CEYPORT TEKİRDAĞ

CEYPORT TEKİRDAĞ
INTERNATIONAL PORT MANAGEMENT INC.
- DANGEROUS CARGO HANDLING GUIDE -

PREPARATION DATE JANUARY 2019
(See Revision Page for Revisions)

Osman KAYALAR

Rev 11

REVISION PAGE

Number	Rev. No	Revision Content	Revision Date	Revision Author	
				Name Surname	Signature
1	001	Procedure Citations	03.06.2020	Eren Can BAŞARIR	
2	002	Section 3.2.9 Legislative update	26.03.2021	Eren Can BAŞARIR	
3	003	Annex-13 Port Authority anchorage areas	26.03.2021	Eren Can BAŞARIR	
4	004	Revised within the scope of legislation	01.03.2022	Eren Can BAŞARIR	
5	005	ANNEX-3 Updating of Emergency Contact Points and Contact information, Port authority address and name update, Annex-2 Photo update	01.11.2022	Eren Can BAŞARIR	
6	006	Facility information form has been updated. Operational aspects of liquid bulk cargoes have been regulated.	10.02.2023	Eren Can BAŞARIR	
7	007	The name and surname and contact details of the facility's dangerous goods Safety Advisor and the name and surname of the facility's dangerous goods operations officer were changed.	03.05.2023	Eren Can BAŞARIR	
8	008	Revision of Solid Bulk Cargo operation procedure	08.06.2023	Eren Can BAŞARIR	
9	009	Liquid Bulk Cargo procedure regulation	26.07.2024	Eren Can BAŞARIR	
10	010	DCHG Update	24.12.2024	SEVDE DOĞRU	
11	011	DCHG Update - Liquid Bulk Cargo procedure regulation	11.03.2025	SEVDE DOĞRU	
12					
13					

TABLE OF CONTENTS

1. INTRODUCTION

It should be checked that general safety and security is ensured when dangerous cargoes enter the port from the sea or land gate and when they are handled, stacked or stored within the port area, that safety measures are taken for all persons in or near the port area and that the environment is protected.

1.1 General information About the Facility

FACILITY INFORMATION FORM

1	Name/Title of facility operator	CEYPORT TEKİRDAĞ INTERNATIONAL PORT MANAGEMENT INC.
2	Contact details of the facility operator (address, telephone, fax, e-mail and website)	VATAN NEIGHBORHOOD BARBAROS STREET PORT APT. NO: 9/1 SÜLEYMANPAŞA /TEKİRDAĞ PHONE : 0282 2610800 FAX : 0282 2612346 Web: www.ceyporttekirdag.com.tr e-mail: info@ceyporttekirdag.com.tr
3	Name of facility	CEYPORT TEKİRDAĞ LİMANI
4	Province of the facility	TEKİRDAĞ
5	Contact information of the facility (address, telephone, fax, e-mail and web page)	VATAN NEIGHBORHOOD BARBAROS STREET PORT APT. NO: 9/1 SÜLEYMANPAŞA /TEKİRDAĞ PHONE : 0282 2610800 FAX : 0282 2612346 Web: www.ceyporttekirdag.com.tr e-mail: info@ceyporttekirdag.com.tr
6	Geographical region of the facility	MARMARA REGION
7	Port Authority to which the facility is connected and contact details	TEKİRDAĞ REGIONAL PORT AUTHORITY HÜRRİYET, 59030 TEKİRDAĞ CENTRE/TEKİRDAĞ PHONE: 0282 2634400 FAX: 0282 2629162
8	Municipality to which the facility is affiliated and contact details	TEKİRDAĞ METROPOLITAN MUNICIPALITY PHONE : 0850 4595959 FAX : 0282 2637471
9	Name of the Free Zone or Organized Industrial Zone where the facility is located	---

10	Validity date of the Coastal Facility Operation Permit / Temporary Operation Permit	TEMPORARY COASTAL FACILITY OPERATION PERMIT VALID DATE: 21/05/2025		
11	Operational status of the facility (X)	Own cargo and additional 3rd party (…)	Own cargo (…)	3rd party (X)
12	Name and surname, contact details (phone, fax, e-mail) of the facility responsible	SEÇKİN KARAGÖZ PHONE : 0539 666 99 84 FAX : 0282 2612346 e-mail: seckinkaragoz@ceyporttekirdag.com.tr		
13	Name and surname, contact details (phone, fax, e-mail) of the facility's dangerous goods operations officer	SEÇKİN KARAGÖZ PHONE : 0539 666 99 84 FAX : 0282 2612346 e-mail: seckinkaragoz@ceyporttekirdag.com.tr		
14	Name and surname, contact details (phone, fax, e-mail) of the facility's Dangerous Goods Safety Advisor	SEVDE DOĞRU Tel: 0538 580 18 00 Mail:sevde@tmgddanismanlik.com		
15	Marine coordinates of the facility	LATITUDE :40°57’45” NORTH LONGITUDE:27°30’24” EAST		
16	Dangerous cargo types handled at the facility (MARPOL Annex I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap cargoes)	MARPOL Annex II-III, IMDG Code, IMSBC Code, IBC Code, Grain Code, TDC Code		
17	Dangerous cargoes handled in the facility (cargoes other than IMDG Code from the cargo types in Article 16 will be written separately. Additional cargo request will be submitted to the port authority with Annex-1 form. When found appropriate, it will be added to DGCH)			
18	Classes for cargoes handled, subject to IMDG Code	CLASS 2,3,4.1,4.2,4.3,5.1,5.2,6.1,8,9		
19	Groups in characteristic table for handled cargo subject to IMSBC Code	'B' and 'A and B' subject loads		
20	Types of ships that can approach the facility	FERIBOT (Ferry), PASSENGER (Passanger), RO-PAX SHIP DRY CARGO SHIP General Cargo Ship,		

		Bulk Carrier, RO-RO SHIP (Ro-Ro), Chemical Tanker, Container Ship, BARS, VAGON FERRY, LIVESTOCK CARRIERS, SEA BUS YACHTS

21	Distance to the main road (km)	1.3 KM	
22	Distance of the facility to railway (kilometers) or railway connection (Yes/No)	YES	
23	Name of the nearest airport and distance to the property (kilometers)	ÇORLU AIRPORT - 44 KM	
24	Cargo handling capacity of the facility (Ton/Year; TEU/Year; Vehicle/Year)	Bulk Dry Cargo : 3.000.000 tons/year Bulk Liquid Cargo : 1.000.000 tons/year General Load : 3.000.000 tons/year Project Load : 200.000 tons/year Container : 250.000 TEU/year Wagon : 25.000 units/year	
25	Whether scrap handling is performed at the facility	NO	
26	Is there a border gate? (Yes/No)	YES	
27	Is there a bonded area? (Yes/No)	YES	
28	Load handling equipment and capacities	MOBILE CRANE	8 UNITS
		STACKER	1 PCS
		FORKLIFT	5 PCS
		LODER	1 PCS
		BOBCAT	3 PCS
		TRACTOR	7 PCS
		GRABBING	MISCELLANEOUS
29	Storage tank capacity (m^3)	69.768,19 m^3	
30	Open storage space (m^2)	204.567,25 m^2	
31	Semi-enclosed storage area (m^2)	-------	
32	Closed storage area (m^2)	26.160 m^2	
33	Designated fumigation and/or decontamination area (m^2)	1.000 m^2	
34	Name/title of the pilotage and towage services provider contact details	Available on Its Own Structure PHONE: 0 282 261 08 00 Fax : 0 282 261 23 46	
35	Is a Security Plan in place? (Yes/No)	YES	

36	Waste Reception Facility capacity (This section will be organized separately according to the wastes accepted by the facility)	Waste Type	Capacity (m^3)
		SLOP-Toxic Liquid Sub.	138
		SLAC	92
		WASTE OIL	46
		CINTINE WATER	92
		SINGINE OIL	46
		TRASH	7
		WASTE WATER	46

37	Characteristics of dock/jetty etc. areas

Dock / Pier No.	Length (m)	Width (m)	Minimum water dept (metre)	Maximum water depth (metre)	The largest vessel tonnage and length to berth (DWT OR GRT)
Dock No.1	322		5,50	8,00	7.000
Dock No.2	185		10,50	11,00	28.900
Dock No.3 (liquid) RO –RO	430		7,50	10,00	28.900
Dock No.4	321	60	11,00	12,00	38.000 (46.000 DT)
	349	60	7,50	10,00	28.900
Dock No.5	345	20,30	4,00	9,50	20.000
Dock No.6	145		7,00	9,30	8.000
Dock No.7 (Train/Ferry)	189	30	9,30	10,00	15.000
Dock No.8 (liquid)	137		4,5	5,0	1.875
Dock No.9	225		6,5	7,0	5.000
Dock No.10	100		5	7	1.875
Ferry Pier					

Name of the pipeline (if available on site)	Number (piece)	Length (metre)	Diameter of (inch)
seabed pipelin no.1	1	320	6
seabed pipelin no. 2	1	238	10
seabed pipelin no 3	1	238	8
seabed pipelin no 4	1	320	8
seabed pipelin no 5	1	320	8

1.2 Loading / Unloading, Handling and Storage Procedures for Dangerous Goods Handled and Temporarily Stored in the Coastal Facility

1.2.1 Dangerous cargoes handled in our coastal facility and planned to be temporarily stored are as follows.

UN	NAME AND DESCRIPTION	CLASS	PACKAGING GROUP	DIN
UN1824	SODIUM HYDROXIDE SOLUTION	8	II	80
UN 2067	AMMONIUM NITRATE BASED FERTILIZERS	5.1	III	50

	DANGEROUS SUBSTANCES THAT CAN BE TRANSPORTED IN CONTAINERS UNDER IMDG CODE AND CTU CODE (EXCEPT CLASS 1 (EXCEPT 1.4S), CLASS 6.2 AND CLASS 7)	ALL CLASS		
	DANGEROUS SOLID BULK CARGOES UNDER IMSBC CODE (EXCEPT CLASS 7)	ALL CLASS AND MHB		
	MOLASSES AND BULK LIQUID VEGETABLE AND ANIMAL OILS UNDER IBC			

Liquid cargoes arriving under MARPOL are taken to a licensed waste reception facility and managed in accordance with the legislation of the Ministry of Environment, Urbanization and Climate Change.

1.2.2 Loading / Unloading Procedure for Handled and Temporarily Stored Dangerous Goods (Excluding Packaged Goods):

- If the material to be evacuated has come from abroad, the customs procedures are completed and the evacuation is not started before the evacuation permit is received.
- Employees are ensured to wear their personal protective equipment, they are not started to work without being informed to use them according to the instructions for the use of Personal Protective Equipment.
- If the vehicles to be loaded are not suitable for carrying dangerous cargo, loading cannot be done. It is checked whether the front, rear warning and lighting lamps are in working condition. Unsuitable vehicles cannot be loaded until they are repaired. Vehicles that will use public roads are checked at the gate entrance in accordance with ADR rules.
- The speed limit of vehicles within the port is 20 km per hour.
- The status of ship cranes is learned. If there is a problem, the authorized person is notified. Cargo handling with defective cranes is prevented.
- Tired and/or sleepless personnel are not allowed to work at night.
- Lighting is checked during night work. If it is insufficient, it is ensured that it is illuminated with an additional projector.
- It is ensured that the vehicles enter under the bunkers properly.
- Occupational Health and Safety rules are applied in all work.
- It is ensured that additional protective equipment is duly worn according to the nature of the dangerous cargo.
- Hazardous solid bulk cargoes prone to spontaneous combustion (such as coal) will be stored in the open area. In the open area, storage is done by taking precautions such as on-vehicle water monitor, fire extinguisher, etc.
- For the products to be handled for the first time in the facility, the precautions to be taken and operation details will be determined by the DGSA, OHS and Operation unit by examining the SDSs.

1.2.3 Handling Procedures for Handled and Temporarily Stored Dangerous Goods

The procedure for dangerous cargoes within the scope of IMDG CODE handled in our Port Facility is below:

Regarding the dangerous cargoes within the scope of IMDG CODE that will come to the port;

- Handling time of dangerous cargo at the coastal facility,
- The necessity and characteristics of protective clothing during handling,
- Intervention possibilities in case of Emergency Response (Fire and Spillage) and the risk that may occur,
- It is decided whether any special precautionary measures need to be taken in relation to the cargo and emergency response procedures are taken into account so that emergency response is carried out within the terminal facilities using the specified equipment and clothing during handling.

1.2.3.1 UN 2067

- Care should be taken to prevent dust formation.
- Must be protected from moisture.
- Personal protective equipment must be used. Wear protective clothing, gloves, eye and face protection.

    - P2 type dust mask should be used in cases with high dust concentration. If gassing is present, full face gas masks or scuba masks should be used according to the situation.
    - Suitable protective goggles (EN 166) or face shield should be used.
    - Chemical gloves (EN 374-1, EN-374-2, EN-374-3, EN 388, EN 420, EN 346) should be usedin case of prolonged contact.




- Keep away from flammable materials.
- Keep away from naked flames, hot surfaces and ignition sources. Do not smoke or use open flames during handling.
- This product is non-flammable, water should be used as extinguisher.
- If additional precautions are deemed necessary, they are evaluated by DGSA, OHS and Environment units.

1.2.3.2 UN 1824

- The product is corrosive.
- Direct contact with eyes or skin should be avoided as it causes severe burns. Inhalation in the form of vapors should be avoided. Use only in well ventilated areas.
- Miscible with water in any proportion.

- Personal protective equipment must be used. Wear protective gloves/ protective clothing/ eye protection/ face protection.

    - Personal protective equipment used for eye and face protection must comply with NIOUSH or TS/EN 166 Standard.
    - Appropriate protective clothing, overalls, rubber boots that completely cover the body should be worn.
    - To protect hands against chemicals, gloves must comply with TS/EN 374 Standard.
    - Gas filters and combined filter cartridges must comply with TS/EN 14387 Standard. Full face masks with replaceable filter cartridges must comply with TS/EN 136 Standard. Half or quarter facepiece respirators with replaceable filter cartridges must comply with TS/EN 140 Standard.

- Contaminated clothing should be removed immediately. Hands should be washed at the end of work and during breaks. Do not eat or drink any foodstuffs while using this product.
- Keep away from metals, flammable liquids and organic halogens.
- The product is not flammable. Extinguish with alcohol-resistant foam, carbon dioxide, dry powder or water mist. Use a suitable extinguishing agent to contain the fire.
- If additional measures are deemed necessary, they will be evaluated by DGSA, OHS and Environment units.

1.2.4 Procedures for Dangerous Liquid Bulk Cargoes Handled in Our Facility

In our port facility, Hazardous Liquid Bulk Cargoes (Hazardous Bulk Cargoes in Chemical and Similar Liquid Form) Class 3, Class 6.1, Class 8 and Class 9 are handled and stored in the port area.

Dangerous Liquid Bulk Cargoes Safe Handling Operation Procedure is as follows:

1.2.4.1 Piping systems for dangerous liquid bulk cargoes

1.2.4.1.1 Flexible hose:

- It is not used for loads other than those for which it is suitable, taking into account the temperature and suitability of such loads.
- If it is prone to impact damage, it is suitably protected.

1.2.4.1.2 Operation Officer

- Take adequate precautions to prevent short circuits in the insulation section,
- Ensure that insulation and earthing systems are inspected and tested at appropriate intervals to ensure their effectiveness,
- Gas detectors shall be calibrated and ready for use for the purpose of detecting gas leaks that may occur at the shore facility.
- Other metallic connections between the interface and the shore will be protected or arranged in order to ensure that there is no possibility of an activating spark where a flammable atmosphere may occur.
- Communication equipment used at the coastal facility shall be of a type that can be used safely in a flammable or explosive environment in the loading/unloading operations of dangerous liquid bulk cargoes.
- Will act in accordance with the appropriate checklists in the International Safety Guide for Fuel Tankers and Terminals (ISGOTT).

1.2.4.1.3 Ignition sources

- The Operations Officer will ensure that the master is informed of conditions on board that may require measures to be taken with regard to sources of ignition, such as shipboard stoves or cooking appliances.

1.2.4.1.4 Containment of spills

- In the event of a spill, containment and disposal means will be made available at short notice.

1.2.4.1.5 Handling

The Master and Operations Officer within their respective areas of responsibility:

1. Ensure that no Flexible hose is used for loads other than those for which it is suitable or at any working pressure for which it is unsuitable in relation to the temperature and suitability of such loads.
2. Before being placed in service, each Flexible hose shall be checked that it has been hydrostatically tested in accordance with the requirements of the Administration.
3. Flexible hoses shall be visually inspected before being put into service. Flexible hoses shall be inspected at frequent intervals during operation.
4. Documentation showing the type of flexible hose, the type of hose, the specified maximum working pressure and the month and year of manufacture will be kept on site.
5. Each flexible hose or pipe shall be of such length that it will not be overstressed at the shore facility connections within the specified operating limits for the safety of the operation.
6. A flexible hose equipped for the transportation of dangerous liquid bulk cargoes shall be kept under adequate supervision.
7. In emergencies, the operation will be stopped by disconnecting the flexible hose connections in order to ensure the safety of life, property and the environment.

1.2.4.1.6 Initial measures

Within their respective areas of responsibility, the Master and the Operations Officer shall ensure that the cargo handling controls, metering systems, emergency shutdown and alarm systems are tested and found satisfactory before commencing the cargo transfer operation.

The following requirements shall be met before starting the dangerous liquid bulk cargo operation. Ship unloading/loading protocol is filled with the ship captain.

- The appropriateness of the number, diameter, flow rate and maximum working pressures of the lines and hoses that the ship and terminal can allocate for discharge;
- The presence of responsible persons on board and on shore during start-up operations.
- The steps to be taken and the signs to be used in case of an emergency that may occur during handling operations are communicated.
- Ensure that appropriate safety precautions and clothing are used (described in references 1.2.3.1 and 1.2.3.2).
- The operations officer shall ensure that the loading/unloading connections are securely and hermetically blinded when not in use or in standby service.

1.2.4.1.7 Pumping

Ship Captain and Operations Officer within their respective areas of responsibility:

- Checks are carried out at agreed intervals to ensure that accepted back pressures and loading or unloading rates are not exceeded;
- All due care is taken to prevent leakage of all associated piping, flexible hoses and associated equipment on board and ashore, and adequate supervision is in place during the transfer of dangerous liquid bulk cargoes;
- Effective communication is maintained between ship and shore equipment during transfer operations;
- During the handling of liquid bulk dangerous cargoes, arrangements are in place to measure the tankers to be discharged to ensure that the tanker is not overfilled;
- Ensure that responsible persons are present during operations on board and ashore;
- Ensure that appropriate safety equipment and clothing are used (described in references 1.2.3.1 and 1.2.3.2).

1.2.4.1.8 Completion of the operation

Ship Captain and Operation Supervisor within their respective areas of responsibility: After the transfer of hazardous bulk liquid cargoes is completed, it shall ensure that there is no pressure in the load discharge valves, and flexible hoses. Also

- Fluids are drained and depressurized before the flexible hose leaves the vessel;
- All safety precautions have been taken, including sealing the ship manifold connections and flexible hoses with a blind flange; and
- Ensure that appropriate safety equipment and clothing are used.

The loading/unloading operation shall only be carried out if the following conditions are met;

- All relevant tanks, pipelines and other piping circuits on board and in the shore facility to prevent thermal stresses; tank and canopy circuits have a heating system for products with low freezing temperatures.
- After the flexible hoses or pipes are used, the remaining loads in them are swept into the tank with air.
- In cases where this is not possible or cannot be done, the free ends of the flexible pipes will be closed with suitable equipment to prevent the chemical inside from escaping.

1.2.4.1.9 Berthing of ships to the pier by the Ship Management Unit

"ETA" (Estimated Time of Arrival) notifications are sent to OPERATION PLANNING by the agency at least 72 hours before the ships dock, and in case of an arrival time shorter than 72 hours, after the ship leaves the port. On page 2 of this notification sent as an Excel file; "There is a 'Pre Arrival Information' that must be filled in by the ship and sent to us. This document contains information such as which side the ship wants to berth, the ship's loading-unloading priorities, slop status, etc.
One day before berthing, the ships are notified by electronic message with the "Pilot information form" showing how to berth.
Vessels not subject to pilotage are docked only by mooring. No vessel over 200 gross tons is allowed to berth at the dock without a mooring.

September 24, 2019 dated and 30898 numbered official gazette published in the Official Gazette dated September 24, 2019 and numbered 30898 stated in the Regulation Amending the Regulation on Ports of the Ministry of Transport and Infrastructure; 500 GT and larger tankers and all kinds of ships and marine vessels carrying Dangerous Goods, 1000 GT and larger Turkish flagged ships and marine vessels, 500 GT and larger foreign flagged ships and marine vessels, and foreign flagged commercial and private yachts over 55 meters in length or over 400 GT must take pilotage. All foreign flagged military vessels are obliged to take pilotage when entering and leaving non-military coastal facilities. Refueling vessels of 1000 GT and smaller, which berth and leave to aboard ships at anchor or at the coastal facility for refueling or berth and leave to the coastal facility to take their cargo for refueling to be made, are not obliged to take pilotage, including the stage navigation in port areas with pilotage stage navigation."

"Signal Flag" is hung on the dock where the ship will berth. The ship performs its maneuver by aligning to this flag. Ship docking is carried out under the supervision of facility staff.

Notifications of the docked ships are made to Tekirdağ Port Authority. At the same time, the electronic system of the port authority requests the notification to be made by the cargo concerned through the Port Single Window System (LTP).

1.2.4.1.10 Ensuring minimum safety conditions at berthing

In order to ensure minimum safety and security conditions before, during and until the departure of the ships docking at the pier of the liquid terminal, the following conditions must be ensured;

- Before berthing, it is checked that there are draft conditions suitable for the berth.
- A 2nd ship is not allowed to berth at the pier used by the liquid terminal. The control is provided by the Operation Unit.
- It is checked that the minimum mooring and trailer conditions that must be present at berthing depending on the ship's size are present according to the “Ports Regulation” published in the official gazette dated 31.10.2012 and numbered 28453.
- Again within the framework of the regulations, it is checked that the ships carry the appropriate navigation lights and signs.
- When an unsuitable ship rope is seen, the moorings are warned and the rope is changed.
- The Personnel Facility Terminal providing mooring services must meet the minimum safety and security requirements and must have personal protective equipment such as life jackets, helmets and gloves.
- Elements that may threaten the safety of the ship such as possible hot work etc. that may be found on the pier during berthing are not allowed.
- It is ensured that the fenders and emergency release hooks in the berthing area are in proper condition and ready for use and their hooks are taken to the rope binding position.
- The navigation area is checked before berthing and possible violations of fishermen, divers, musselers, etc. are immediately reported to the Coast Guard Organization and situations preventing maneuvering are eliminated.
- The berthing angles and speeds of the vessels are observed and if necessary, the pilot and ship captains are warned for exceeding the limits.
- During the time the vessels stay at the pier, no vessel other than the tugboat providing pushing service is allowed to berth.

1.2.4.1.11 Pre-evacuation interviews with the ship, preparation of safety and checklists

After the ship's customs checks are completed;

- The items in the form titled “Checklist of Safety Issues on Ships and Shore” are checked and the missing parts are eliminated and signed by mutual agreement with the ship.
- Within the scope of ISPS Code, if the ship is at a higher security level than our security level as a facility, a Security declaration is organized between the ship and the facility and mutual signatures are signed. This situation is notified to the port authority.
- Documents belonging to the cargo owner, if any, are taken from the ship and checked.
- Original “Bill Of Lading”, “AT.R1 Certificate” documents received from the ship are delivered to the Customs Broker in return for the minutes.
- The preparation letter issued by the ship is examined and signed with the necessary notes.
- If there is more than one cargo, a Cargo Plan is requested from the ship.

- Waste acceptance from ships is carried out in accordance with the 'Regulation on Waste Collection from Ships and Waste Control' and 'Communiqué on Fees and Principles to be Applied within the Framework of Regulation on Waste Collection from Ships and Waste Control'.
- For the collection of waste from ships, the type and amount of waste to be given must be notified 24 hours in advance and must be entered by the relevant agency via LTP (Port Single Window System).
- Dangerous Goods Handling Guide (DGHG) information is shared with the ship captain for information about the Port and emergency departure procedures.

1.2.4.1.12 Connecting hoses to ships

The following procedures are carried out by the ship.

- Before the hose connection is made between the manifold valve of the dock where the ship is docked and the manifold valve of the ship, it is checked with the ship's 2nd captain whether the ship's valve is the correct valve.
- Labels showing the type of goods and ship tank numbers are attached to the ship lines by the ship.

The hose connection operation for transfer is carried out by Liquid Field Personnel.

- On the port circuit valve side, the reel with ½" valve on which air / nitrogen connection can be made, sampling apparatus and existing fixed insulated flanges used to ensure electrical isolation with the ship are checked.
- Quick release couplings are installed between the hose and the port connection flange. Gaskets suitable for the type of load are placed before and after all fasteners and the bolts are tightened completely and mutually.

1.2.4.1.13 Land tanker filling operation:

- The speed limit in our Port Facility is 20 Km.
- Land Tankers without flame arrester are not allowed in the port facility.
- "Tare (kg)", "Total Capacity (m3)" and "Compartment Capacity" must be written on the land tanker.
- Flame arrestor apparatus are attached to the exhausts of the vehicle to be completely free from static electricity and grounding is done. Our automation system does not allow the filling of tankers without a grounding system connected.
- It is mandatory to use appropriate personal protective equipment and comply with all warning signs in the filling area.

Vehicle and driver requirements for dangerous liquid bulk cargoes;

- Dangerous Goods Activity Certificate of the company with the subject TRANSPORTER
- The company's transportation authorization certificate or vehicle card
- Hazardous Substances and Hazardous Waste Compulsory Financial Liability Insurance Policy
- ADR 5.4.1. Transport Document prepared by the SENDING company

- Written instruction on the vehicle prepared according to ADR Section 5.4.3
- ADR/Vehicle Conformity certificate and inspection reports
- Identitiy card/passport , SRC5 (basic and tanker) certificate and driving license suitable for the vehicle.
- Equipment and fittings within the scope of ADR:

  o The following equipment shall be carried on the transport unit:

  - For each vehicle, at least one block of appropriate size for the diameter of the wheel and the maximum mass of the vehicle.
  - Two self-supporting warning signs;
  - Eye rinse fluid; and

  o For each vehicle crew member

  - A warning vest;
  - Portable lighting equipment;
  - A pair of protective gloves; and
  - Eye protection.

  o Additional protective equipment required for certain classes:

  - For hazard label numbers 2.3 or 6.1, one emergency mask shall be carried on the transport unit for each vehicle crew member;
  - A shovel;
  - A sewage cover;
  - A collection container.

- There must be an appropriate number and capacity of fire extinguishers within the scope of ADR.
- Hazard warning signs and orange plates must be appropriate within the scope of ADR.

1.2.5 Procedures for Loading/Unloading, Handling, Stacking and Storage of Packaged Dangerous Goods (including Containers)

1.2.5.1 Acceptance Procedure

The container containing dangerous cargo subject to the customs regime is declared to the Customs Administration. According to the declaration; RED for physical inspection and document control; YELLOW for checking the accuracy of the declaration and its annexes without the need for physical inspection; BLUE for later control of declarations and

documents, GREEN for document control and physical inspection of the goods, and FULL DETECTION, PARTIAL INSPECTION, EXTERNAL INSPECTION are determined by dispatching to the line.

The customer or their representative requests the agency port and a service order is created. The Opening and Closing report is signed by the Customs inspection officer and the request is made to the port with this report and declaration.

The Safety Data Sheet (GBF-SDS) regarding the dangerous cargo is requested from the customer or their representative. No action is initiated regarding dangerous cargo for which GBF cannot be obtained. The Safety Data Sheet is examined by Operation, HSE and TMGD, and the necessary protective measures are taken and the teams are assigned.
The container is loaded onto the Port Vehicle at the stacking area and brought to the inspection area (CFS) and unloaded to the planned location. In this area, the container inspection is completed under the supervision of the Inspection Officer, Customer / Representative, Port Operations Officer and an Opening-Closing Report is prepared. During the inspection and sampling processes, waste (packaging paper, plastics, fixing materials, etc.) and leaks that may occur from the container containing dangerous cargo are intervened and cleaned by teams wearing protective clothing. The resulting residues are sent to the hazardous waste collection center for disposal.

1.2.5.2 Matters to be Considered in Handling

The Port Facility is equipped with fire equipment including; electric and diesel engine water pumps with sufficient power and capacity for cooling purposes connected to water tanks of sufficient volume, fire hydrants connected to fire pipes of sufficient number/diameter in necessary places, fire cabinets, spare energy production devices (generators) of sufficient power, sufficient number of foam (for extinguishing works other than buildings and liquefied gas fires) and dry chemical/powder fixed/mobile fire extinguishers and the details of which are specified in Article 8.10.

The personnel working in the loading/unloading of packaged dangerous cargoes in the coastal facility have received training in accordance with the IMDG CODE rules on emergencies (fire, explosion, leakage, etc.) and intervention, occupational health and safety in accordance with their job descriptions and work areas.
The work and operations regarding damaged cargo transport units or packages containing dangerous cargo will be carried out by taking the necessary precautions in the stacking area. In case of leakage in the mentioned cargo transport unit or packages, the operations related to these will be carried out in portable leakage pools with a capacity of 2 40-foot containers.

An IMO area in accordance with the separation and stacking rules for packaged dangerous cargo and containers carrying dangerous cargo will be determined and the temporary storage of the packaged cargo and containers in question will be carried out in accordance with the separation and stacking rules specified in section 4. Necessary fire, environmental and other safety measures will be taken in these areas. If dangerous cargo is stacked or stored in the entire area, access roads to cargo transport units containing dangerous cargo will be open

and equipment that can provide emergency facilities and capabilities for quick intervention will be available in the area.
The communication equipment used in the loading/unloading and handling operations of dangerous cargoes will be of a type that can be used safely and in sufficient numbers and sufficient to ensure uninterrupted communication, in working order and in good condition.

It will be checked that the necessary warnings, warning signs and fire alarm buttons are visible and easily accessible. In places and situations that pose a danger, the relevant personnel will be equipped with personal protective clothing and equipment in accordance with occupational safety and occupational health criteria. Personnel who do not have personal protective clothing and equipment appropriate to their job descriptions and work areas will not be employed.

1.2.5.3 Emergency Information

Operations officers shall have the following information regarding all hazardous loads transported or handled within their area of responsibility.

1.2.5.3.1 Identification of dangerous goods in accordance with the IMDG Code;

1. Details of the special equipment required for the safe transport of a particular dangerous cargo;
2. Steps to be taken in the event of a spill or leak, countermeasures to be taken against accidental contact, fire-fighting procedures and emergency procedures including appropriate fire extinguishing media.
3. Where special equipment is required for the transport of dangerous cargoes, information on this equipment and relevant test and inspection certificates shall be immediately made available to the master, the port authority and the responsible persons.
4. Information on emergency procedures shall be provided to the ship and to the persons responsible for cargo handling. This information shall be placed in the cargo office on board and in a place immediately accessible to the relevant persons at the interface.

- This information shall include emergency procedures at the berth, fire and emergency arrangements at the berth and the telephone numbers of the fire department, ambulance, police and other competent authorities to be notified in the event of an accident involving dangerous cargoes
- The telephone number of the port authority to be called in the event of an accident involving dangerous cargoes and the emergency telephone number shall also be included

1.2.5.3.2 The tallyman is responsible for keeping records of the positions of the loaded and/or discharged dangerous goods on the ship or in the port facility, and his/her duties will also be notified in writing. The tallyman's responsibility These records of the positions of the dangerous goods will be kept in a place where they can be presented to the relevant parties in an emergency and will support the emergency response and will be easily accessible by the relevant parties.

1.2.5.4 General Handling Precautions

- The port operator shall take the necessary care to prevent damage to packages, unit loads and cargo transport units, including those responsible for the transportation of dangerous goods.

- While transporting dangerous goods, necessary precautions shall be taken to prevent unauthorized persons from accessing the transport areas.

- If there is a problem in the storage of dangerous goods, the necessary applicable steps shall be taken to minimize the existing risks to persons and the negative effects on the environment.

- The packaging and packages to be used in the activities of replacing, repairing cargo transport units or placing damaged packages in rescue packages shall be manufactured and certified in accordance with the structure of the dangerous goods, within the scope of the provisions of IMDG Code Section 6. If the relevant packaging is required in the port operator, the rescue operation shall be carried out by requesting the appropriate rescue packaging from the cargo officer.

- In the port facility, the provisions of the “Cargo Transport Unit Packaging Application Code (CTU Code)” shall be taken into consideration in the internal loading operations and/or loading operations of cargo transport units onto other modes of transport.

- If container/vehicle loading is carried out in areas where the facility's cargo transport units are unloaded and/or in closed warehouses (CFS areas), the field manager will issue a "Container/Vehicle Packing Certificate".

- At the port entry points, it will be checked that each cargo transport unit arriving at the coastal facility to be transported by sea has a "Container/Vehicle Packing Certificate" and cargo transport units without such a certificate will not be allowed to be loaded onto the ship.

- The handling and temporary storage operations to be carried out will be carried out in accordance with the segregation rules specified in Table 1 (Segregation Table for Dangerous Cargoes in Port Areas) in the Annex to the "Recommendations on the Safe Transport of Dangerous Goods and Related Activities in Port Areas" of the International Maritime Organization (IMO) Circular No. MSC/Circ.1216.

- Fumigated and/or toxic gas containing cargo transport units shall be stacked in a way that their covers cannot be opened uncontrolled.

- Temperature controlled dangerous cargo transport units shall be temporarily stored in the IMO area by taking the necessary precautions. The temperature values of the cargo transport units in question shall be continuously monitored and monitored with a camera system.

- There is no closed area for Class 4.3 dangerous cargo packages that emit flammable gases when in contact with water and cargo transport units containing such packages. If containers containing Class 4.3 cargo are not affected by simple rain, sea water and similar factors, they may be stacked in the IMO area by taking into account the segregation rules. In other conditions, they shall not be allowed to be handled or entered into the port facility.

2. RESPONSIBILITIES

All precautions will be taken in our facility to carry out transportation safely, securely and harmlessly to the environment, to prevent accidents and to minimize the damage in the event of an accident, and the responsible authorities and their responsibilities in taking the precautions are as follows.

2.1 General Responsibilities

The general responsibilities of all parties involved in the transport of dangerous goods are as follows:

a) They are obliged to take all necessary precautions to ensure safe, secure and environmentally friendly transportation, to prevent accidents and to minimize the damage in the event of an accident.

b) In emergencies such as fire, leakage and spillage that occur during the transport of dangerous goods, they benefit from the EmS Guide, which includes Emergency Response Methods and Emergency Tables for Ships Carrying Dangerous Goods.

c) They benefit from the Medical First Aid Guide (MFAG) in the IMDG Code annex in order to provide the necessary medical first aid to persons affected by the damage caused by dangerous goods and health problems resulting from accidents involving these goods.

2.2 Responsibilities of the person responsible for the cargo

The responsibilities of the cargo officer are as follows:

a) Prepares and ensures that the mandatory documents, information and papers related to dangerous goods are prepared and ensures that these documents are with the cargo during the transportation activity.
b) Ensures that dangerous goods are classified, packaged, marked, labeled and placarded in accordance with their type.
c) Ensures that dangerous goods are loaded, stacked and securely fastened in approved packaging and cargo transport units in accordance with the rules.

2.3 Responsibilities of the coastal facility operator

The responsibilities of the coastal facility operator are as follows:

a) It does not allow ships carrying dangerous cargo to berth at its facility without the permission of the port authority.

b) It provides written information to the ship that will berth at its facility within the scope of the facility rules, cargo handling rules and relevant legislation.

c) It does not handle dangerous cargo for which it has not received a handling permit from the administration, and does not victimize the ships that will berth by making plans within this scope.

d) It requests the mandatory documents, information and papers regarding dangerous cargo from the cargo officer and ensures that they are with the cargo. If the relevant documents, information and papers cannot be provided by the cargo officer, it is not obliged to accept or handle the dangerous cargo at its facility.

e) It shares all the data that may be required according to the characteristics of the cargo with the ship officer and carries out the loading or unloading operation according to the agreement to be reached. It does not make any changes in the operation without the knowledge of the ship officer.

f) It determines the working limits by taking into account the safe working capacity of its facility and weather forecasts, and takes the necessary measures for the ship to remain safely moored at the dock and for handling to be carried out.
g) Checks the transport documents containing information that the hazardous cargoes arriving at its facility are properly classified, packaged, marked, labeled, placarded and safely loaded into the cargo transport unit.

h) Ensures that the personnel involved in the handling of hazardous cargoes and the planning of this handling receive the necessary training and are documented, and does not assign personnel without documents to these operations.

i) Ensures that the hazardous cargo handling equipment at its facility is operational and that the relevant personnel are trained and documented on the use of this equipment.

j) 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 hazardous cargo.

k) Carries out activities related to hazardous cargoes in docks, piers and warehouses established appropriately for these tasks.

l) Equips the docks and piers allocated for ships that will load or unload hazardous liquid bulk cargoes with appropriate installations and equipment for this task.
m) It keeps an up-to-date list of all dangerous goods on board berthed ships and in closed and open areas of its facility and provides this information to the relevant parties upon request.

n) It reports the immediate risk posed by the dangerous goods it handles or temporarily stores in its facility and the measures it takes in this regard to the port authority.

o) It reports the accidents related to dangerous goods, including accidents that occur during entry into closed areas, to the port authority.

p) It provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.

q) It ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods, which are not allowed to be temporarily stored, are transferred out of the shore facility as soon as possible without waiting, and applies to the Administration to obtain permission in cases where waiting is necessary.

r) It temporarily stores the cargo transport units in which the dangerous goods are carried in accordance with the rules of separation and stacking and takes fire, environmental and other safety measures appropriate to the class of the dangerous goods in the storage area. In areas where hazardous cargo is handled, it keeps fire extinguishing systems and first aid units ready for use at all times and performs the necessary checks periodically.

s) It obtains permission from the port authority before hot work operations and procedures to be carried out in areas where hazardous cargo is handled and temporarily stored.

t) It prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in emergency situations and submits it to the port authority and informs the relevant persons about the plan deemed appropriate by the port authority.

u) It ensures that the internal loading of cargo transport units is carried out in accordance with the loading safety rules in its facility.

2.4 Responsibilities of the Ship Owner

The responsibilities of the ship officials are as follows:

a) Ensures that the cargo to be carried by the ship is documented as suitable for transport and that the cargo holds, cargo tanks and cargo handling equipment are in a suitable condition for cargo transport.

b) Requests all mandatory documents, information and papers related to dangerous cargo from the cargo official and ensures that they are with the cargo during the transportation activity.

c) Ensures that the documents, information and papers that must be on the ship regarding dangerous cargo within the scope of legislation and international agreements are appropriate and up-to-date.

d) Checks the transportation documents containing information that the cargo transport units loaded onto the ship are marked, labeled and loaded safely.

e) Informs the relevant ship personnel on the risks of dangerous cargo, safety procedures, safety and emergency measures, intervention methods and similar issues.

f) Keeps up-to-date lists of all dangerous cargoes on the ship and declares them to the relevant parties upon request.

g) Ensures that the loading program, if any, on the ship is approved and documented and is kept operational.
h) Informs the port authority and the coastal facility about the immediate risk posed by the dangerous cargo on the ship berthing to the coastal facility and the measures taken in this regard.

i) In case of leakage in the dangerous cargo or if there is such a possibility, does not accept the dangerous cargo for transportation.

j) Informs the port authority about the dangerous cargo accidents that occur on its ship during navigation or while it is at the coastal facility.

k) Provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.

l) Does not accept to carry dangerous cargoes that are not included in the ship certificates issued by the relevant institutions and organizations.

m) Ensures that the seafarers responsible for the handling of dangerous cargo use personal protective equipment appropriate to the physical and chemical properties of the cargo during handling.

n) Ensures the requirements regarding the loading safety of the cargoes loaded on its ships.

2.5 Dangerous Goods Safety Advisor Responsibilities

a. To monitor compliance with the provisions of international agreements and conventions (ADR/IMDG) in the transport of dangerous goods.
b. It offers suggestions to the business in the transportation of dangerous goods according to the provisions of ADR / IMDG.
c. To prepare the annual activity report of the enterprise regarding the transportation of dangerous goods within the first four months as of the end of the year and submit it to the Administration in electronic environment.
d. Determining the dangerous goods to be transported and determining the requirements and compliance procedures in the IMDG/ADR regarding this substance.
e. Guiding the business while purchasing the transportation vehicles to be used in the transportation of dangerous goods.
f. To determine the procedures related to the control of the equipment used in the transportation, loading and unloading of dangerous goods.
g. To provide or provide training to the employees of the enterprise about the national and international legislation and the amendments made therein, and to keep the records of this training.
h. To determine the emergency procedures to be applied in case of an accident or an event that will affect the safety during the transportation, loading or unloading of dangerous goods,
i. To have the employees periodically perform exercises related to these and keep their records.
j. To ensure that measures are taken to prevent the reoccurrence of accidents or serious violations.
k. To ensure that the special conditions stipulated by the legislation regarding the transport of dangerous goods are taken into account in the selection and employment of subcontractors or third parties.
l. To ensure that employees involved in the transport, filling or unloading of dangerous goods have knowledge of operational procedures and instructions.
m. To take measures to increase the awareness of the relevant personnel in order to be prepared for possible risks in the transportation, loading or unloading of dangerous goods.
n. To create instructions for keeping the documents and safety equipment that should be in the vehicle during transportation according to the class of the dangerous substance.
o. To record all kinds of work, including training, audit and control on activities, to keep these records for 5 years and to submit them to the Administration if requested.
p. Preparing and enforcing the business security plan specified in ADR/IMDG.
q. In accordance with the provisions of the load loaded on the transport vehicle (IMDG/ADR);To determine procedures for work and operations related to packaging, labeling, marking and loading.
r. In the inspections to be carried out in relation to his duties in the facility; he/she shall keep records by specifying the date and time of the audited persons and works.

s. In case of any danger, to stop the work until the danger is eliminated, to start the work with its own approval when the danger is eliminated, and to notify the business or the competent authorities in writing of any stage in the process until the danger is eliminated.
t. TMGD, in the event that an accident that occurs during transportation, loading or unloading in the enterprise for which it is responsible causes harm to life, property and the environment; collects information about the accident and gives an accident report to the enterprise management or the Administration. This report, prepared by DGSA, is sent to the Administration via the address www.turkiye.gov.tr by the enterprise or DGSA Company within one month. This report does not replace the report that should be written within the scope of international or national legislation.
u. To prepare the annual activity report of the enterprise regarding the transportation of dangerous goods in accordance with the format determined by the Administration, within the first four months as of the end of the year, and to submit it to the DGSA company, within which it works, and to the business providing consultancy services, to send it to the Administration via www.turkiye.gov.tr when requested.
v. TMGDs authorized within the scope of the IMDG Code prepare a quarterly report regarding the responsibilities set forth in the Regulation on Maritime Transport of Dangerous Goods and Loading Safety of the coastal facilities they serve or serve and submit this report to the Administration.
w. Except for the coastal facilities that will receive PIUB for the first time, DGSA is present at the coastal facility during the PIUB audits and actively participates in the audits.
x. It prepares the dangerous goods handling and/or temporary storage parts of the Dangerous Goods Handling Guide of the facility together with the coastal facility and checks its accuracy. DGSA's signature is also included in the sections of the guide regarding dangerous goods handling and/or temporary storage.
y. In addition to the IMDG Code, within the scope of dangerous goods handled at the coastal facility, he/she will have information about the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications and generally the dangerous goods activities of the coastal facility. The coastal facility operator notifies the coastal facility operator in writing, with the periods agreed between the coastal facility operator and the coastal facility operator, on the condition that it does not exceed 6 (six) months, about its evaluations on whether the dangerous goods handled at the coastal facility are handled in accordance with the rules.

2.6 Responsibilities of Third Parties, Cargo/Ship Agents, etc. Operating in the Shore Facility

a) To ensure that the personnel who will work at the coastal facility receive the training specified in the Directive on IMDG Code Training Seminars dated 26 July 2019 and numbered 56617 of the Administration,
b) To act in accordance with the rules specified in the IMDG Code at the coastal facility,
c) To act in accordance with the Dangerous Goods Handling Guide and procedures regarding dangerous goods established by the coastal facility,
d) To report any non-conformity detected in the handling, transportation and storage of dangerous goods at the coastal facility to the relevant facility authorities,
e) To send the Safety Data Sheet, which is an important part of the work to eliminate the Occupational Health and Safety risks that may occur during the use and storage of dangerous goods and is prepared in order to inform the user correctly and sufficiently, containing the hazards and risks of the relevant dangerous goods and other information to the coastal facility operator and the Administration.

2.7 Responsibilities of the Carrier

a) Requests the mandatory documents, information and papers related to dangerous goods from the cargo officer and ensures that they are with the cargo during the transportation activity.

b) Checks the compliance of the dangerous goods classified, packaged, marked, labeled and placarded by the cargo officer with the legislation.

c) Checks that the dangerous goods are packaged in accordance with the rules using approved packaging and cargo transport units, loaded safely into the cargo transport unit and securely fastened.

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

3.1 Rules to be followed by Coastal Facility Operators

Coastal facility operators holding a hazardous cargo Compliance Certificate shall comply with the following rules.

3.1.1 If it is not possible to store dangerous goods in the area where they are unloaded at the pier or quay, coastal facility operators ensure that these materials are transported out of the coastal facility as soon as possible without waiting in the port area.

3.1.2 Dangerous goods are packaged appropriately and information identifying the dangerous goods and information on risks and safety precautions are included on the packaging.

3.1.3 Coastal facility personnel, seafarers and other authorized persons in charge of dangerous cargo handling wear protective clothing suitable for the physical and chemical properties of the cargo during loading, unloading and storage.

3.1.4 Persons who will fight fire at the dangerous cargo handling area are equipped with firefighter equipment and fire extinguishers, first aid units and equipment are kept ready for use at any time.

3.1.5 Coastal facility operators prepare an emergency evacuation plan for the evacuation of ships and marine vehicles from coastal facilities in case of emergency and submit it to the approval of the port authority.

3.1.6 Coastal facility operators are obliged to take fire, safety and security measures.

3.1.7 Coastal facility operators shall have the issues specified in this article approved by the port authority and announce them to the relevant parties.

3.1.8 The control of the provisions of this article is carried out by the port authority and when any nonconformity is detected, the handling operation is stopped and the nonconformity is eliminated.

3.1.9 According to the Regulation on Training and Authorization within the Scope of the International Code for Dangerous Goods Carried by Sea, published in the Official Gazette dated 22.01.2016 and numbered 29601, personnel who do not have the necessary training and certificates are not allowed to work in dangerous cargo handling operations and are not allowed to enter the areas where these operations are carried out.

3.2 Measures to be taken by Coastal Facility Operators

The measures taken in our facility by the Administration in relation to the rules specified in Article 11 of the “Regulation on the Transport of Dangerous Goods by Sea and Loading Safety” and Article 19 of the “Ports Regulation” are as follows:

3.2.1 Docks, piers, warehouses and storage areas reserved for explosive, flammable, combustible and other dangerous cargoes:

3.2.1.1 Docks and piers reserved for the handling of ships carrying dangerous cargo

Dock / Pier No.	Length (m)	Width (m)	Minimum water dept (metre)	Maximum water depth (metre)	The largest vessel tonnage and length to berth (DWT OR GRT)
Dock No.1	322		5,50	8,00	7.000
Dock No.2	185		10,50	11,00	28.900
Dock No.3 (liquid) RO –RO	430		7,50	10,00	28.900
Dock No.4	321	60	11,00	12,00	38.000 (46.000 DT)
Dock No.5	349	60	7,50	10,00	28.900
Dock No.6	345	20,30	4,00	9,50	20.000
Dock No.7 (Train/Ferry)	145		7,00	9,30	8.000
Dock No.8 (liquid)	189	30	9,30	10,00	15.000
Dock No.9	137		4,5	5,0	1.875
Dock No.10	225		6,5	7,0	5.000
Ferry Pier	100		5	7	1.875

3.2.1.2 Separated Warehouses and Depots for Hazardous Loads:

There are warehouses and silos in our coastal facility.

3.2.2 Dangerous Cargo Handling Equipment and Installations:

The loading/unloading of hazardous cargo arriving at our coastal facility is provided by the following vehicles.

- 8 Mobile Cranes
- 5 Forklifts
- 1 Stacker
- 7 Tractor Trailers
- 1 Piece of Bucket handling machine (Loader)
- 3 Handling Machines (Bobcat)

3.2.3 Procedures to be taken if the storage of dangerous goods after discharge at the pier or quay cannot be ensured

Liquid hazardous cargoes accepted at our shore facility are filled from the ship to the tank via pipeline, from the tank to the land vehicles, and are removed from the shore facility as soon as possible without delay.

3.2.4 Information on packages and packaging of dangerous goods and risk and safety precautions:

Packaging is not done in our shore facility.

3.2.5 Standard protective clothing used by shore facility personnel, seafarers and other authorized persons related to the cargo during loading, unloading and storage when handling dangerous cargo:

- Work Clothes - twice a year
- Steel Toe Work Shoes (Summer) - once a year
- Steel Toe Work Shoes (Winter) - once a year
- Helmet - once a year
- Protective Gloves - as they wear out
- Disposable filter mask - if needed
- Reflective vest - once a year

In addition to the Personal Protective Equipment listed above, if there are special equipment listed in the Safety Data Sheet of the hazardous cargo, they will also be used. For liquid hazardous cargo, chemical-resistant overalls, masks, boots and gloves are provided for the operation.

3.2.6 Teams that will respond to fires in the hazardous cargo handling area, equipment of these teams, fire extinguishing systems and first aid units:

The list and duties of the people who will fight fires at our coastal facility, fire extinguishing systems and first aid teams and the duties of these teams are as in the “Emergency Action Plan”.
The firefighting team in our facility is equipped with firefighting equipment and fire extinguishers and first aid units and equipment are kept ready for use at all times.
Information on fire protection systems in our coastal facility is as in the Dangerous Cargo Handling Guide, Articles 8.10, 8.11, 8.12.

3.2.7 Preparation of emergency evacuation plans by coastal facility operators for the evacuation of ships and marine vessels from coastal facilities in emergency situations:

This type of plan is not available in our facility.However, in case of any emergency VHF 16.The ship's watch officer is warned directly from the channel and/or through the Watch Chiefs, and the ship's machinery is started.When the ships are ready, they are moved out of the port area by their own means or with the help of tugboats.Depending on the emergency situation,

mooring service may not be provided to ships, and ropes attached to the dock may be cut on deck.

3.2.8 Matters regarding fire, safety and security measures to be taken by coastal facility operators:

The measures taken in our facility regarding fire are as in the Emergency Action Plan.

The measures taken in our facility regarding security are as in the Port Facility Security Plan prepared within the scope of the ISPS CODE.
The matters regarding the safety measures taken in our facility are as in Article 9 of the Dangerous Goods Handling Guide.

3.2.9 Necessary training and certificates in accordance with the Directive on IMDG CODE Training Seminars published with the Ministry Approval No. 56617 dated 26/07/2019:

Personnel working in the handling of dangerous goods will attend the IMDG Code General Awareness Training, Task-Oriented Training and Safety Training, which will be valid for 2 years, within 3 months after starting their first job within the scope of the relevant legislation, and the Renewal Training 2 years after this training.
Employees who do not have this training certificate cannot take part in the dangerous goods operation.

In addition to port employees, customer and agency employees who will work, take on duties in the port, and be responsible for temporary work or transactions will also be required to have completed this training.
Employees and officers who do not have this training certificate cannot work in areas where dangerous goods operations are carried out.

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

4.1 Classes of Dangerous Goods

The classification of dangerous goods handled in our port must comply with the provisions of the IMDG Code.The classification principles and criteria for dangerous goods are explained in detail in the IMDG Code Part 2 and the Dangerous Goods Handling Guide in Chapter 5 of this document.Dangerous goods that are not properly classified will not be processed.All costs for dangerous goods that are not properly reported to the port authority, or are reported incorrectly or incompletely, are recourse to the person concerned.

Dangerous goods are divided into the following categories according to their origin and characteristics:

Petroleum and its by-products – Fire and explosion are their main risks (benzenes, liquefied petroleum gas and other fuels)
Chemical products – (Industrial, pharmaceutical and agricultural) products manufactured and loaded either as end-consumption products or by-products for industrial use.The latter account for the majority of dangerous goods transported, and if not handled properly, they can cause great harm to people, transport units and the environment.
Minerals – Minerals such as coal, sulfur, mineral concentrates and other metals or asbestos that can cause different diseases, injuries, poisoning or fires.
Products of animal or vegetable origin – products such as fishmeal, oilseeds and press cakes made of cotton, which can cause spontaneous combustion, fires or explosions,
Radioactive materials – Materials used in various industrial and medical processes as well as military applications that can cause immediate harm in high doses or cancer and other diseases in humans even in small doses after long-term exposure.

According to the IMDG CODE, hazardous cargoes are classified from Class 1 to Class 9 and most of these substances are considered marine pollutants.
A marine pollutant is defined as a substance that disrupts aquatic organisms living in water

4.2 Packages and Packaging of Dangerous Goods

The packages and wrappings of dangerous goods handled in our port must comply with the IMDG Code and relevant legislation.Requirements for packages and wrappings of dangerous goods IMDG Code 4.and 6.It is explained in detail in the sections below and in the Dangerous Goods Handling Guide in Section 5 of this document.Dangerous goods that are not packaged properly will not be processed.All costs related to unsuitable and unapproved packaging are recourse to the cargo owner.

4.3 Placards, Plates, Brands and Labels for Dangerous Goods

The plates, brands and labels of dangerous goods handled in our port must comply with the IMDG Code and other relevant legislation.Plates, signs, brands and labels for dangerous goods IMDG Code 5.It is explained in detail in the Dangerous Goods Handling Guide in this section and in Chapter 5 of this document.Dangerous goods and cargo transport units that are not properly marked, labeled or plated will not be processed.All costs incurred for this type of dangerous cargo are recoursed to the person responsible for the cargo.

Examples of labels for each class are as follows.

CLASS 1		
	1	Explosive substances and products used to produce explosions or pyrotechnic effects
Sub-class		
	1.1	Explosives posing a mass explosion hazard
	1.2	Explosives with severe projection hazard
	1.3	Explosives that do not pose a fire, explosion or projection hazard but do pose a mass explosion hazard
	1.4	Explosives presenting minor fire or projection hazard
	1.5	Impact insensitive materials posing a mass explosion hazard
	1.6	Extremely insensitive materials to impact

CLASS 2		
	2.1	Flammable (Combustible) Gases
	2.2	Non-Toxic, Asphyxiating Gases
	2.3	Poisonous Gases
CLASS3		
	3	Flammable Liquids
CLASS 4		
	4.1	Flammable Solids, Self-Decomposing and Desensitized Solids
	4.2	Substances that emit flammable gases in contact with water
	4.3	Substances that emit flammable gases in contact with water
CLASS5		
	5.1	Oxidizing, Corrosive (Oxidizing) Substances
	5.2	Organic Peroxides

CLASS 6		
	6.1	Toxic substances
	6.2	Infectious substances
CLASS7		
	I	Category I-White (7A)
	II	Category II-Yellow(7B)
	III	Category III-Yellow(7C)
	FISSILE	Critical safety index label (7E)
CLASS8		
	-	Corrosive
CLASS9		
	-	Environmentally harmful substances

4.4 Markings and Packing Groups of Dangerous Goods:

The marking and packaging groups of hazardous cargo handled in our port must comply with the IMDG Code and other relevant legislation.Marking and packaging groups for dangerous goods IMDG Codes 2 and 5.section and is explained in detail in the “Dangerous Loads List”.Dangerous goods that are incorrectly marked and not assigned to a packaging group will not be processed.All costs incurred for this type of dangerous cargo are recoursed to the person responsible for the cargo.

4.5 Tables for Separation of Dangerous Goods on Ships and in Ports According to Their Classes:

Depending on the class of hazardous cargo handled in our port, the stacking and segregation procedures on board must comply with the provisions of the IMDG Code and other relevant legislation.Stowing and segregation procedures on ships for dangerous cargo, IMDG Code 7.It is explained in detail in this section and in the MSC 1216 Document.It is the responsibility of the ship captain and facility manager to comply with these stowage and segregation provisions.

Port Segregation Table as follows:

		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	O	O	O	S	A	S	O	S	S	O	A	O
Compressed gases	2.2	O	O	O	A	O	A	O	O	A	O	O	O
Toxic gases 2.3		O	O	O	S	O	S	O	O	S	O	O	O
Flammable liquids	3	S	A	S	O	O	S	A	S	S	O	O	O
Flammable solids	4.1	A	O	O	O	O	A	O	A	S	O	A	O
Spontaneously combust. 4.2		S	A	S	S	A	O	A	S	S	A	A	O
Dangerous when wet 4.3		O	O	O	A	O	A	O	S	S	O	A	O
Oxidising substances 5.1		S	O	O	S	A	S	S	O	S	A	S	O
Organic peroxides	5.2	S	A	S	S	S	S	S	S	O	A	S	O
Toxic substances	6.1	O	O	O	O	O	A	O	A	A	O	O	O
Corrosive substances	8	A	O	O	O	A	A	A	S	S	O	O	O
Miscellaneous	9	O	O	O	O	O	O	O	O	O	O	O	O

O	**NO SEGREGATION**
A	**….AWAY FROM (>3m or No Segregation)**
S	**….AWAY FROM (on shore >6m or on Warehouse >12m) or (on shore >3m or on Warehouse >6m)**

4.6 Dangerous Cargo Documents:

Documents related to dangerous goods handled in our port must comply with the IMDG Code and other relevant legislation.Documentation and certificate requirements for dangerous goods IMDG Code 5.section is explained in detail.Dangerous cargo that does not have the required documentation and is not presented properly will not be processed.All costs incurred for this type of dangerous cargo are recoursed to the person responsible for the cargo.

Documentation, control and recording work and procedures related to dangerous cargoes are explained in Chapter 7 of this Guide.It is explained in detail in the section.

5. HANDBOOK ON DANGEROUS GOODS HANDLED ON THE COASTAL FACILITY

In order to contribute to the safe performance of the activities of the port facility that carries out the loading/unloading of dangerous goods, handling and temporary storage;

- Dangerous goods classes,
- Dangerous goods packages,
- Packaging,
- Labels,
- Signs and packaging groups,
- Separation tables on the ship and in the port according to the classes of dangerous goods,
- Separation distances of dangerous goods in warehouse storage,
- Separation terms,
- Dangerous goods documents,
- Information on work safety,
- Dangerous goods emergency response action flow diagram
- Emergency contact information
- Emergency equipment locations
- Shore facility rules

As in ANNEX-10 of the Dangerous Goods Handbook.

6. OPERATIONAL MATTERS

6.1 Procedures for the safe berthing, mooring, loading/unloading, sheltering or anchoring of vessels carrying dangerous cargo during the day and at night:

- Ships carrying dangerous cargo will be berthed at the pier with Pilot and Tugboats, preferably during the day, and at night when permitted by the Harbour Master, as determined in the Port Regulations.
- The Pilot will be briefed about the dangerous cargo on board before the manoeuvre.
- In risky situations, the berthing will be planned after the ship is lifted, taking into account the position of the ship carrying dangerous cargo.
- If the ship's captain's practice regarding mooring the ships is not deemed safe for the port, the ship's captain will be asked to moor the ship with additional ropes.
- In cases where adverse weather conditions, currents and winds are deemed to make loading/discharging unsafe, measures such as stopping the activity or even lifting the ships to anchor will be taken.
- There are different anchorage areas for ships carrying dangerous cargo, and the ships will wait in these anchorages allocated to them.

6.2 Procedures for Additional Measures to be Taken According to Seasonal Conditions for Loading, Discharging and Limbo Operations of Dangerous Cargoes

- Seasonal conditions should be taken into account in the loading/unloading of dangerous cargo.In extreme heat, extreme cold, excessive rainfall, poor visibility, lightning and electrical conditions, handling of flammable, combustible and explosive loads should be postponed or stopped for a while.
- It should be planned to continue loading/evacuating in unfavorable conditions or, in cases of necessity, to keep fire, fire brigade, fire extinguishing tugs and emergency response teams waiting in conditions where they can quickly intervene in a possible undesirable situation.
- In case of continuity of similar conditions, the personnel working should be selected from experienced personnel, frequent planning of rest periods in extremely intensive work, increasing the lighting, etc.precautions should be taken.

6.3 Procedures for Keeping Flammable, Combustible and Explosive Materials Away from Operations That Create/Can Create Sparks and Not Operating Tools, Equipment or Tools That Create/Can Create Sparks in Hazardous Load Handling, Stacking and Storage Areas:

In hazardous cargo areas, when handling hazardous cargo, especially when working with flammable, combustible and explosive materials;

• No hot work (welding, cutting etc.), in case of necessity, technical safety measures should be taken and controlled work should be carried out,
• Use of ex-proof (non-sparking) hand tools,
• Grounding should be done in order to completely eliminate static electricity from all kinds of vehicles that will be connected to the loading/unloading platform in the facility during

the loading/unloading operation and flame arrester apparatus should be installed on the exhausts, All flanges used in the vehicles should be insulated,

• Working with experienced personnel,

• Informing the relevant units before the work,

• Briefing the personnel who will work in the field,

• Especially in closed area works, measurements should be made for toxic, suffocating gases and sufficient oxygen and measuring devices should be kept ready for use,

• Protective measures and equipment such as water curtain, protective separation, mechanical ventilation should be kept ready for use,

• Ensuring that the personnel who will perform such hot work (HOT WORK) wear protective clothing and equipment and, if necessary, use closed circuit breathing apparatus.

• In such studies, emergency teams should be assigned to respond quickly to any possible undesirable situation.

6.4 Procedures for Fumigation, Gas Measurement and Degassing Work and Operations:

Fumigation, gas measurements and degassing operations of Closed Transport Containers should be carried out as follows:

- Closed Transport Containers should be ventilated thoroughly by opening the lids.Personnel who will open the lids should be briefed on this issue, and it should be clearly explained that there may be flammable, explosive, or toxic gases inside the container.
- If work is to be done in a closed container, gas measurement control must be made.
- Measuring devices must be previously tested and calibrated.
- In closed transport containers where toxic gases are suspected, measurements should be made in protective clothing and using a closed circuit breathing apparatus.
- Measurement results must be recorded and can be shown when requested.
- Gas, powder, granules, residual liquid etc. in Closed Transport Containers.It should be noted that even very small amounts of these substances may remain and that if a different dangerous cargo is placed in the containers without cleaning these residues, these products may cause undesirable reactions.

7. DOCUMENTATION, CONTROL AND REGISTRATION

7.1 All Mandatory Documents, Information and Documents Regarding Dangerous Goods, Procedures for Their Procurement and Control by the Relevant Persons

7.1.1 The following documents regarding hazardous cargoes are kept up to date by the Coastal Facility.

- SOLAS 1974,
- IMDG CODE Volume 1, 2 and SUPPLEMENTARY BOOK,
- IBC CODE
- MARPOL ANNEX 1 and 2
- ISGOTT
- IMSBC CODE, International Code for Solid Bulk Cargoes Carried by Sea,
- CSC International Convention for Safe Containers, 1972 as amended

7.1.2 In order for the Coastal Facility to handle the hazardous cargo arriving at the facility safely and to take appropriate precautions, documents sent in advance are required. These documents are as follows:

- Dangerous Cargo Notification Certificate
- Container/Vehicle Packing Certificate
- Documents Required on Board
- Other Required Documents and Information
- Multi Model Dangerous Cargo Form

7.1.2.1 Dangerous Goods Notification Document:

The shipping documents prepared by the shipper (Container/Vehicle Loading Certificate etc.) shall include a “Signed Certificate or Hazardous Cargo Notification Document” stating that the shipment to be transported is properly packaged, marked, labeled and in suitable conditions for shipment.
At least twenty-four hours before the ship and sea vehicle carrying dangerous goods enter the port administrative area;Ships and marine vessels with a cruise time of less than twenty-four hours until they enter the port area submit a notification document containing detailed information about their cargo to the port authority in writing, right after their departure from the coastal facility.
The cargo person has to notify the coastal facility at least 3 hours before entering the coastal facility regarding the dangerous goods coming by road and rail.
In case the notification obligation is not complied with or the notifications do not contain correct information, administrative action may be taken against the notifier and he may lose the order of approaching, departing, or passing, if any.
When the Dangerous Goods Notification Document is provided to the carrier by EDP (Electronic Information Processing) or EDI (Electronic Information Exchange) techniques, the sender information will be produced without delay as a printed document in the required order in this section.
Dangerous Goods Notification Document can be in any form, provided that it contains all the information specified in IMDG Code Section 5.4.

7.1.2.2 Container/Vehicle Packing Certificate

If dangerous goods are loaded or packed into any container or vehicle, those responsible for packing/loading the container or vehicle shall provide a “container/vehicle packing certificate”, which shall indicate the identification number of the container/vehicle and that the operations carried out comply with the following:

- The container/vehicle is clean, dry and in a suitable appearance to receive hazardous materials,
- Packages that should be separate according to applicable segregation requirements are not packed together and/or placed/loaded into the container/vehicle,
- All packages are inspected for external damage and only intact packages are loaded.
- Unless otherwise stated, barrels are stacked upright, all items are properly loaded and, where necessary, wrapped with the necessary lashing material to suit the mode(s) of transport for the intended course.
- The materials loaded in bulk are loaded in a uniform distribution within the container/vehicle,
- Containers/vehicles and packages;is properly and appropriately branded, labeled and labeled,
- If solid carbon dioxide (CO2-dry ice) is used for cooling purposes, the container/vehicle is properly marked on the outside,
- For each Dangerous goods shipment loaded into the container/vehicle, there is a Dangerous Goods Notification document,

"Notes:“There is no need for a container/vehicle packing certificate for portable tanks.”

The information required in the Dangerous Goods Notification Document and the container/vehicle packaging certificate can be collected in a single document.If not, the documents will be added together.If they are a single document, there will be a signed statement at the bottom of the document such as:“It is declared that the packaging of the materials loaded into the container/vehicle was done in accordance with the appropriate provisions.”This notice will be dated and the identity of the person signing it will be included in the document.

If the container/vehicle packing certificate is presented to the carrier via EDP or EDI sending techniques, the signature(s) may be electronic signature(s) or the name(s) of the person(s) authorized to sign may be written (in capital letters) instead.

When the container/vehicle packing certificate is provided to a carrier via EDP or EDI techniques and the Hazardous cargoes are subsequently transferred to a carrier requesting a printed Hazardous cargoes shipping document, the carrier shall ensure that the printed document states “Original received electronically” and that the signatory’s name is in capital letters.

7.1.2.3 Documents required to be on board

Every ship carrying dangerous goods and marine pollutants shall have a special list, manifest or stowage plan regarding the names and locations of dangerous goods and marine pollutants.This specific list and manifesto will be based on the documents and certificates required in the IMDG Code.
A detailed stowage plan showing the location of all hazardous cargoes and marine pollutants, determined by class, may be used instead of this special list or manifest.
For dangerous cargo shipments;Appropriate information will always be at hand to be used in emergency response to any accident or incident related to hazardous loads during transportation.This information will be kept away from packages containing hazardous cargo and will be immediately accessible in the event of an incident.Information to be used in emergency response will be found in the following documents.

- Within the special list, manifest or dangerous cargo declaration,
- In a separate document such as a safety data sheet,
- In separate documents such as the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) and the Emergency Response Methods for Ships Carrying Dangerous Goods (EMS Guide) to be used in conjunction with the transport document.

7.1.2.4 Other necessary information and documents

In certain cases, specific certificates or documents will be required as specified below.

- A weathering certificate, as required for certain entries in the Dangerous Goods List
- Matter, material or object;A certificate excluding IMDG provisions (see separate entries for charcoal, fish meal, seed meal, etc.);
- For new self-reactive substances and organic peroxides or new formulations of currently allocated self-reactive substances and organic peroxides, a notification by the competent authority of the country of origin of the approved classification and transport conditions.

7.1.2.5 Multimodal Hazardous Loads Form

The Multimodal Dangerous Goods Form is a form that can be used as a combined dangerous goods declaration and container packing certificate for the transport of dangerous goods in more than one mode.
An example of the Multimodal Dangerous Goods Form is as in ANNEX-18.

7.2 Procedures for Keeping a Regular and Complete Updated List of All Hazardous Cargoes and Other Relevant Information at the Coastal Facility Site

The port facility is obliged to provide the relevant parties with information, upon request, indicating the class, quantity, emergency response methods and locations of all dangerous goods present in the port facility.

Records of dangerous goods handled in our port will be kept by the operations department, including the following information.

- UN Number,
- PSN name (Proper Post Name),
- Class (with Sub-hazards),
- Packaging Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9),
- Whether it is a Marine Pollutant,
- Receiver and Sender,
- Container/Packaging, number,
- seal number,
- Additional Information (ignition temperature, viscosity, etc.),
- Where it is stored in the Port Area,
- Duration of stay in port.

This information is kept in a computer environment or in a file format that only authorized personnel can access and is displayed upon request.
The port facility keeps up-to-date information on the class and quantity of dangerous goods it handles throughout the year and reports it to the Port Authority on a quarterly basis.

7.3 Reporting Procedures to Indicate that Hazardous Loads Arriving at the Facility Are Properly Identified, the Correct Shipping Names of Hazardous Loads Are Used, They Are Certified, Packaged/Packaged, Labeled and Declared, Loaded and Transported Safely in Approved and Proper Packaging, Container or Cargo Transport Unit, and Controlled and Controlled Results:

Planning and operations coordinate the checks on the accuracy of the following information on the Dangerous Goods documents prepared by the Shipper for the Dangerous Goods to be accepted to the Port;
- UN Number,
- PSN name (Proper Post Name),
- Class (Class 1.4S, 2, 3, 4, 5, 6.1, 8, 9 with sub-hazards),
- Packaging Group (I, II, III),
- Whether it is a Marine Pollutant,
- Container / Packaging , number,
- seal number,
- Additional Information (flash point, viscosity, etc.)
- Where to be stored in the Port Area

This information is transmitted to Operations Officers, Shift Managers, HSE and other employees who need to know via terminals/documents, thus ensuring control of the incoming dangerous cargo.If the information received from the Operation and the cargo carry different information, the Operation is immediately informed and the Sender is instructed to verify the information regarding the dangerous cargo/vehicle/container and to correct any missing or incorrect label brands.

7.4 Procedures for Obtaining and Keeping Hazardous Cargo Safety Data Sheets (SDS):

According to the Regulation on Safety Data Sheets for Hazardous Substances and Mixtures published on December 13, 2014, it is mandatory to have a Dangerous Goods Safety Data Sheet (GBF-SDS) containing the following information with the dangerous goods to be transported in all modes of transport (Road, Rail, Air and Sea) by the laws of our country.

- UN Number,
- PSN name (Proper Shipping Name) (Required for sea transportation)
- Class (Class 1.4S, 2, 3, 4, 5, 6.1, 8, 9 with Sub-hazards)
- Packaging Group (I, II, III)
- Marine Pollutant or not,
- Tunnel Restriction Code (Required for road transportation)

For all dangerous goods to be accepted to the port, it is checked that this document is with the dangerous goods.

7.5 Procedures for Keeping Records and Statistics of Dangerous Goods:

ADMINISTRATION has requested that a report containing information on dangerous goods handled in our Port Facility be reported to the Port Authority on a quarterly basis.

Statistical evaluations of the records regarding the dangerous goods handled annually in our port are made by the trade and operations departments.

Monthly counting and control reports of hazardous cargo stored in our port area are prepared by the operations department and presented to the management.

Records and reports are archived by the departments in 5-year periods.

7.6 Information regarding the Quality Management:

ISO 14001:2015 valid until 27.12.2025,
ISO 9001:2015 valid until 27.12.2025,
ISO 45001:2018 valid until 27.12.2025, quality management system documents are available and remain valid.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE:

8.1 Procedures for Intervention in Hazardous Loads that Pose/May Pose Risk to Life, Property and/or the Environment and Hazardous Situations Involving Hazardous Loads:

Hazardous cargoes that come to the coastal facility, are handled, stored, loaded and discharged, pose unique risks such as explosion, fire, corrosion, poisoning, infectious diseases, and radiation. Therefore, the types of emergencies that the coastal facility will encounter are many. In order to cope with these risks, it is extremely important to develop an Emergency Action Plan in cooperation with local emergency teams, to publish it, and to implement the plan that has been created.

8.1.1 The following points will be taken into consideration in the establishment of the emergency strategy at the coastal facility:

- Preventing Accidents
- Preparing an Emergency Action Plan
- Implementing and Drilling Emergency Procedures
- Regularly Checking Emergency Equipment
- Implementing the Plan When an Emergency Occurs
- Analysing and reporting the incident thoroughly to prevent recurrence

8.1.2 Procedure for responding to hazardous loads that pose a risk to life, property and/or the environment in our facility and to hazardous situations involving hazardous loads:

Intervention in dangerous situations will be carried out according to the Emergency Action Plan prepared by our facility.

8.2 Information on the coastal facility's ability, capability and capacity to respond to emergencies

8.2.1 Fire Intervention facility, capability and capacity:

- 8" Fire Pipeline on the Pier
- 4-8" Fire Pipeline in the field
- 20 Hydrants and 20 Fire Cabinets connected to them
- 10 Pieces of 110 mm 30 Metre Hose
- 10 Pieces of 85mm 30 Meters Hose
- 24 Pieces 6 Kg. Dry Chemical Powder
- 12 Pieces of 50 Kg Dry Chemical Powder
- 2 Pieces of 10 Kg. CO2 Cylinders
- 50 kg foam

8.2.2 Possibility, capability and capacity against leakage and spillage.

As in ANNEX-14.

8.3 Regulations regarding first response to accidents involving dangerous cargo

8.3.1 The accidents that may occur due to hazardous cargo in our port facility are Fire and Flow/Leakage/Spilling.

8.3.2 Precautions that can be taken against fires caused by hazardous loads are as follows:

- In case of a fire as a result of an accident involving hazardous cargo handled in port facilities, the Emergency Plan (EMS) in the annex of the IMDG CODE will be taken into consideration.
- The general measures to be implemented in the emergency plan for fire are as follows.
  - FA (General Fire Plan)
  - FB(Explosives and articles)
  - FC (Non-Flammable Gases)
  - FD (Flammable Gases)
  - FE (Flammable Gases That Do Not React with Water)
  - FF (Temperature Controlled Self-Reactants and Organic Peroxides)
  - FG (Substances Reacting with Water)
  - FH (Potentially Explosive Oxidizing Substances)
  - FI (Radioactive Substances)
  - FJ (Temperature Uncontrolled Self-Reactants and Organic Peroxides)

- In case of an accident and fire in some of the cargo handled in our port facility, the items to be taken into consideration from the IMDG CODE Annex tables are as follows.

UN	NAME AND DESCRIPTION	EMS FIRE
UN 2067	AMMONIUM NITRATE BASED FERTILIZERS	F-H
UN1824	SODIUM HYDROXIDE SOLUTION	F-A

When a cargo that is classified as dangerous other than the cargo specified in the table above arrives, the EMS Fire Plan will be followed based on the UN Number, and if external support is received, the authorities will be warned.

8.3.3 Precautions that can be taken against leakage/spillage that may occur due to dangerous loads are as follows:

- In case of an accident involving dangerous goods handled in port facilities, the Emergency Plan (EMS) in the annex of the IMDG CODE will be taken into consideration.
- The measures to be implemented in the emergency plan for leakage/spillage are generally as follows.

  - SA(Tocsic substances)
  - SB(Corrosive Substances)

- SC (Flammable, Corrosive Liquids)
- SD (Flammable Liquids)
- SE (Flammable Liquids, Floating on Water)
- SF (Water-soluble Marine Pollutants)
- SG (Flammable Solids and Self-Reactive Substances)
- SH (Flammable Solids “Melting Substances”)
- SI (Flammable Solids “Repackage Possible”)
- SJ (Wetted Explosives, Certain Self-Heating Substances)
- SK (Temperature Controlled Self-Reactive Substances)
- SL (Spontaneously Combustive and Water Reactive Substances)
- SM(Sudden Burning Damage)
- SN(Substances That Actively React with Water)
- SO(Substances Hazardous When Wet “Non-Collected Substances”)
- SP(Substances Hazardous When Wet “Collected Substances”)
- SQ(Oxidizing Substances)
- SR(Organic Peroxides)
- SS(Radioactive Substances)
- ST(Biohazardous cargoes)
- WATER (Flammable, Toxic and Corrosive Gases)
- SV(Non-Flammable and Non-Toxic Gases)
- SW(Oxidizing Gases)
- SY(Explosive Chemicals)
- SZ(Toxic Explosives)

- In case of an accident and leakage/spillage of some cargo handled in our port facility, the items to be taken into consideration from the IMDG CODE Annex tables are as follows.

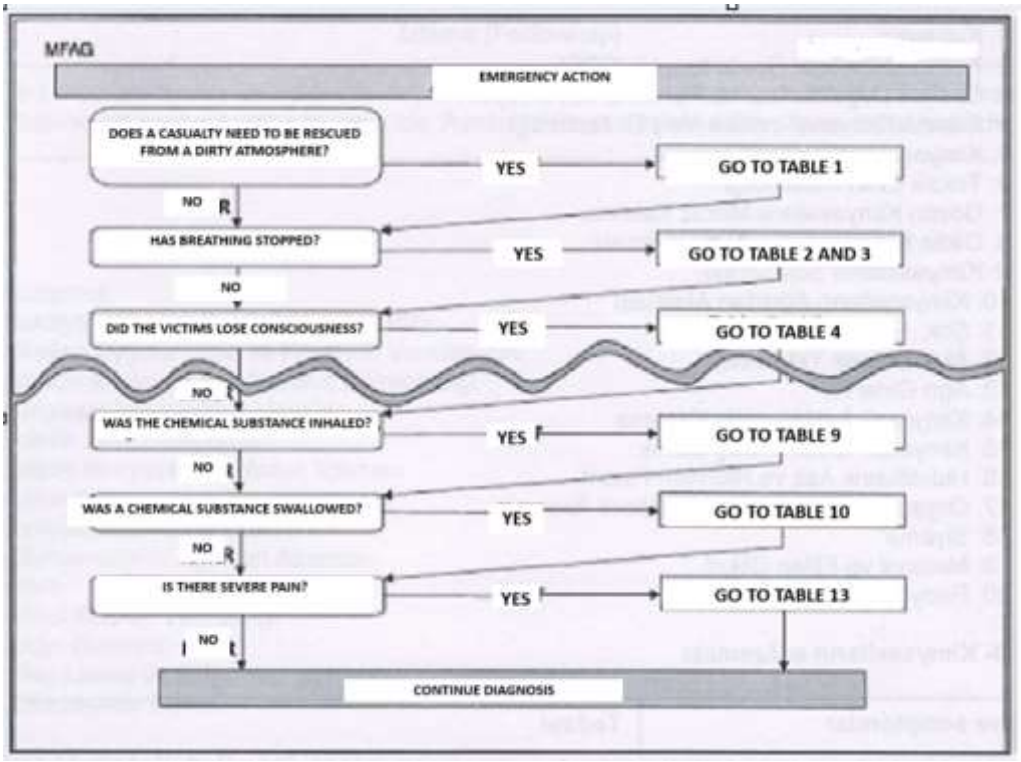
UN	NAME AND DESCRIPTION	EMS AKMA/SIZINTI/DÖKÜNTÜ
UN 2067	AMMONIUM NITRATE BASED FERTILIZERS	S-Q
UN1824	SODIUM HYDROXIDE SOLUTION	S-B

8.3.4 In accidents involving hazardous loads, the medical first aid guide (MFAG) will be used.The points to be considered while using the guide are as follows.

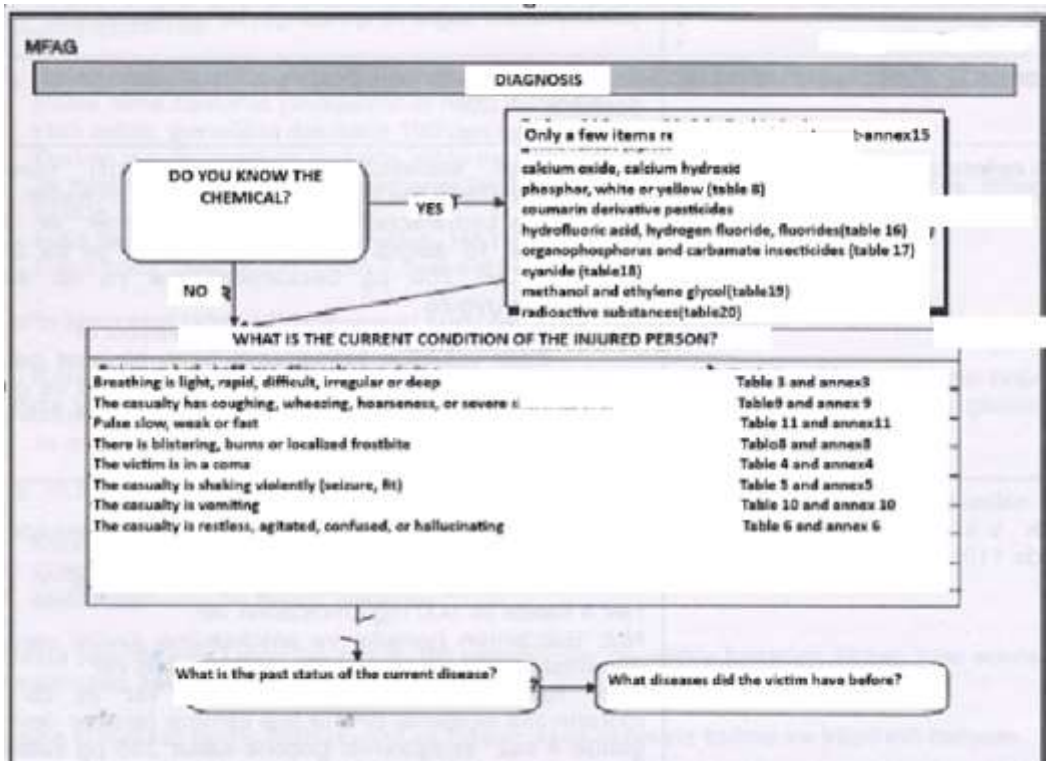
- When exposed to a hazardous load, emergency intervention will be the first step.
- Medical first aid guide will be applied in 3 steps.

1.step: Emergency intervention and diagnosis It starts from here
2.step: Consider the tables The tables include brief instructions for special cases.
3.step: Consider the attachments The appendices contain detailed information about medications and chemicals to which you may be exposed.

8.3.5 The following table is used when performing Emergency Response:



8.3.6 The following table is used in diagnosis:



8.3.7 The MFAG Tables contain additional information for special cases and the information regarding the tables is as follows:

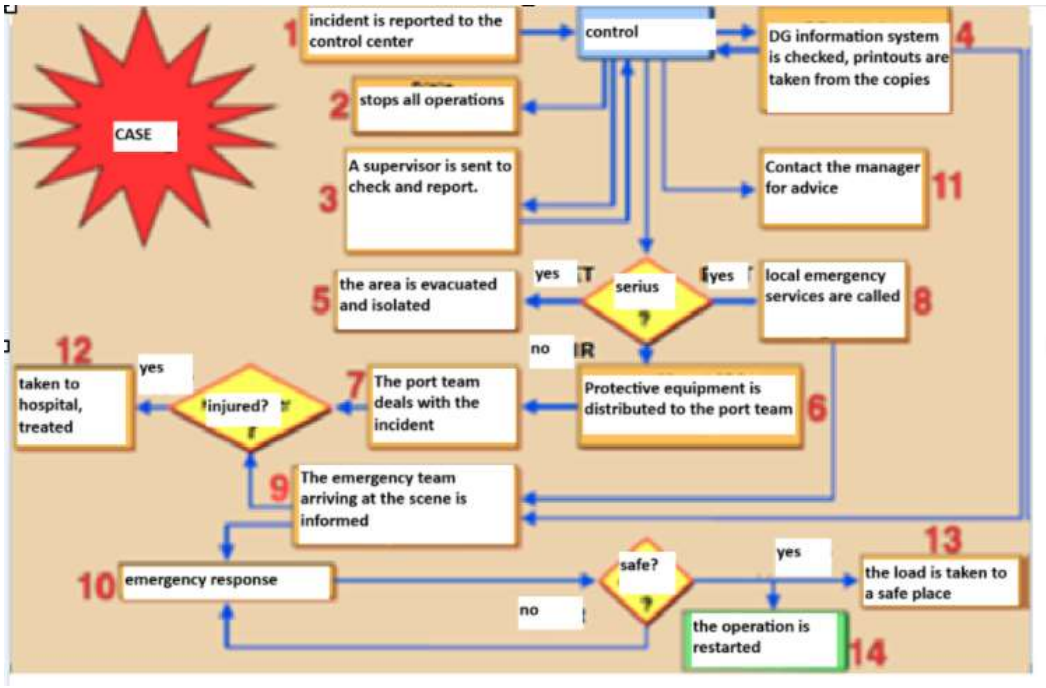
Table 1:Recovery
Table 2:Cardiopulmonary Resuscitation (CPR)
Table 3:Oxygen Administration and Controlled Ventilation
Table 4:Chemically-Induced Dysregulation of Consciousness
Table 5:Chemically-Induced Seizure
Table 6:Toxic Mental Fog
Table 7:Eye Exposure to Chemicals
Table 8:Skin Exposure to Chemicals
Table 9:Inhalation of Chemicals
Table 10:Taking Chemicals Orally
Table 11:Shock
Table 12:Acute Renal Failure
Table 13:Pain Relief
Table 14:Chemically-Induced Bleeding
Table 15:Chemically-Induced Jaundice
Table 16:Hydrofluoric Acid and Hydrogen Fluoride
Table 17:Organophosphate and Carbamate Insecticide
Table 18:Cyanide
Table 19:Methanol and Ethylene Glycol
Table 20:Radioactive Substances

8.3.8 The annexes provide detailed information about drugs and chemicals that may be exposed. Information about the annexes is as follows:

Appendix 1: Rescue
Appendix 2: Cardiopulmonary Resuscitation (CPR)
Appendix 3: Oxygen Administration and Controlled Ventilation
Appendix 4: Chemical-Induced Disturbance of Consciousness
Appendix 5: Chemical-Induced Seizure
Appendix 6: Toxic Mental Confusion
Appendix 7: Eye Exposure to Chemicals
Appendix 8: Skin Exposure to Chemicals
Appendix 9: Inhalation of Chemicals
Appendix 10: Ingestion of Chemicals
Appendix 11: Shock
Appendix 12: Acute Renal Failure
Appendix 13: Pain Relief
Appendix 14: List of Drugs and Equipment
Appendix 15: List of Substances

8.4 Notifications to be made inside and outside the facility in case of emergency.

8.4.1 The flow chart for notifications to be made in emergency situations is as follows:



8.4.2 Things to do in case of emergency in our facility

It is the same as in the Emergency Action Plan.

8.5 Accident reporting procedures

Accidents/incidents occurring in our facility related to dangerous cargo will first be reported to the Port Authority within 3 hours at the latest from the incident using the VHF radio system or other means of communication.Following this notification, a written report containing opinions regarding the accident/incident will be sent to the port authority within 24 hours at the latest.PR.06Notification is made in accordance with the ACCIDENTS AND INCIDENT NOTIFICATION PROCEDURE.

8.6 Method of coordination, support and cooperation with official authorities.

The method of coordination, support and cooperation with official authorities is the same as in the Emergency Action Plan.

8.7 Emergency evacuation plan for the removal of ships and vessels from the shore facility in case of emergency.

This type of plan is not available in our facility.However, in case of any emergency VHF 16.The ship's watch officer is warned directly from the channel and/or through the Watch Chiefs, and

the ship's machinery is started.When the ships are ready, they are moved out of the port area by their own means or with the help of tugboats.Depending on the emergency situation, mooring service may not be provided to ships, and ropes attached to the dock may be cut on deck.

8.8 Procedures for the handling and disposal of damaged dangerous cargoes and waste contaminated by dangerous cargoes

For each hazardous cargo to be handled in our facility, the instructions given in the Safety Data Sheet (GBF-SDS) will be followed for the handling and disposal of damaged hazardous cargo and waste contaminated with hazardous cargo.

8.9 Emergency drills and their records

8.9.1 The training required for persons operating with Dangerous Goods will be implemented as specified below.

- Every person involved in the transport or handling of dangerous goods must receive training in the safe transport or handling of dangerous goods, commensurate with their responsibilities.
- Shore personnel should receive general awareness/familiarity training, function-specific training and safety training.These people may be as follows:
  - *Classifying hazardous materials and defining appropriate freight names for hazardous cargoes;*
  - *Packing dangerous goods in packages;*
  - *Marking or labeling dangerous goods;*
  - *Opening/closing the packaging of dangerous cargo transport units;*
  - *Prepares shipping documents for dangerous goods*
  - *Offering dangerous goods for transport;*
  - *Accepting or receiving dangerous goods for transport;*
  - *Handling dangerous goods in transit;*
  - *Prepares dangerous goods loading/stacking plans;*
  - *Loading/unloading dangerous goods from/to ships;*
  - *Carrying dangerous goods in transit;*
  - *Neutralizes dangerous cargo packages/packages;*
  - *Measuring and sampling hazardous cargo warehouses;*
  - *Washing hazardous cargo warehouses within the framework of approved procedures and regulations;*
  - *Enforces, monitors or supervises compliance with legal requirements and rules and regulations;or*
  - *Otherwise involved in the transportation of dangerous goods as determined by the competent authority.*

8.9.2 The content of the training that people working with Dangerous Goods must receive is as follows:

- **IMDG Code General Awareness/Recognition Training**

Everyone should receive training on the safe transportation or handling of dangerous cargo, commensurate with their duties.The training should be designed to provide familiarity with the general hazards and legal requirements of the dangerous cargoes involved.This training includes defining the types and classes of dangerous cargoes, labeling, marking, packaging, separation and compliance with requirements;definition of purpose and content of shipping documents;and descriptions of existing emergency response documents.

- **IMDG Code Mission Oriented Training and Safety Training**

Everyone should receive detailed training on the specific requirements for the safe transportation or handling of dangerous cargo appropriate to the function they perform.

- **IMDG Code Renewal Training**

Everyone who receives IMDG Code General Awareness and Task-Oriented Training must take Refresher Training every 2 years.

- **Security Training**

Everyone must receive training on the risks involved in releasing hazardous cargo and the functions they perform, including:

- *Packaging – accident prevention methods and procedures regarding handling equipment and proper stacking and segregation methods of hazardous loads;*
- *Required emergency response information and how to use it;*
- *General hazards of various types and classes of hazardous cargo and how to prevent exposure to hazards, including the use of personal protective clothing and equipment, if appropriate;*
- *Emergency procedures to be followed in the unintended release of dangerous cargo, including any emergency procedures for which the individual is responsible and personal protection procedures to be followed.*

8.9.3 Records of Training Received by Persons Engaged in Activities Related to Dangerous Loads

Records of all safety training undertaken must be kept by the Port Facility Operator and provided to the worker if requested.However, there is still no personnel trained on Hazardous Loads in our facility.

8.9.4 Dangerous Goods related training and records

- **Training Practices;**In order to be prepared for emergencies within the facility, the personnel in the emergency organization should be prepared for their duties with various trainings.Trainings should be carried out with the support of specialist organizations when necessary.In this context, the relevant personnel at the port received IMDG CODE training on Dangerous Goods and was certified.In order to test the adequacy of the emergency plans and to be prepared for real situations, the drills should be carried out and implemented according to the worst scenarios that may occur in the facility.

- **Training Scenarios;**In the exercise planning, the worst scenario is foreseen as a single event or a combination of events that the port may encounter.In line with the prepared scenarios, exercises are implemented in the fastest and most effective way.

- **Emergency Drills to be carried out within 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 into exercise scenarios.*
  - *Drills can be done with or without notice.*
  - *The drills are based on various emergency scenarios.*
  - *The drills can be done in practice, as well as in a desk, seminar style.*
  - *Different time, day, season and event scenarios are prepared for each drill.*

8.10 Information on Fire Protection Systems

Our facility has storage tanks, hydrants, fire foam machines and portable fire extinguishers within the scope of fire protection systems.Information on fire protection systems is as in Article 8.2.1.

8.11 Procedures for Approval, Inspection, Testing, Maintenance and Readiness for Use of Fire Protection Systems

Approval has been received from Tekirdağ Metropolitan Municipality Fire Department regarding the approval and inspection of fire protection systems in our facility.

Testing, maintenance and keeping the fire protection systems ready for use are performed by our facility on monthly basis and are recorded in the control forms.

8.12 Precautions to be taken in cases where fire protection systems do not work

In case the fire protection systems do not work in our port facility, firstly the possibilities of using the facilities of the neighboring facility are investigated, and then the local fire department in our region is informed.The incident is intervened by using all the possibilities of the region.

8.13 Other Risk Control Equipment

Other risk control equipment is not available.

9. Occupational health and Safety

9.1 Occupational Health and Safety Measures

We can list the objectives of occupational health and safety studies in our facility as follows;

- **Protecting Employees**

  Occupational health and safety constitute the main purpose of the studies.It is aimed to ensure the mental and physical integrity of employees by protecting them against work accidents and occupational diseases.

- **Ensuring Production Safety**

  Ensuring production safety in a workplace is especially important from an economic perspective, as it will result in increased efficiency.

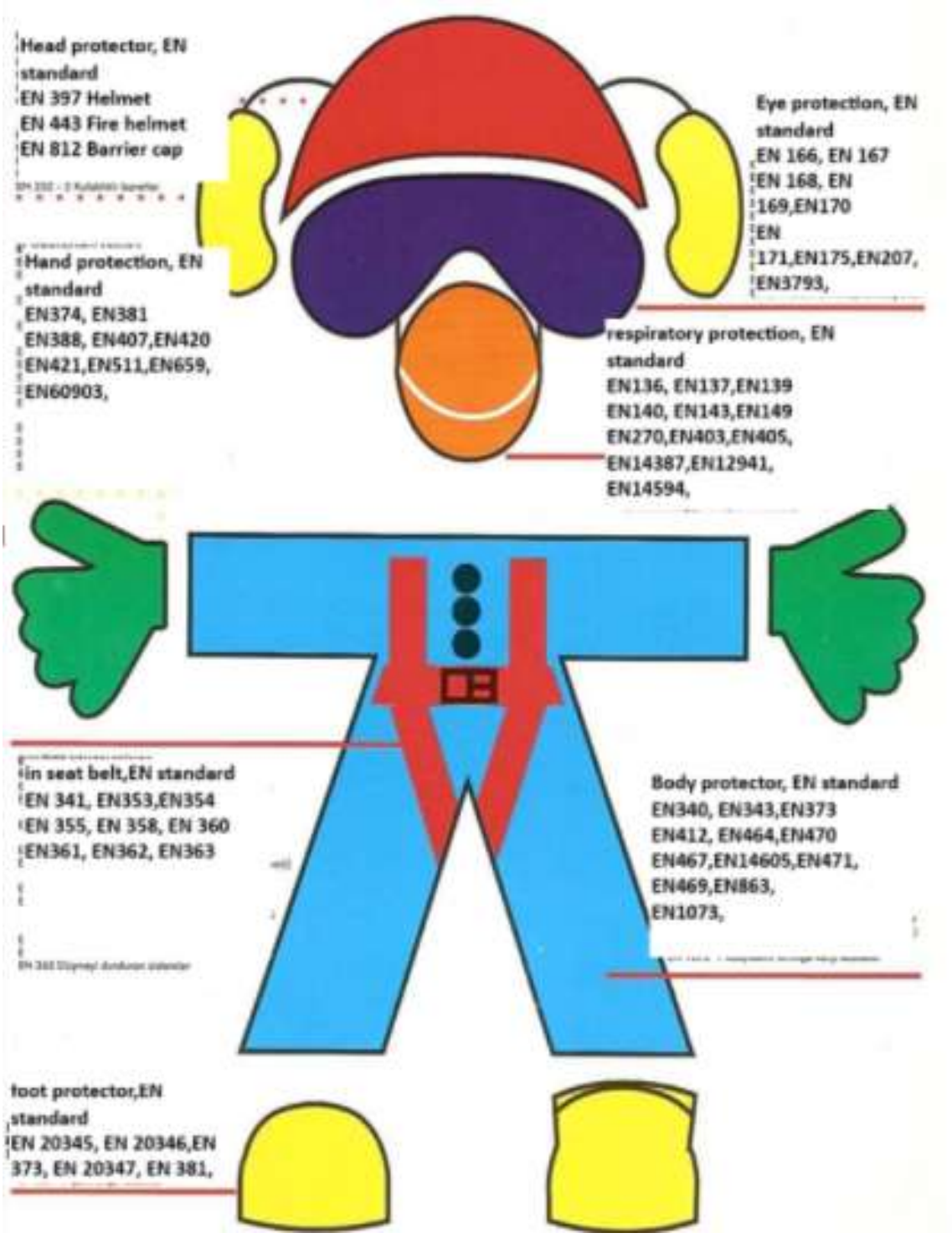
- **Ensuring Business Security**

  By taking precautions in the workplace, operational safety is ensured as machine malfunctions and outages, explosions, fires, etc. that may endanger the business due to work accidents or an unsafe and unhealthy working environment are eliminated.

  The measures specified in the "Occupational Health and Safety and Work Permit Procedure" prepared within the scope of Occupational Health and Safety in our facility will be taken into consideration.

9.2 Information on Personal Protective Clothing and Procedures for Using Them

Personal protective clothing is in accordance with the standards specified in the figure and the table indicating which clothing will be worn by whom is as in ANNEX-15.


Head protector, EN standard
EN 397 Helmet
EN 443 Fire helmet
EN 812 Barrier cap
Eye protection, EN standard
EN 166, EN 167
EN 168, EN 169,EN170
EN 171,EN175,EN207, EN3793,
Hand protection, EN standard
EN374, EN381
EN388, EN407,EN420
EN421,EN511,EN659, EN60903,
respiratory protection, EN standard
EN136, EN137,EN139
EN140, EN143,EN149
EN270,EN403,EN405, EN14387,EN12941, EN14594,
in seat belt,EN standard
EN 341, EN353,EN354
EN 355, EN 358, EN 360
EN361, EN362, EN363
Body protector, EN standard
EN340, EN343,EN373
EN412, EN464,EN470
EN467,EN14605,EN471, EN469,EN863, EN1073,
foot protector,EN standard
EN 20345, EN 20346,EN 373, EN 20347, EN 381,

9.3 Closed Area Entry Permit Measures and Procedures

There is no closed area in Ceyport Port, and if there is, the process will be followed by the OHS unit with the work permit procedure for working in a closed area.Safety will be ensured by taking hourly gas measurements.

10. OTHER MATTERS

10.1 Validity of Dangerous Goods Conformity Certificate

T.C.
ULAŞTIRMA VE ALTYAPI BAKANLIĞI
DENİZCİLİK GENEL MÜDÜRLÜĞÜ
KIYI TESİSİ TEHLİKELİ YÜK UYGUNLUK BELGESİ

Belge No	
Kıyı Tesisin Adı	
Kıyı Tesisin Adresi	
Kıyı Tesisin İşletıcısı	
Veriliş Tarihi	
Geçerlilik Tarihi	

10.2 Defined Duties for the Dangerous Goods Safety Advisor

Explained in Section 2.5.

10.3 Issues regarding those carrying hazardous cargo that will arrive at/depart from the coastal facility by road (Documents that road vehicles carrying hazardous cargo must have when entering/exiting the port or coastal facility area, equipment and tools that these vehicles must have, speed limits in the port area, etc.)

10.3.1 Documents to be carried:

- Transport Document
- Dangerous Goods Transportation Driver Training Certificate (SRC-5),
- Photo ID document for each personnel on duty in the vehicle (national identity card, driver's license or passport),
- Written instructions prepared by the carrier to be given to the driver,
- Multimodal Dangerous Goods Transportation Form for dangerous goods transported by more than one mode,
- ADR conformity certificate valid for vehicles
- Photocopy of the transport permit obtained from the relevant/authorized authorities for the transport of dangerous goods,
- Compulsory Hazardous Materials and Hazardous Waste Liability Insurance policy for vehicles transporting dangerous goods

10.3.2 Equipment and tools that vehicles must have:

- Portable fire extinguishers,
- At least one chock for each vehicle, appropriate to the diameter and maximum mass of the wheel,
- 2 sewable warning signs
- Eye rinse liquid
- Warning vest
- Portable lighting apparatus
- A pair of protective gloves, eye protection goggles
- Emergency mask
- Shovel
- Drain seal, collection container

10.3.3 Speed Limits in the Port Area:

Speed limits determined by our facility and on traffic warning signs will be adhered to.
The travel speed of vehicles within the port is determined as 20 km/h.

10.4 Issues regarding those carrying hazardous cargo arriving at/departing from coastal facilities by sea (day/night signals to be displayed by ships and marine vessels carrying hazardous cargo at port or coastal facilities, cold and hot working procedures on ships, etc.)

10.4.1 Day/night signals to be displayed by ships and marine vessels carrying dangerous cargo in ports or coastal facilities:

The ship coming to the coastal facility and carrying dangerous cargo will have the international signal code "B" (Burak Flag) during the day and 2 Fixed Red Lights at night.

10.4.2 Cold and Hot Working Procedures in Ships Carrying Dangerous Cargo and in Shore Facilities:

10.4.2.1 Ships carrying hazardous cargo at the coastal facility will obtain the necessary permission from the Port Authority for the cold and hot work they will perform and will inform the relevant coastal facility officials.

10.4.2.2 The principles of hot work to be performed on ships located in coastal facilities and carrying hazardous cargo are as follows.

- Before performing a hot work on the ship in the coastal facility, the responsible company officer who will perform the hot work must have a written authorization issued by the port administration to carry out this hot work.Such authorization should include details of the hot work location as well as the safety measures to be followed.
- In addition to the security measures required to be taken by the port administration, the responsible company officer who will carry out the hot work before starting the hot work should also take the additional security measures required by the ship and/or the quay

together with the ship and/or dock responsible(s).These additional security measures should include:

- Inspection of local areas and adjacent areas, including testing by approved testing organizations to ensure areas remain free and free of flammable and/or explosive atmospheres and where appropriate, that there is no oxygen deficiency
- Keeping hazardous cargo and other flammable materials and objects away from work and adjacent areas.
- Effective protection of flammable building elements such as beams, hoods, wall and ceiling coverings against accidental ignition.
- Sealing open pipes, lead pipe insides, valves, fittings, cavities and open parts to prevent flames, sparks and hot particles from escaping into or around the work area.
- A copy of the hot work authorization and safety precautions should be posted in the area adjacent to the work area, as well as at the entrance to each work area.Authorization and security measures to be taken should be posted in a place where all employees who will take part in the hot work can see it, and this issue should be clear to be understood by the employees.
- When performing hot work, checks should be made to ensure that conditions do not change, and it should be ensured that at least one suitable fire extinguisher or other suitable fire extinguishing equipment is available for immediate use at the hot work location.
- With reference to the completion of this work during hot work and for a sufficient period of time after its completion, effective monitoring should be carried out in the hot work area as well as adjacent areas where there is a possibility of a hazard from heat transfer.

10.5 Additional considerations to be added by the shore facility.

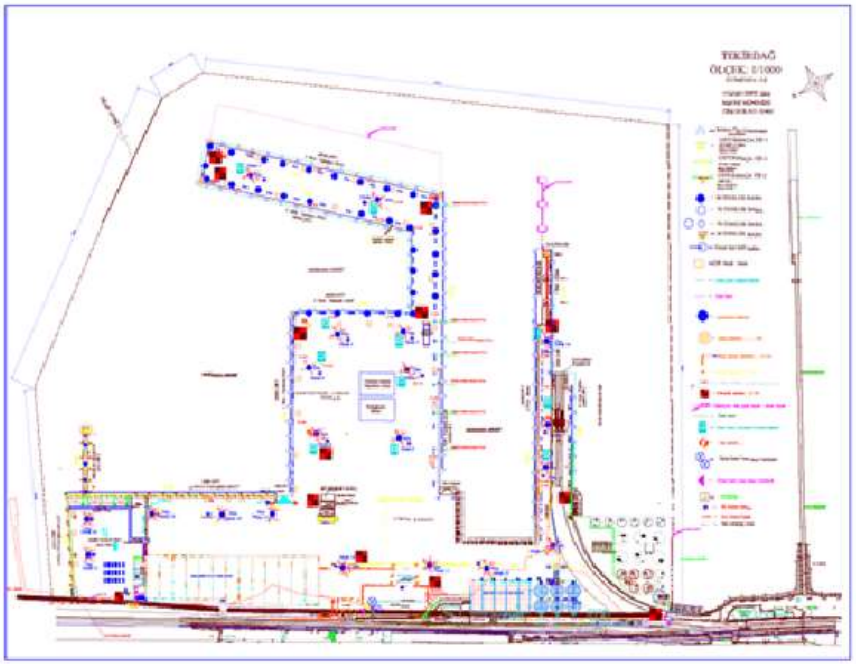
(NOT AVAILABLE)

11. APPENDICES

ANNEX-1

GENERAL LAYOUT PLAN OF THE COASTAL FACILITY

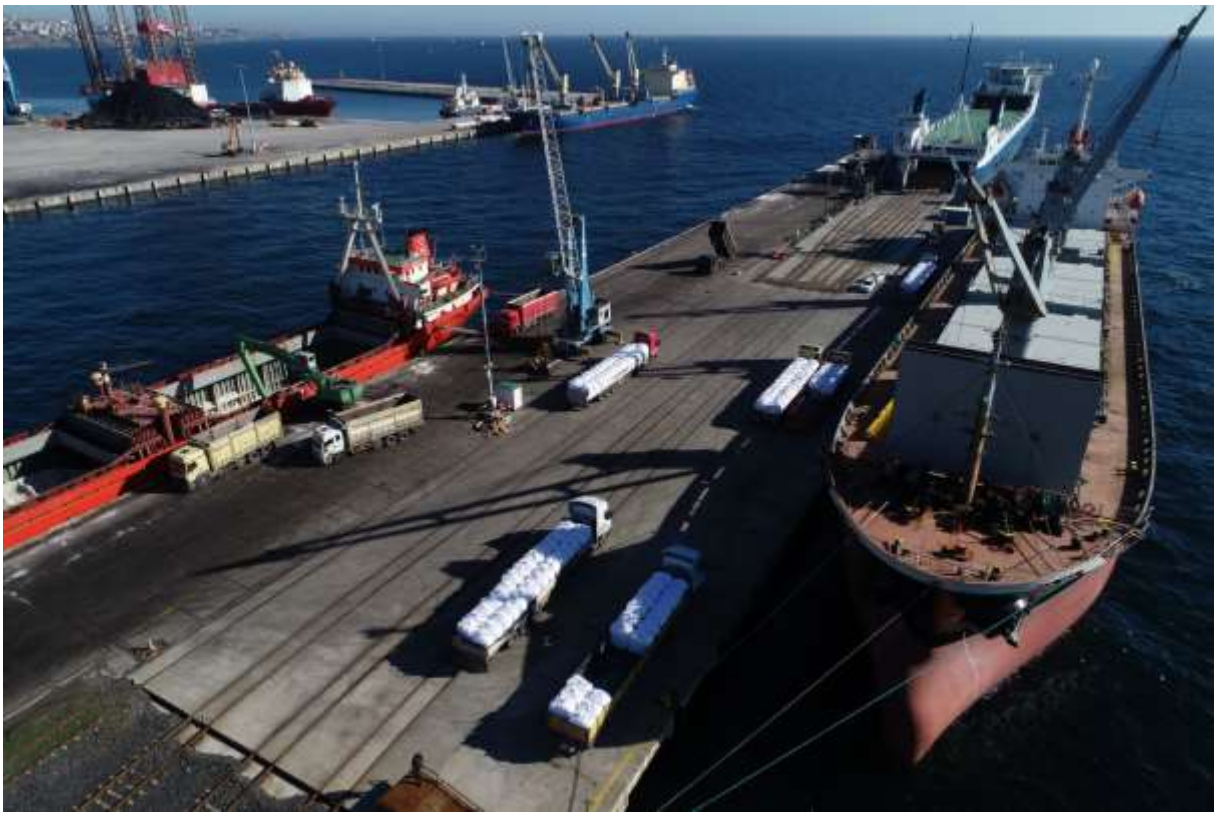
(FACILITY**)**



1-1

ANNEX-2GENERAL VIEW PHOTOGRAPHS OF THE COASTAL FACILITY


CEYPORTTEKIRDAG



2-1

ANNEX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION

LIST OF PEOPLE TO CALL IN CASE OF EMERGENCY, INTERNAL AND EXTERNAL

NAME SURNAME	DUTY	PHONE
Security Officer	Security Department	282 261 08 00 Ext: 730-731
Osman KAYALAR	Port Manager	537 979 24 22
Semiral ÖZTÜRK	Occupational Safety Specialist	539 666 99 69
İ. Hakk TUNCA	Workplace Physician	533 351 70 96

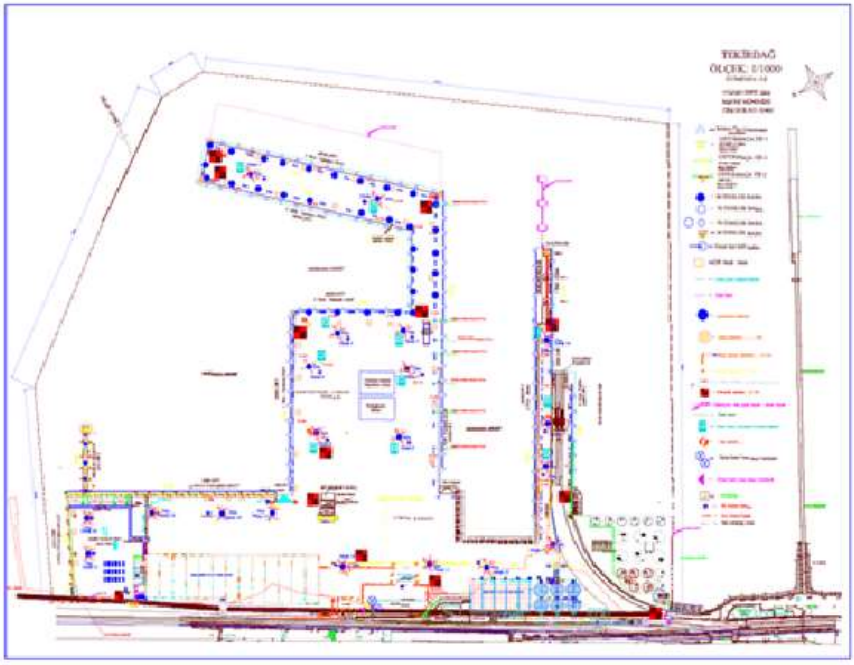
EMERGENCY TEAMS OUTSIDE THE SHORE FACILITY COORDINATION CONTACT INFORMATION IN CASE OF EMERGENCY

province: TEKİRDAĞ	PHONE
GOVERNOR	0 282 262 80 80
PROVINCIAL DISASTER AND EMERGENCY DIRECTORATE	0 282 262 98 27 – 0 282 261 20 37
PROVINCIAL POLICE DIRECTOR	0 282 261 20 94 – 0 282 261 19 77
TEKİRDAĞ REGIONAL PORT MANAGEMENT	0 282 261 20 25
district: SÜLEYMANPAŞA	**PHONE**
SÜLEYMANPAŞA MUNICIPALITY	0 282 259 59 59
SÜLEYMANPAŞA DISTRICT GENDARME STATION	0 282 261 20 10
TEKİRDAĞ ÇARŞI POLICE STATION	(0282) 261 20 70
SÜLEYMANPAŞA STATE HOSPITAL	0 282 262 53 55
SÜLEYMANPAŞA METROPOLITAN FIREFIGHTER	0282 261 12 79
EMERGENCY CALL CENTER	112
TAEK EMERGENCY NOTIFICATION LINE	172
FOOD LINE	174
TAEK MUNICIPALITY	0 312 295 8700 (CENTRAL) - 444 TAEK (444 8235)

RSGD PRESIDENCY	0 312 285 96 68
TAEK CENTRAL	0 312 287 15 29 – 287 20 71

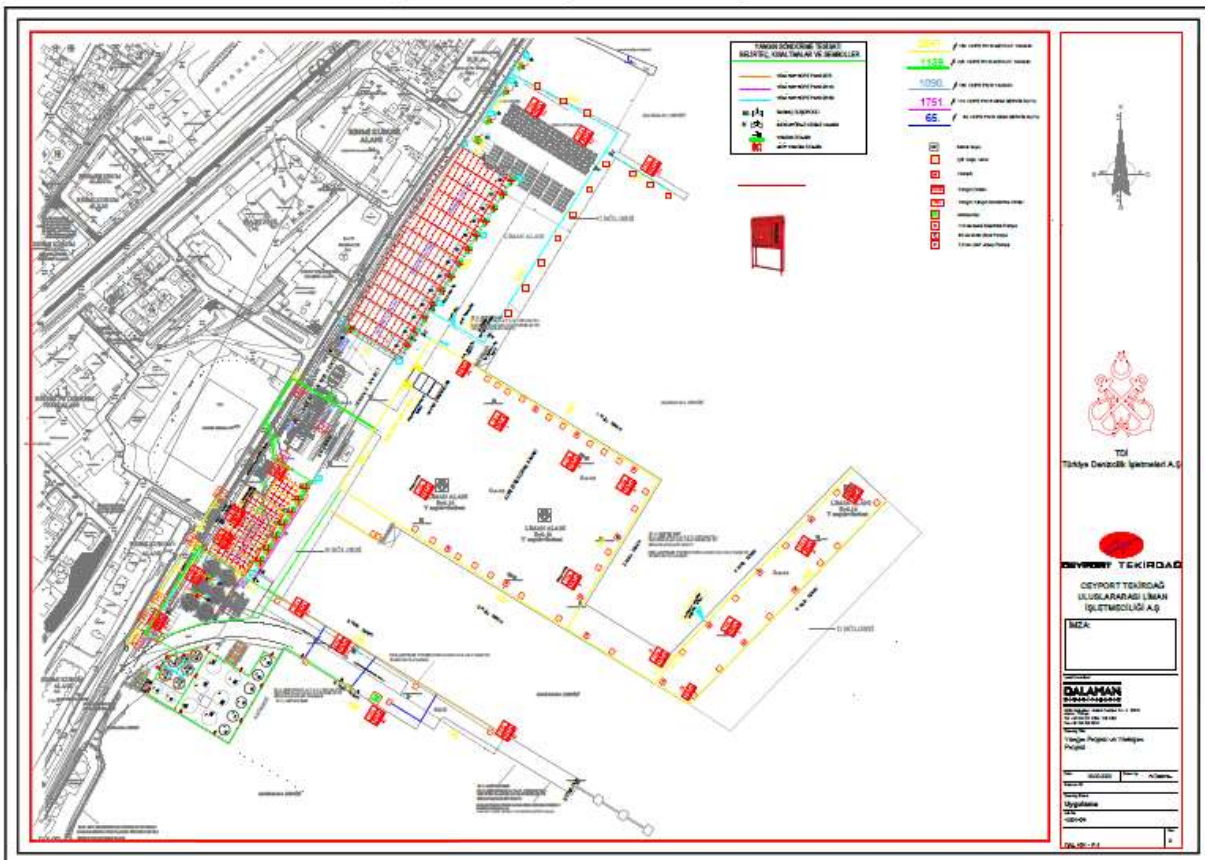
3-1

ANNEX-4 GENERAL SITUATION PLAN OF AREAS HANDLING DANGEROUS LOADS



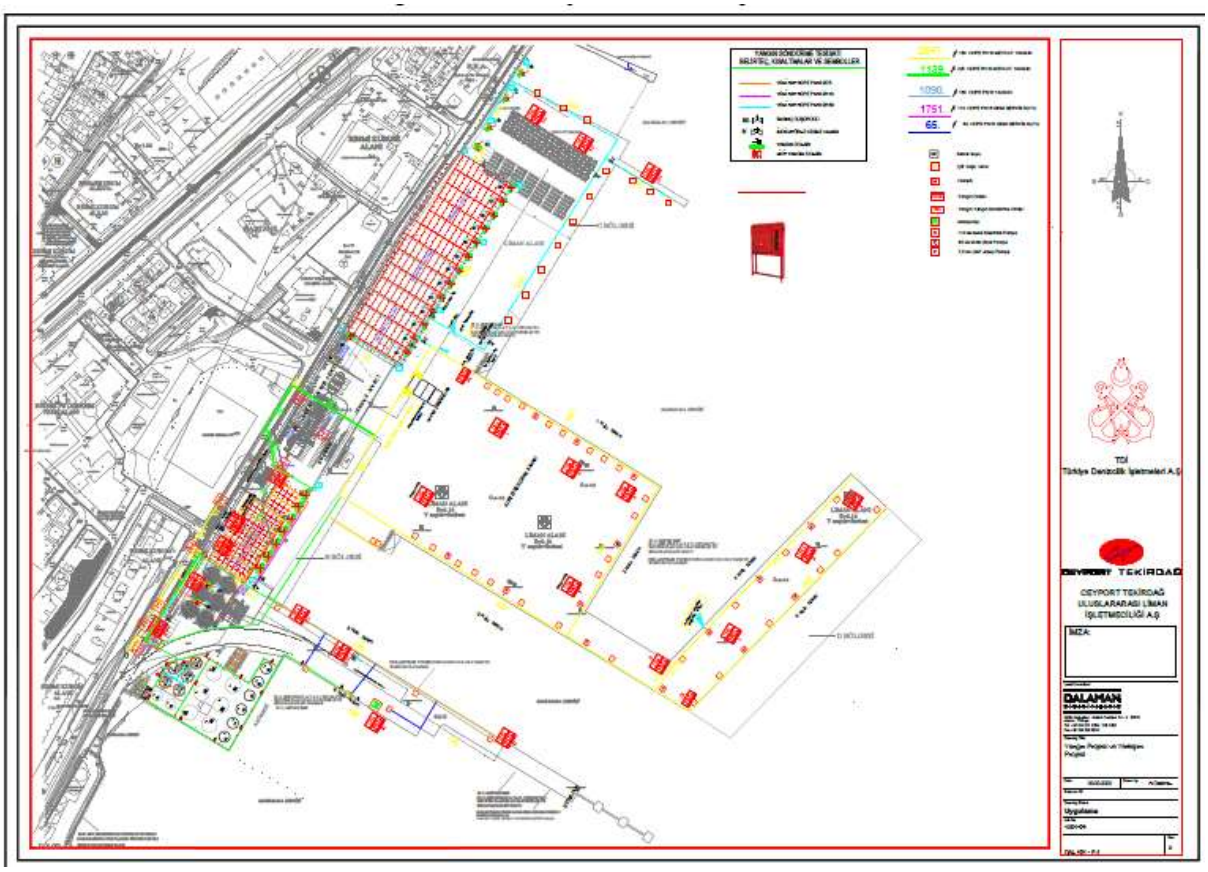
4-1

ANNEX-5 FIRE PLAN FOR AREAS WHERE DANGEROUS LOADS ARE HANDLED



5-1

ANNEX-6 GENERAL FIRE PLAN OF THE FACILITY



6-1

ANNEX-7 EMERGENCY ACTION PLAN

CEYPORT TEKIRDAG INTERNATIONAL PORT MANAGEMENT INC.
IT IS AS IS IN THE EMERGENCY ACTION PLAN.

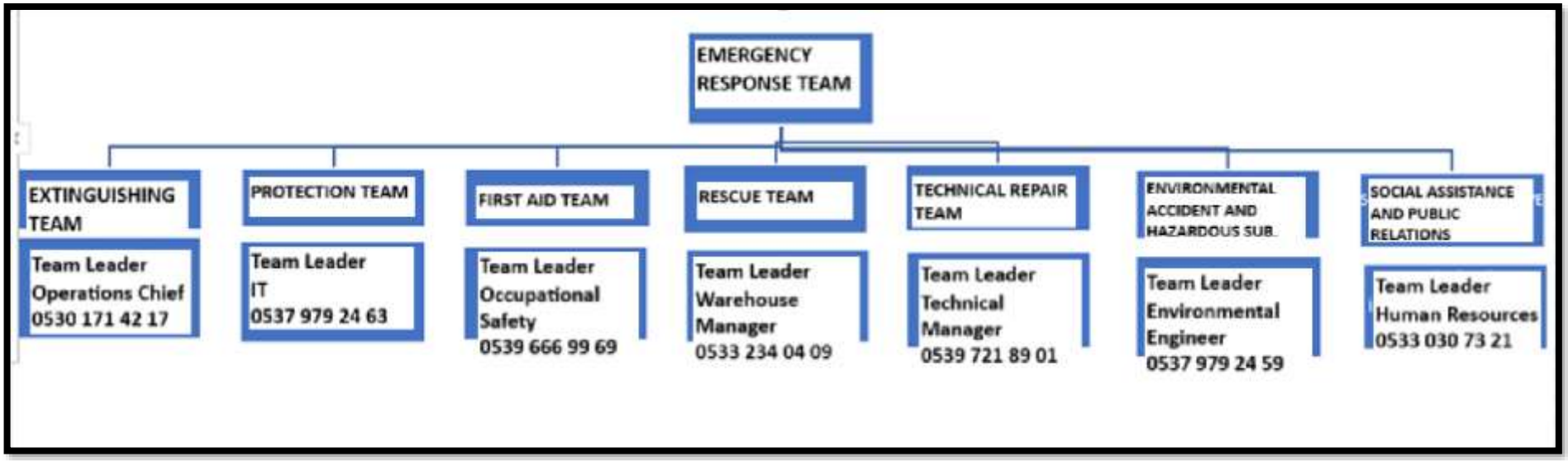
7-1

ANNEX-8 EMERGENCY MEETING PLACES PLAN

EMERGENCY MEETING PLACE SIGN	EMERGENCY MEETING PLACES
	1. FRONT OF ADMINISTRATIVE BUILDING 2. C BLOCK NEXT TO WAREHOUSE 3. DOCK NO. 2 4. CEYPORT HANGARS 5. FERRY AREA

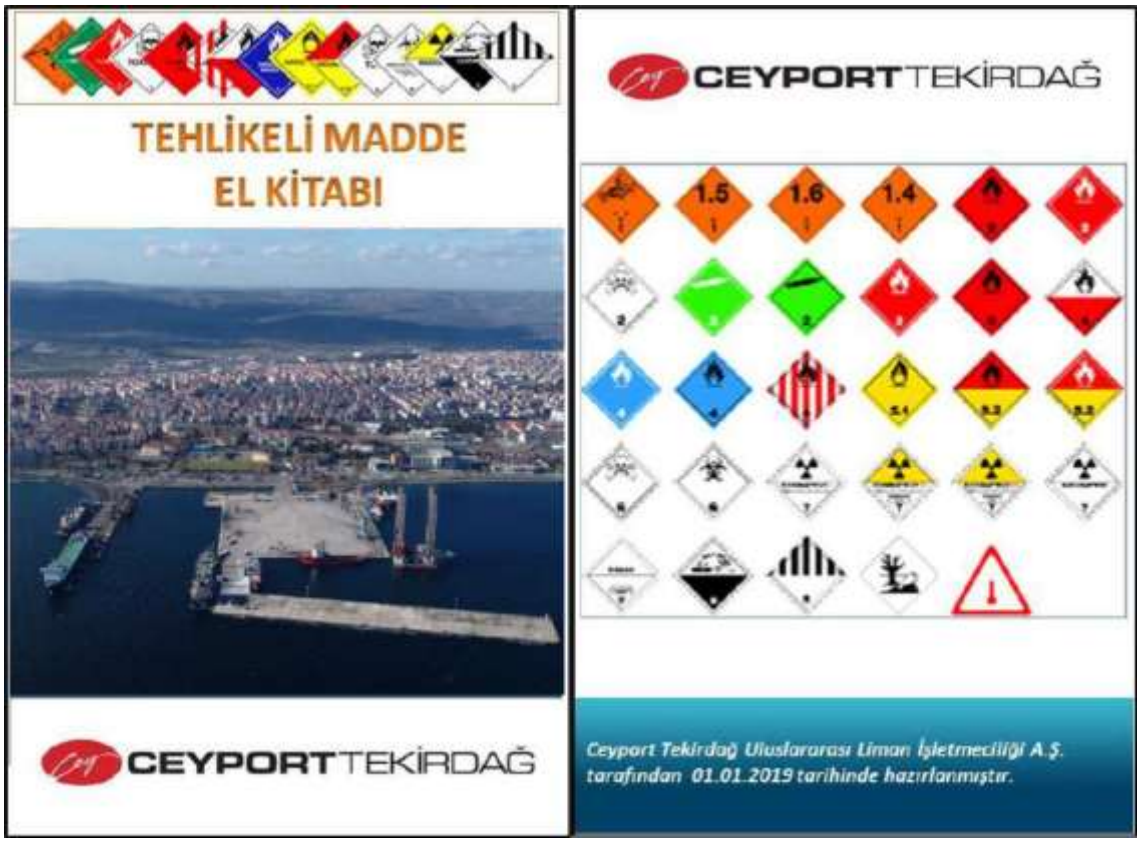
8-1

ANNEX-9 EMERGENCY MANAGEMENT SCHEME



9-1

ANNEX-10 DANGEROUS GOODS HANDBOOK



ANNEX-11LEAKAGE AREAS AND EQUIPMENT FOR CTU AND PACKAGES,

INPUT/OUTPUT DRAWINGS

11-1

ANNEX-12 INVENTORY OF PORT SERVICE SHIPS

THERE IS NO SERVICE SHIP IN THE FACILITY INVENTORY.

ANNEX-13 TEKİRDAĞ PORT MASTER ADMINISTRATIVE BOUNDARIES,

ANCHORING PLACES AND LANDING/EMBOSSING POINTS OF THE GUIDE CAPTAIN SEA COORDINATES

A) Port administrative area boundary (Amended:(RG-6/8/2013-28730)

The port administrative area of Tekirdağ Port Authority is the sea and coastal area within the line formed by the following coordinates.

a) 41° 01′ 57" N – 028° 00′ 33" E (Tekirdağ-Istanbul Province Border)
b) 40° 43′ 30" N – 028° 00′ 33" E
c) 40° 42′ 00" N – 027° 37′ 24" E
d) 40° 38′ 40" N – 027° 27′ 00" E
e) 40° 38′ 06" N – 027° 27′ 00" E
f) 40°28′ 48" N – 026° 58′ 12" E
g) 40° 33′ 00" N – 026° 58′ 12" E

B) Anchorage areas

a) Anchorage area no. 1:The anchorage area for ships smaller than 1000 GT that do not carry dangerous cargo and military ships is the sea area formed by the following coordinates.

1) 40° 58′ 15" N – 027° 34′ 15" E
2) 40° 58′ 15" N – 027° 32′ 15" E
3) 40° 55′ 30" N – 027° 32′ 15" E
4) 40° 55′ 30" N – 027° 34′ 15" E

b) Anchorage area no. 2:The anchorage area for ships of 1000 GT and above that do not carry dangerous cargo and military ships is the sea area formed by the following coordinates.

1) 40° 56′ 00" N – 027° 32′ 00" E
2) 40° 56′ 00" N – 027° 30′ 00" E
3) 40° 54′ 00" N – 027° 29′ 00" E
4) 40° 54′ 00" N – 027° 31′ 00" E

c) Anchorage area no. 3:The anchorage area of ships carrying dangerous goods, military ships operating with nuclear power, ships to be quarantined and ships that will carry out degassing is the sea area formed by the following coordinates.

1) 40° 58′ 15" N – 027° 37′ 45" E
2) 40° 58′ 15" N – 027° 35′ 45" E
3) 40° 55′ 30" N – 027° 35′ 45" E
4) 40° 55′ 30" N – 027° 37′ 45" E

ç) Anchorage area no 4:The anchorage area for ships of 1000 GT and above that do not carry dangerous cargo and military ships is the sea area formed by the following coordinates.

1) 40° 57′ 48" N – 027° 51′ 45" E
2) 40° 56′ 45" N – 027° 51′ 45" E
3) 40° 56′ 45" N – 027° 54′ 52" E
4) 40° 57′ 48" N – 027° 54′ 52" E

d) Anchorage area no. 5:The anchorage area of the LNG tankers is the sea area formed by the circle with 5 radius radius, which accepts the coordinate below as the center.40° 58′ 20" N – 027° 59′ 45" E

e) (Annex:RG-1/3/2019-30701) Anchorage area no. 6:The anchorage area of ships carrying dangerous goods, military ships operating with nuclear power, ships to be quarantined and ships that will carry out degassing is the sea area formed by the following coordinates.

1) 40° 37'.500 N - 27° 09'.971 E (Beach)
2) 40° 36'.392 N - 27° 09'.971 E
3) 40° 32'.592 N - 26° 59'.971 E

4) 40° 33'.377 N - 26° 59'.762 E (Coast)”

C) Pilot pick-up and drop-off location:40° 57' 12" N – 027° 55' 48" E

13-1

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

The types and quantities of Emergency Response Equipment in the port facility regarding marine pollution are as in the Risk Assessment and Emergency Response Plan revised by the Ministry of Environment, Urbanization and Climate Change within the scope of Law No. 5312, authorized by Meke Waste Collection and Marine Cleaning Industry and Trade Inc. Company.

It is carried out by "Başaran Gemi Repair Engineering Ltd. Co." authorized by the ministry within the scope of emergency response to marine pollution within the scope of Law No. 5312..

14-1

ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT (PPE) USAGE EQUIPMENT

- WORK CLOTHES - TWICE A YEAR
- STEEL TOE WORK SHOES (SUMMER) - ONCE A YEAR
- STEEL TOE WORK SHOES (WINTER) - ONCE A YEAR
- HELMET - ONCE A YEAR
- PROTECTIVE GLOVES - AS THEY GET WORN
- DISPOSABLE FILTER MASK - WHEN NEEDED
- REFLECTIVE VEST - ONCE A YEAR

In addition to the Personal Protective Equipment listed above, if there are special equipment listed in the Safety Data Sheet of the hazardous cargo, they will also be used. For liquid hazardous cargo, chemical-resistant overalls, masks, boots and gloves are provided for the operation.

15-1

ANNEX-16HAZARDOUS SUBSTANCE INCIDENT REPORT FORM

Time of the Accident							
Cause of the Accident:							
Place of the Accident			Shore Facility□			Ship □	
Position of the Accident							
Area of Impact of the Accident							
Name of the Involved Ship							
Flag of the Involved Ship							
IMO Number of the Involved Ship							
Owner of the Involved Ship							
Operator of the Involved Ship							
Name of the Involved Ship's Captain							
Cargo and Quantity of the Involved Ship							
Meteorological Conditions							
Dangerous Cargo/Materials Involved in the Accident							
No	UN No	Proper Shipping Name	Class	Subclass	Additional Class, (P)	PG	Label
1							
2							
CTU and/or Container Number/Numbers			1- 2-				
1- TM Manufacturer, Consignor, Recipient							
2- TM Manufacturer, Sender, Receiver							
Extent of Damage/Pollution							
Number of Dead, Injured and Missing			Dead:		Injured :	Missing:	
Emergency response practices carried out by the coastal facility for the accident:							

16-1

ANNEX-17CONTROL RESULTS NOTIFICATION FORM FOR HAZARDOUS LOAD TRANSPORT UNITS (CTU)

Year/Period	**……./…….**	**Number**	**Percentage**
Checked packages			
Defective packages: *Total * Filled domestically * Filled abroad			
Flaws			
Documentation: * Hazardous cargo declaration * Container/vehicle packaging certificate			
Placing and marking			
Container Security Convention approval sign			
Serious structural defects			
Land tanker mooring add-ons			
Portable tanks or road tankers (improper or damaged)			
Labeling (for packages)			
Packing (improper or damaged)			

17-1

ANNEX-18 MULTIMODAL HAZARDOUS MATERIALS FORM

<table>
<tr><td colspan="3">1 Sender/Sender</td><td colspan="3">2 Transport document number</td></tr>
<tr><td colspan="3" rowspan="2"></td><td colspan="2">3 ... page 1 of the page</td><td>4 Shipper's reference</td></tr>
<tr><td colspan="2"></td><td>5 Freight broker's reference</td></tr>
<tr><td colspan="3">6 Receiver</td><td colspan="3">7 Carrier (carrier will fill)</td></tr>
<tr><td colspan="3"></td><td colspan="3">SHIPPING STATEMENT
I hereby declare that the contents of this shipment have been precisely and completely identified above, with the Proper Shipping Name, classified, packaged, branded, and labeled/labeled, and in all aspects, in transportable condition in accordance with applicable international and national government rules.</td></tr>
<tr><td colspan="3">8 This shipment falls within the limits defined for:(draw the inappropriate)
PASSENGER AND CARGO AIRCRAFT | CARGO AIRCRAFT ONLY</td><td colspan="3" rowspan="3">9 Additional handling information</td></tr>
<tr><td colspan="3">10 Ship/flight number and date | 11 Port/place of loading</td></tr>
<tr><td colspan="3">12 Discharge port/location | 13 Destination</td></tr>
<tr><td colspan="6">14 shipping marks * Number and type of packages, description of substances Gross mass (kg) Net mass (kg) Cube (m3)</td></tr>
<tr><td colspan="6"></td></tr>
<tr><td colspan="2">15 Container identification number/vehicle registration number</td><td>16 Seal number(s)</td><td>17 Container/vehicle size & type</td><td>18 Curb weight (kg)</td><td>19 Total gross mass (including tare) (kg)</td></tr>
<tr><td colspan="3">CONTAINER/VEHICLE PACKAGING CERTIFICATE
I hereby declare that the above-mentioned items have been packed/loaded in accordance with the applicable provisions in the specified container/vehicle.TO BE FILLED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY THE PERSON RESPONSIBLE FOR PACKAGING/LOADING</td><td colspan="3">21 RECEIPT CERTIFICATE OF RECEIVING SHIPMENT
Unless otherwise specified herein, the above number of packages/containers/trails;I received it in good condition and condition as seen:NOTES TO THE RECIPIENT:</td></tr>
<tr><td colspan="3">20 Company name</td><td>Shipper's name
Vehicle registration no.</td><td colspan="2">22 Company name (of the sender who prepared this note)</td></tr>
<tr><td colspan="3">Name/location of issuer</td><td rowspan="3">Signature and date</td><td colspan="2">Name/location of issuer</td></tr>
<tr><td colspan="3">place and date</td><td colspan="2">place and date</td></tr>
<tr><td colspan="3">Signature of the declarer</td><td>SIGNATURE OF THE DRIVER</td><td colspan="2">Signature of the declarer</td></tr>
</table>

18-1