TRANSACTIONS

1. PURPOSE :

Purpose of This Procedure Specifying the Principles of Hot Operations to be Performed in the Areas where Dangerous Goods are Handled in the Ship and Port Facility. It is to specify the principles to be applied for welding and similar hot works that may emerge on the ship and pier.

2. LEGISLATION:

A. Ports Regulation Article 22 (9): "Unless a license is obtained from the Port Authority, the Ships and Marine Vehicles in the Port Areas: Repair. Scraping and Painting. Welding and Other Hot Work Cannot Perform Filling and/or Boat Landing or Other Maintenance Works. This If the Ships and Marine Vehicles that will do the work are at the Coastal Facility, they have to provide coordination with the Coastal Facility Management." With his statement, the basis of hot processes has been determined.

B. The minimum safety issues regarding hot work works and processes included in the ANNEX-10 of the Directive on the Issuance of Dangerous Goods Conformity Certificate are specified.

C. APPENDIX-4 in MSC.1.Circ.1216, which includes Revised Recommendations on Safe Transport of Dangerous Cargoes and Related Activities in Port Areas, states the issues related to Minimum Security Requirements for Performing Hot Work.

3. PRINCIPLES OF CONDUCTING HOT WORKS AND PROCESSES IN THE PORT FACILITY:

Port Authority. When a request is made to carry out hot works on deck or shore or other maintenance or repair works that may pose a danger due to the presence of dangerous cargoes, they will only allow this issue as long as it does not create a danger. Handling of Dangerous Goods

Permission will be obtained from the Port Authority by the Facility Manager for the work to be carried out in the areas.

A. Prior Notification of Permit Requirement and the Period in which Hot Works are Desired to Perform All Emergency Organizations, For example, will allow the Fire Department to be informed, and thus, these institutions will be able to provide information about additional measures or obstructions. In addition, OHS Security and Emergency Response Units will be informed in advance regarding the hot work process in our facility.

B. Persons Authorized to Perform Hot Work and Transactions will take the following measures together with Operation / Shift Supervisors before starting work.

(1) They will frequently Inspect the Local Area and Adjacent Areas, Including Tests Performed by Accredited Testers to Verify that the Areas where the Work will be Performed are Free from Flammable and/or Explosive Environments and, Where Appropriate, Not Oxygen Deficient.

(2) Dangerous Goods and Other Combustible Materials Will Be Removed from Hot Work Areas and Adjacent Areas. These Substances Include Lime, Sludge, Sediment and Other Possible Combustible Substances.

(3) Effective Protection of Combustible Building Elements (eg Beams, Wooden Partitions, Floors, Doors, Wall and Ceiling Coverings) in Hot Work Areas and Adjacent Areas against Accidental Ignitions shall be ensured.

(4) In order to prevent the spread of flame, spark and hot particles from the working areas to the adjacent areas or other areas, it will be ensured that open pipes, pipe passages, valves, joints, gaps and open parts are not leaked.

B. B. A sign with the permit for the work to be done and the safety measures to be taken will be hung in the work area and also at all the entrances of the work area, and these will be in a way that can be clearly agreed by the staff who will work and work. It will be ensured by the OHS Unit to do the subject matter duly.

C. While Hot Works are being carried out at the Port Facility, the Following Points Will Be Considered by the OHS Unit and Operations/Shift Supervisors.

(1) It will be constantly checked whether the current situation in the working environment has changed.

(2) At least one Fire Extinguisher or Other Appropriate Fire Extinguishing Equipment and All Apparatuses shall be readily accessible for immediate use during hot work.

D. When Hot Work and Operations are Completed, Fire Control will be carried out in the area where the hot work is done and in the adjacent areas by the OHS Unit Officials and Operations / Shift Supervisors

4. PRINCIPLES OF CONDUCTING HOT WORK AND PROCESSES ON BOARD

A. A. Before starting the hot work on the ship's deck or on the quay, the Company Officer or the Ship Agency, who will carry out the hot work, must have obtained written permission from the Port Authority that the said hot work can be carried out.

B. In addition to the Safety Measures Required by the Port Authority, the Company Officer who will perform the Hot Work before starting the Hot Work should take all kinds of Additional Safety Precautions Necessary on the Ship and/or Dock. The Port Officer is informed about the measures taken.

These Measures Cover the Following Information:

a. Inspection of Local Area and Adjacent Areas, Including Tests Performed by Accredited Testing Organizations to Verify that Areas are Free of Flammable and/or Explosive Environments and, Where Appropriate, Oxygen Deficient:

b. Removal of Dangerous Goods and Other Combustible Materials and Objects from Working Areas and Adjacent Areas,

c. Effective Protection of Combustible Building Elements (Ex: Beams. Wooden Partitions, Floors, Doors, Wall and Ceiling Coverings) Against Accidental Ignitions

d. Sealing Open Pipes, Pipe Transitions, Valves, Joints, Cavities and Open Parts to Prevent Flame, Sparks, and Hot Particles from Spreading from Work Areas to Adjacent Areas or Other Areas.

e. A sign with hot work authorization information and safety precautions should be hung in the work area and also at all work area entrances. Authorization Information and Safety Measures should be easily visible and clearly understood by everyone participating in the hot work process.

f. While Carrying Out Hot Work, The Following Points Should Be Considered By The Ship's Captain and His Personnel.

g. Checks Should Be Done to Verify that Conditions Have Not Changed.

1. At least one fire extinguisher or other suitable fire-fighting equipment should be readily available for immediate use during hot work.

2. During Hot Work. After the hot work is completed and enough time has passed after the completion of the said work, the fire detector should be placed in the area where the hot work is done and in the adjacent areas where the danger may arise due to heat transfer.

3. During Hot Work and Operations, When the Said Works are Completed and After Completion, Effective Fire Control must be carried out in the area where the hot work is carried out and in the adjacent areas where danger may arise due to heat transfer, for a sufficient period of time.

5. OTHER ISSUES

A. Hot works to be done on the ship are not allowed under normal conditions. However, in obligatory cases, it will be carried out under the control of the port facility by obtaining permissions in accordance with the legal regulations by the shipping agency.

B. In case of hot work on the ship, the Safety Requirements for Carrying out Hot Work on the Ship must be met.

C. Before starting the hot works and transactions in our port facility. Written permission will be obtained from the port authority that the said hot works can be carried out. In the said permit, the details of the hot work and the place where the hot work and processes will be carried out and also the safety measures to be applied will be specified in the Hot work form.

D. Following the permission from the Port Authority, the personnel who will do hot work will be notified of the "Hot Work and Operations Procedure", they will be briefed on safety principles and they will be provided to fill in and sign the attached form. The hot work process will be monitored and supervised by Operations/Shifts supervisors and OHS Officials.

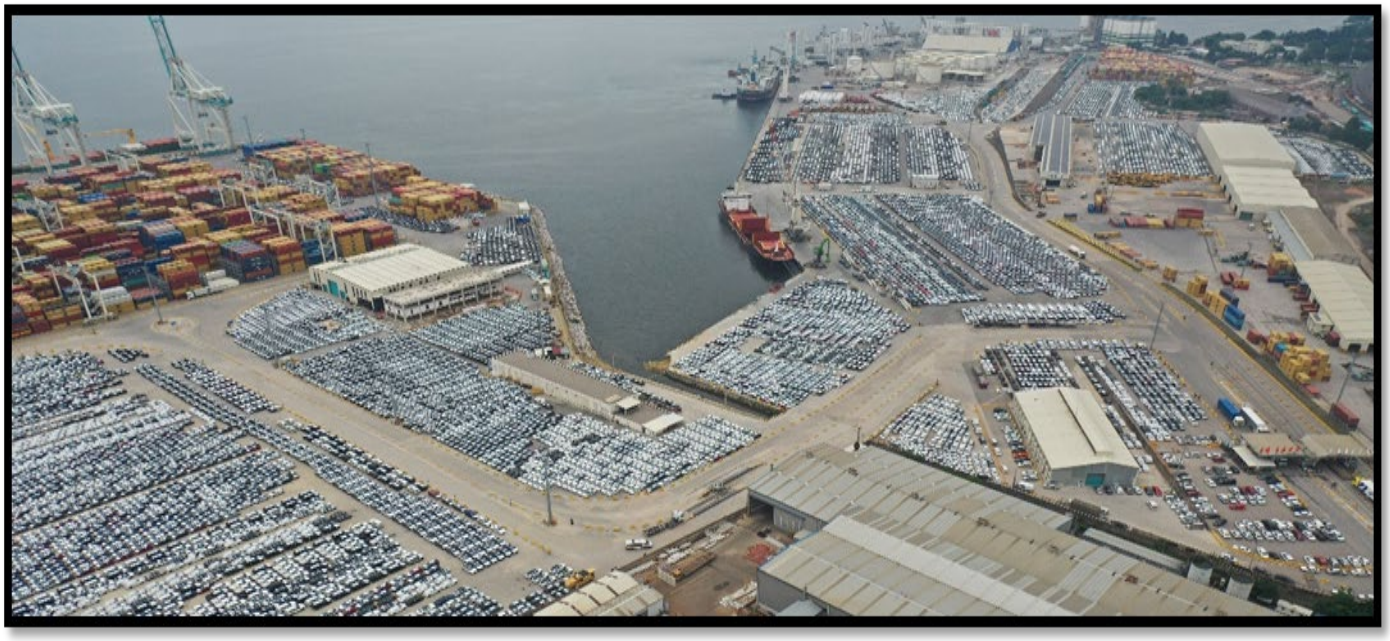
Hot Work Permission Form

IT IS INCLUDED IN THE EMERGENCY RESPONSE PLAN.

11 APPENDICES

APPENDIX-1 COAST FACILITY GENERAL LAYOUT PLAN

APPENDIX-2 COASTAL FACILITY GENERAL VIEW PHOTOS



APPENDIX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION

IT IS INCLUDED IN THE EMERGENCY RESPONSE PLAN.

ANNEX-4 GENERAL LAYOUT OF THE AREAS WHERE DANGEROUS GOODS ARE HANDLED

IT IS INCLUDED IN THE EMERGENCY RESPONSE PLAN.

ANNEX-5 FIRE PLAN OF THE AREAS WHERE DANGEROUS GOODS ARE HANDLED

IT IS INCLUDED IN THE EMERGENCY RESPONSE PLAN.

ANNEX-6 GENERAL FIRE PLAN OF THE FACILITY

IT IS INCLUDED IN THE EMERGENCY RESPONSE PLAN.

ANNEX-7 EMERGENCY PLAN

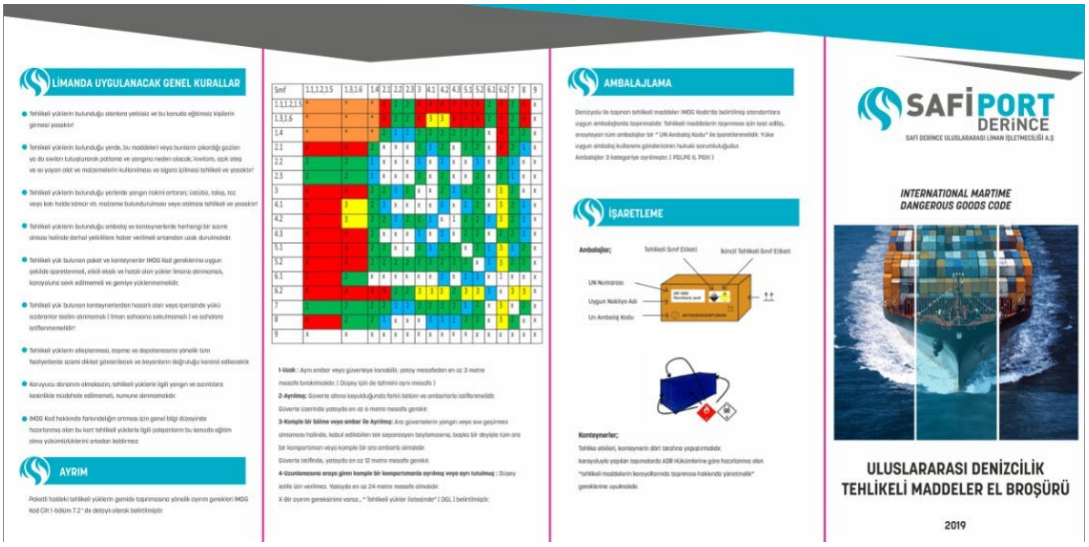
IT IS INCLUDED IN THE EMERGENCY RESPONSE PLAN.

ANNEX-8 EMERGENCY ASSEMBLY PLACES PLAN (INCLUDED IN THE GENERAL LAYOUT PLAN)

ANNEX-9 - EMERGENCY MANAGEMENT CHART

IT IS INCLUDED IN THE EMERGENCY RESPONSE PLAN.

ANNEX-10 DANGEROUS GOODS HANDBOOKFRONT SIDE



Back Side

- **<u>Dangerous Liquid Substances Handbook is Attached Separately.</u>**

ANNEX-11 LEAKAGE AREAS AND EQUIPMENT FOR CTU AND PACKAGES, ENTRANCE/EXIT DRAWINGS

IT IS INCLUDED IN THE GENERAL LAYOUT PLAN OF THE AREAS WHERE DANGEROUS GOODS ARE HANDLED.

ANNEX-12 PORT SERVICE SHIP INVENTORY

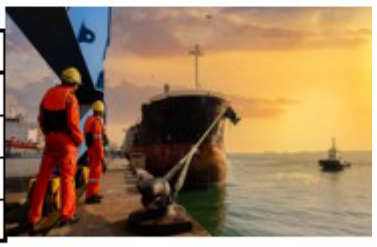
SAFİ HOLDİNG A.Ş. GÜNCEL FİLO

RÖMORKÖR FİLOSU

NO	RÖMORKÖR ADI	KLAS	YANGIN SÖNDÜRME SINIFI	Fİ-Fİ KAPASİTE (m3/h)	EXPROOF	BULUNDUĞU YER
1	SAFİ 10	ABS CLASS	FF CAPABLE	400	(-)	TEKİRDAĞ
2	SAFİ 11	RINA CLASS	FF CAPABLE	400	(-)	
3	CELAL SAFİ	ABS CLASS	FF CAPABLE	1200	(-)	
4	SAFİ 12	TURK LOYDU	FF CAPABLE	1200	(-)	DERİNCE
5	BEDİA SAFİ	ABS CLASS	FF CAPABLE	1200	(-)	

PALAMAR BOTU FİLOSU

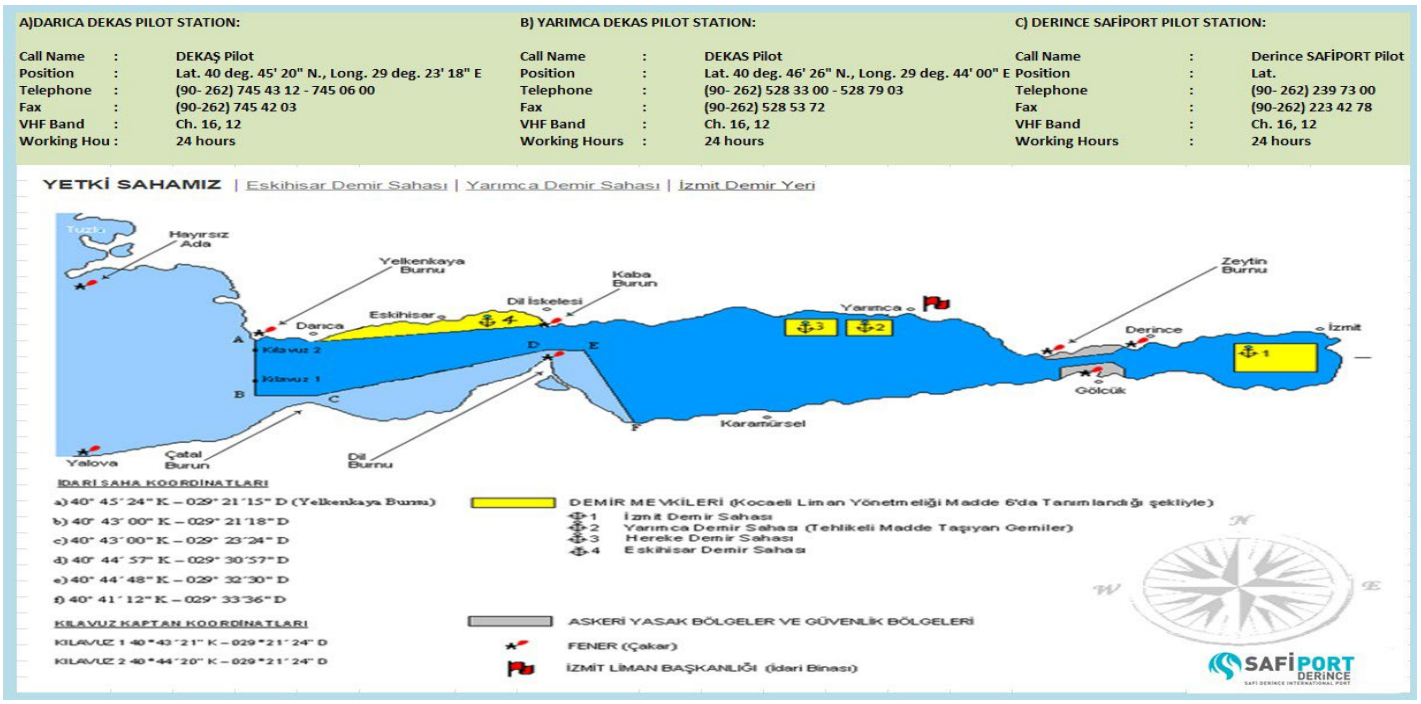
NO	PALAMAR ADI	SAHİBİ	BULUNDUĞU YER
1	SAFİ PALAMAR 1	SAFİPORT DERİNCE	DERİNCE
2	SAFİ PALAMAR 2	SAFİPORT DERİNCE	DERİNCE
3	SAFİ PALAMAR 3	SAFİ DENİZ HİZM. A.Ş.	TEKİRDAĞ
4	SAFİ PALAMAR 4	SAFİ DENİZ HİZM. A.Ş.	TEKİRDAĞ



PİLOT BOTU FİLOSU

NO	PİLOT BOTU ADI	SAHİBİ	BULUNDUĞU YER
1	SAFİ PİLOT 1	SAFİPORT DERİNCE	DERİNCE

ANNEX-13 PORT MANAGEMENT ADMINISTRATIVE BOUNDARIES, ANCHORING PLACES AND MARINE COORDINATES OF HARBOR PILOT LANDING/BOARDING POINTS



ANNEX-14 EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION IN THE PORT FACILITY

IT IS INCLUDED IN THE EMERGENCY RESPONSE PLAN.

APPENDIX-15 PERSONAL PROTECTIVE EQUIPMENT USAGE MAP

IT IS INCLUDED IN THE EMERGENCY RESPONSE PLAN.

ANNEX-16 DANGEROUS GOODS INCIDENTS NOTIFICATION FORM

SAFİPORT DERİNCE			
	DANGEROUS GOODS INCIDENTS NOTIFICATION FORM	Revision Date	0
		Revision No	0
		Page No	

Port Facility Name	
Facility Officer	
1. The Nature of the Event and the Time of Occurrence	
2. Event Location/Exact Location	
3. Information on Type, Amount and Condition of Affected Cargoes	
4. Specific Existing Hazards/Marine Pollutants	
5. Details of Signs and Labels of Dangerous Goods	
6. If a cargo classified by IMDG Code, Proper Shipping Name, Class (part and compatibility group of products for Class 1 when allocated), UN number and Packing Group	
7. Name of Dangerous Goods Manufacturer	
8. Ratio of Damage/Pollution	
9. Sequence of Events Causing the Event	
10. Number and Types of Injury/Death	
11. Emergency Response	
12. Other Conditions to be Indicated	
13. Wants and Needs	
14. Informant (relevant person) Position/Name and Surname/Signature Contact Numbers	

Note: In order to respond quickly and effectively, to treat the injured personnel and to reduce the damage, it is extremely important that the incident occurred and correctly defined as soon as possible to the emergency response units and the Harbor Master. If available, this description should include the above details.

ANNEX- 17. INSPECTION RESULTS NOTIFICATION FORM FOR CARGO TRANSPORT UNITS (CTUS) CARRYING DANGEROUS GOODS

Annex-17 **:** Inspection Results Notification Form for Cargo Transport Units (Ctus) carrying Dangerous Goods:

T.R.
MINISTRY OF TRANSPORTATION, MARITIME AND COMMUNICATIONS
Dangerous Goods and Combined Transport Regulation General Directorate
INSPECTION RESULTS FOR CARGO TRANSPORT UNITS (CTUs) CARRYING DANGEROUS GOODS

Year/Period	……. /…….			
Relevant Port Authority				
Name of Shore Facility				
CONTROL SUBSTANCES	Checked (Piece)	Fault (Pcs)	Controlled (%)	Fault
CTU Plates and Brands Compliance				
Inappropriate or Damaged Packaging				
Labels and Brands of Packaging				
Documentation (Dangerous Cargo Declaration)				
Improper or Damaged Portable Tank or Land Tankers				
CTU/Vehicle/Container Stacking and Lashing				
Segregation of the load (compliance with the load disconnection rules)				
Safe Containers Convention (CSC) Approval Plate				
Land Tanker Mooring Apparatus and Attachments				
..../.../....				
Prepared by: Port Authority or Harbor Master				

This Notification Form is submitted to the IMDG Code by the port facilities where packaged dangerous goods are handled, in accordance with the IMO circular numbered MSC. Necessary controls will be made regarding the compliance of the Cargo Transport Units (CTUs) with natural cargo to the IMDG code, and the Port Authorities will be notified at the end of the quarterly period to which the coastal facility is affiliated. Control results will be notified to the General Directorate of Dangerous Goods and Combined Transport by the Presidency of the port where the notification is made.

ANNEX – 18 MULTI MODE DANGEROUS GOODS TRANSPORT FORM

1. Loader/Shipper/Sender		2. Transport document number		
		3. Page 1/..... Page	4. Shipper reference	
			5. Carrier's reference	
6. Alıcı		7. Carrier (to be filled by the carrier)		
		SHIPPER'S DECLARATION I declare that the contents of this consignment are fully and correctly described, classified, packaged, marked/plated below in accordance with the proper shipping name and in all respects suitable for carriage in accordance with the relevant international and national regulations.		
8. This shipment complies with the limitations for: (delete if not relevant) PASSENGER AND CARGO AIRCRAFT ONLY CARGO AIRCRAFT		9. Additional handling information		
10. Ship/flight number and date	11. port/loading place			
12. port/discharge point	13. Destination			
14. Shipping Marks *	*Number and type of packaging	Gorss mass (kg)	Net mass	Cubic (m^3)
15. Container identification no./ Vehicle registration no.	16. Seal numbers	17. Container/vehicle size and type	18. Tare (kg)	19. Total gross mass (including tare) (kg)
CONTAINER/VEHICLE PACKAGING CERTIFICATE I hereby declare that the items defined above have been loaded in the above-mentioned container/vehicle in accordance with the relevant provisions **** MUST BE FILLED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY THE PERSON RESPONSIBLE FOR PACKAGING/LOADING**		21. RECEIPT OF THE ORGANIZATION The above-mentioned number of packages/containers/trailers have been received in good order and condition unless otherwise stated below. EXPLANATIONS OF THE ORGANIZATION:		
20. Company name		Name of the tow truck Vehicle registration no. Signature and date	22. Company name (SHIPPER WHO PREPARED THIS NOTE)	
Name/location of the declarant			Name/location of the declarant	
place and date			place and date	
Signature of the declarant		DRIVER'S SIGNATURE	Signature of the declarant	

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APPENDIX -19 LIST OF DANGEROUS GOODS CLASSES HANDLED AT THE PORT

Class 1 Explosives	**Class 5.1 Oxidizing Substances**
Class 2 Gases	**Class 5.2 Organic Peroxide**
Class 3 Flammable Liquids	**Class 6.1 Toxic Substances**
	Class 8 Corrosive Substances
Class 4.1 Flammable Solids, Self-Reacting Substances, Polymerizing Agents and Solid Attenuated Solid Explosives	**Class 9 Miscellaneous Dangerous Goods and Articles**
Class 4.2 Substances liable to spontaneous combustion	

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ANNEX-20 CONTAINER / VEHICLE PACKAGING CERTIFICATE

CONTAINER/VEHICLE PACKAGING CERTIFICATE

CONTAINER/VEHICLE-ID NUMBER	Annex-20
ADR Vehicle Conformity Certificate: Also known as pink stripe certificate or T9 certificate in the market .	

We declare that all information in this certificate and all items in the attached container list are safely placed, stacked and loaded in the container defined in the list in accordance with IMDG Code section 5.4.2.

1. The container/vehicle appears to be clean, dry and suitable for accommodating the goods being transported.
2. Packages that must be separated in accordance with the segregation requirement are not packed together in the container/vehicle.
3. All packages have been externally inspected for damage and only intact packages are loaded into the container/vehicle.
4. Unless otherwise approved by the competent authority, the drums are placed and fixed in an upright position. Other commodities, other items in the container are properly loaded and, where necessary, adequately supported with stable absorbent material to suit the intended mode of transport, all necessary precautions are provided against tipping and collapse, flow or leakage.
5. Bulk cargo <
the items loaded as cargo are evenly distributed in the container/vehicle;
6. For consignments containing substances of Class 1, with the exception of subgroup 1.4. The container/vehicle is structurally in a serviceable condition in accordance with (IMDG Code) 7.1.2.
7. The container/vehicle and its packaging are properly marked, labeled and the required plates within the scope of the IMDG code are attached.
8. When substances with a risk of suffocation are used for cooling and ventilation purposes (for example, dry ice (UN 1845) or nitrogen, refrigerated liquid (UN 1977) or argon, refrigerated liquid (UN 1951)), outside the container / vehicle (IMDG) Code) 5.5.3.8 and a dangerous goods transport document specified in 5.4.1 (IMDG Code) has been obtained for each dangerous goods shipment loaded into the Container/vehicle.

NOTE: Containers/vehicle packing certificate is not required for portable tanks.

5.4.2.2 The information required for the dangerous goods transport document and the container/vehicle packaging certificate can be included in a single document, otherwise these documents should be attached to each other. If the information is combined in a single document. The document must contain a signed statement: "We declare that the items are packed in the container/vehicle in accordance with the relevant provisions". This statement should be dated and the person signing the statement should be identified on the document. Fax signatures can also be discarded if applicable laws and regulations recognize the legal validity of fax signatures.

5.4.2.3 If the container/vehicle packing certificate is presented to the carrier by EDP or EDI transmission techniques, signatures may be electronic signatures or the name(s) of the person authorized to sign (in capital letters) may be used.

5.4.2.4 If the container/vehicle packing certificate has been presented to the transporter with EDP or EDI techniques, and then the dangerous goods are transferred to a transporter that requires a container vehicle packing certificate on paper, the transporter must make sure that the phrase "Original copy has been received electronically" on the paper document and that the authorized signatory and make sure the name is shown in capital letters..

CONTAINER/VEHICLE PACKING/LOADING FOR PERSON RESPONSIBLE

Company name	
Name of responsible person (For Packing / Loading Goods)	
Docking packing / loading	
Date packing/loading	
Signature of Responsible Person (Dangerous Goods Safety Advisor)	
Number of Attached Dangerous Substance Declarations (Attached List Stamped by Tmgd)	

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ANNEX-21 FIRE FIGHTING TEAMS /

RESCUE PERSONNEL

IT IS INCLUDED IN THE EMERGENCY RESPONSE PLAN.

ANNEX-22 INVENTORY OF DANGEROUS LIQUID CARGO HANDLED IN THE PORT (INVENTORY LIST IS ATTACHED)

ANNEX -23 POLLUTION FIGHTING TEAMS

(THE EMERGENCY RESPONSE PLAN IS ATTACHED.) Chapter 5 RESPONSE ORGANIZATION

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EK -24 DANGEROUS CARGO HANDLING GUIDE ADDITIONAL CARGO NOTIFICATION
(WHEN NECESSARY)

Notification of cargo that is not specified in the current Dangerous Cargo Guide of the facility and is planned to be handled at the facility is made to the relevant Port Authority by filling out the form below. The coastal facility indicates that there is equipment that must be present in the facility according to the code that the cargo in question is subject to and the attached safety data sheet, and that the first aid, fire, safety, etc. that must be received are available. It must show that all necessary measures have been implemented and the necessary updates have been made in the Hazardous Cargo Handling Guide and other procedures.

Proper shipping name	
Groups in the UN Number and Class ID/Characteristic table, if any	

Type of load and its code	Hazardous Liquid Bulk Cargoes (Oil and Petroleum Derivatives-MARPOL Annex-1)	
	Hazardous Liquid Bulk Cargoes (Chemical and Similar-IBC Code)	
	Hazardous Liquid Bulk Cargoes (Liquefied Gas-IGC Code)	
	Packaged Dangerous Cargoes (IMDG Code)	
	Dangerous Solid Bulk Cargoes (IMSBC Code)	

Annex: Safety Data Sheet (SDS)

Hazardous Materials Safety Consultant
Name/Surname/Signature

Coastal Facility Official
Name/Surname/Signature

12 ABBREVIATIONS

VHF, Marine Band Radio
CTU, Freight Transport Unit
IMDG, International Dangerous Goods Guide
IMO, International Maritime Organization
ILO, International Workers Organization
UN, United Nations
PEAR Harmful to People, Environment, Property and Reputation
UATF, National Waste Transport Form
AFAD, Disaster and Emergency Management Presidency
SDS, Material Safety Data Sheet

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13 PRESENTATION

- This Guide Applies To The Entry And Presence Of Dangerous Goods In Port Areas, Both On Board And On Shore. These Are Intended To Be Made Applicable To All Ships Visiting A Port, Regardless Of Their Flag. It Should Not Be Applied To Ships' Stores And Equipment, Or To Troop Transports And Warships.
- 2.1 The Purpose Of This Section Is To Assist The Persons And Institutions That Draft National Legal Requirements To Ensure That Such Requirements Are Made As Effective As Possible By Specifying All Possible Situations Of Dangerous Goods In Cargo Areas, But Without Validating For Exceptional Cases.
- It Is Important That Definitions Are Carefully Studied And Used To Avoid Misunderstanding.

14 DEFINITIONS

Interface: Means A Dock, Pier, Breakwater, Quay, Wharf, Marine Terminal Or Similar Structure (Floating Or Not) To Which A Ship Can Be Moored. This İncludes Any Facility Or Property Other Than A Ship That İs Used Directly Or İndirectly To Load Or Unload Dangerous Cargo.

Port Facility: Means Any Person Or İnstitution That Controls The Operation Of A Port On A Daily Basis.

Bulk: Means Cargoes İntended To Be Transported İn A Tank Permanently Fixed On Or İnside The Ship Or Without A Bulkhead For Storage İn The Cargo Area That İs A Structural Part Of A Ship.

Cargo Companies: Means A Shipper (Shipper), Carrier, Forwarder, Groupage Agent, Packing Center Or Any Person, Company Or İnstitution İnvolved İn Any Of The Following Activities: İdentification, Containment, Packaging, Packaging, Securing Of Dangerous Cargoes, Receiving Cargo İn Port, Transporting İt By Sea And Always Have Control Over The Cargo İn Relation To İts Labeling, Placarding Or Documentation.

Certificate Of Conformity: Means A Document İssued By Or On Behalf Of The Administration İn Accordance With The Relevant Laws For The Ship's Structure And Equipment, Certifying That The Ship's Structure And Equipment Are Suitable For The Dangerous Cargoes To Be Transported On The Ship.

Dangerous Goods: Within The Scope Of The Following Documents, Means Any Of The Following Cargoes, Whether They Are Packaged, Packaged Or Transported İn Bulk:

- Oils Covered By Annex I To MARPOL 73/78;
- Gases Covered By The Laws For The Structure And Equipment Of Ships Carrying Liquefied Gases İn Bulk;

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- Toxic Liquid Substances/Chemicals, İncluding Waste, Covered By Law For The Construction And Equipment Of Ships Carrying MARPOL 73/78 Annex II And Bulk Hazardous Chemicals;
- Solid Materials İn Bulk Containing Chemical Hazards And Solid Hazardous Materials İn Bulk (Mhbs), İncluding Wastes Covered By Group B Annexes İn The Safety Practices For Solid Bulk Cargoes (BC Code);
- Harmful Substances İn Packaged Form (Covered By Annex III Of MARPOL 73/78); And
- Hazardous Substances, Materials Or Substances (Covered By The IMDG Code).

The Term Dangerous Goods: Also İncludes Any Uncleaned Packaging That Has Previously Been Transported Dangerous Cargo (Tank-Container Casing, Bulk Compartment İntermediate Containers) İf İt Has Been Filled With A Substance That İs Not Classified As Dangerous Or Has Been Purged Of Gases To Neutralize Any Dangerous Goods And İf The Residues Of The Dangerous Cargoes Have Not Been Sufficiently Removed (Ibcs), Bulk Packagings, Portable Tanks Or Tank Vehicles).

Certificate Of Conformity: Means A Document İssued By Or On Behalf Of The Administration To A Ship Carrying Dangerous Goods İn Bulk İn Solid Form Or İn Packaged Form Under SOLAS Regulation II-2/19.4, Which Proves That The Structure And Equipment Comply With The Requirements Of The Regulation.

Flexible Conduit: Refers To Flexible Hose And End Connections Containing Sealed End Means Used For The Transfer Of Dangerous Cargoes.

Handling: İncluding İnterim Holding Operations Such As The Temporary Storage Of Dangerous Cargoes İn The Port Area During Their Transport From The Point Of Origin To The Destination Route For The Purpose Of Changing The Means And Methods Of Transport And Movement Within The Port, Which Forms Part Of The Transport Supply Chain For Cargoes, And From A Ship, Rail Car, Vehicle, Freight It İncludes Loading Or Unloading Operations From A Container Or Another Transport Vehicle, İntermediate Transport Between Ships Or Other Modes Of Transport, Or Transfer Within A Ship Or İn A Warehouse Or Terminal Area. This Term Has Been Expanded To İnclude All Operations Related To Dangerous Goods İn The Port Area. .

Hot Work: Means Any Open Fire And Flame, Power Tools Or Hot Rivets, Grinding, Welding, Burning, Cutting, Welding Or Other Repair Work İnvolving Heat Or Causing Sparks, Which May Become Dangerous Due To The Presence Or Proximity Of Dangerous Loads.

Captain: Means The Person İn Command Of A Ship. Pilot İs Not İncluded.

Packing Refers To The Packaging: Loading And Loading Of Dangerous Cargoes To Recipients, İntermediate Containers For Bulk Transport (Ibcs), Freight Containers, Tank Containers, Portable Tanks, Railroad Wagons, Bulk Containers, Vehicles, Ship Barges Or Other Cargo Transport Units.

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Pipeline: Means All Pipes, Connections, Valves And Other Auxiliary Facilities, Apparatus And Equipment İn A Port Related To Or Used For The Loading Of Dangerous Cargoes, But Any Pipe, Apparatus Or Equipment Of The Ship Excluding The Ends Of The Parts Of The Pipe, Apparatus Or Equipment Of The Ship To Which The Flexible Pipes Are Connected. Shall Not İnclude The Piece Of Equipment, The Flexible Pipe, The Loading Arm.

The Port Area: Means The Land And Sea Area Determined By The Legislation.

Note: Some Port Areas May Overlap And Legal Requirements Must Be Taken İnto Account. When Establishing The Definition Of The Port Area İn Legal Regulations, Care Must Be Taken To Ensure That The Law Applies To All Facilities That May Be İnvolved.

Port Authority: Means Any Person Or İnstitution Authorized To İmplement Effective Control İn The Port Area.

Administration(S): Means The National, Regional Or Local Administration That Has The Power To Enforce The Legal Requirements And İs Empowered To Enforce The Legal Requirements İn Relation To A Port Area.

Person Responsible: Means A Master Of A Ship Or A Person Appointed By A Shoreside Employer, Who İs Certified Or Otherwise Recognized By The Regulatory Authority As Required, Has Sufficient Knowledge And Experience For That Purpose, And İs Empowered To Make All Decisions Regarding A Specific Assignment.

Ship Means: Any Watercraft, Whether Or Not Suitable For Seagoing, Used For The Carriage Of Dangerous Cargoes, İncluding Those Used İn İnland Waters.

Ship's Stores: Means Materials On Board For The Maintenance, Containment, Safety, Use Or Navigation Of The Ship (Excluding Fuel And Compressed Air Used For The Ship's Primary Propulsion Machinery Or Fixed Auxiliary Equipment) Or For The Safety Or Comfort Of The Ship's Passengers Or Crew.

It İs Stated That The Ship's Stores Contain These İtems, İncluding Those For The Comfort Of Passengers And Crew, That A Ship May Need For İts Normal Operation, But Not Those İtems That A Ship May Carry For The Performance Of İts Specialist Functions, Eg. Explosives Carried By A Deep-Sea Rescue Vessel Or Dangerous Goods Used By A Well Propulsion Vessel.

Responsible Person: Means A Person Who Has Up-To-Date Knowledge, Experience And Competence To Perform A Specific Task.

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Stacking: Means The Positioning Of Packages, İntermediate Bulk Containers (Ibcs), Freight Containers, Tank Containers, Portable Tanks, Bulk Containers, Vehicles, Onboard Barges, Other Cargo Transport Units, And Bulk Cargoes On The Ship's Deck, Holds, Sheds Or Other Areas. İs Coming.

Shipping: Means Moving İn Port Areas By One Or More Means Of Transport.

Unstable Substance: Means A Substance That, Due To İts Chemical Structure, Tends To Polymerize Or Otherwise Give Dangerous Reactions Under Certain Temperature Conditions Or When İn Contact With A Catalyst. Reducing This Tendency Can Be Accomplished Through Special Shipping Conditions Or By Using Sufficient Quantities Of Chemical İnhibitors Or Stabilizers İn The Product.

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