GEMPORT PORT FACILITY
DANGEROUS CARGO HANDLING GUIDE

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(Refer to the Revised Revised Page)

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REVISION PAGE

Ser. Nu	Revision Nu	Revision Contents	Revision Date	Revision Author	
				Name Surname	Signature
1	REV1	Publıcatıon of Regulatıon	01.04.2016	Fatih Vardar	
2	REV2	Information Sheet and Photos	28.09.2018	Tuğçe Özdemir Üzer	
3	REV3	Information Form, Emergency Team Lists, Contact Information Updated.	19.07.2019	Tuğçe Özdemir Üzer	
4	REV4	Regulatıon	21.10.2019	Ayfer Bartan	
5	REV5	Information Form, Emergency Team Lists, Contact Information Updated.	01.04.2021	Ferdi Çetin	
6	REV6	TYER Implementation Instruction Legislation, Information Form, Emergency Team Lists, Contact Information Updated.	15.09.2022	Serkan Polat& Gizem Tunçbilek	
7	REV7	Emergency Team Lists, Contact Information Updated.	22.09.2023	Serkan Polat	
8	REV8	Scrap Cargoes	19.11.2023	Serkan&Gizem Tunçbilek	

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1.1. The entry and possession of dangerous goods in the port areas, the subsequent handling, the general safety and protection of the area, the protection of the cargo, the safety of everyone in or near the port area and the protection of the environment should be controlled.

1.2. Safety of life at sea is also related to the safety and protection of a ship, its cargoes and crew in the port area, and the precautions taken regarding dangerous cargoes before they are directly loaded/discharged and during handling.

1.3. The recommendations in this guide are limited to dangerous cargoes located in the port area as part of the transport chain. The recommendations in this guide do not apply to dangerous goods generally held for storage in the port area or used in the port area, but the Administration may wish to check whether such use and storage procedures comply with their legal national requirements.

1.4. Safe transportation of dangerous goods is an important prerequisite for the installation and if the proper identification of these loads, protection, packaging, packing, securing, Marking, Labeling, and documentation installing plate is made of. This will apply regardless of whether the transactions are carried out in the port area or in facilities far from the port area.

1.5. Although land, port and sea elements are included in the general transport chain, it is very important that the persons responsible for the issues specified in 1.4 take all kinds of precautions and that all relevant information is provided to the people involved in the transport chain as well as to the final consignment. Attention should be paid to the possible different requirements for different transport methods.

1.6. The safe transportation and loading of dangerous goods is based on the correct and precise application of the regulations for the transportation and loading of such goods, and depends on the judgment of everyone who knows the regulations in full and detail and has information about the existing risks related to these issues. This can only be achieved through the training and retraining of the persons concerned, which has been properly planned and carried out.

1.7. Laws, regulations and related publications are under constant evaluation and are regularly revised. It is very important to use only the current versions. The content of these Laws, regulations and related publications has been repeated in the recommendations in this guide only to the extent necessary.

1.8. In the preparation of this guide, IMDG CODE, ERG 2016 and IMO 1216 CR. The documents were applied and the information was used.

1.1 General Information of the Port Facility (Restricted)

General information about the facility is as follows in the facility information form presented below.

Chart 1. Facility Information Form

1	Name/title of the Facility Operator	Gemport Gemlik Port and Storage Facilities A.Sh.		
2	Contact information of the facility operator (address, phone, fax, e-mail and web page)	Ata Mah. Port Cd. No:12 Gemlik BURSA – TÜRKİYE Phone : 0224 524 88 31 Fax : 0224 524 88 30 E-mail : gemport@yilport.com Web : www.gemport.com.tr		
3	Name of The Facility	Gemport Gemlik Port and Storage Facilities A.Sh.		
4	The province where the facility is located	Bursa		
5	Contact information of the facility	Ata Mah. Port Cd. No:12 Gemlik BURSA – TÜRKİYE Phone : 0224 524 88 31 Fax : 0224 524 88 30 E-mail : gemport@yilport.com Web : www.gemport.com.tr		
6	The geographical region where the facility is located	Marmara Region		
7	The Port Authority to which the facility is connected and contact details	Gemlik Regional Port Authority		
8	The Mayor's Office to which the facility is affiliated and contact details	Gemlik Municipality		
9	The name of the Free Zone or Organized Industrial Zone where the facility is located	----		
10	Date of Validity of the Coastal Facility Operation Permit / Temporary Operation Permit Document	24.06.2024		
11	Operating status of the facility (X)	Own payload and additional 3. Party (…)	Own burden (…)	3. Party (X)
12	Name and surname of the Facility Manager, contact details (phone, fax, e-mail)	Ali Ekber ŞİMŞEK – Onur ASLAN Phone : 0224 524 88 31 Fax : 0224 524 88 30 E-mail : aliekber.simsek@yilport.com onur.aslan@yilport.com		

13	Name and surname of the hazardous cargo operations officer of the facility, contact details (phone, fax, e-mail)	Ozan KARADEMİRLİ Phone : 0224 524 88 31 Fax : 0224 524 88 30 E-mail : ozan.karademirli@yilport.com
14	Name and surname of the Hazardous Material Safety Consultant of the facility, contact details (phone, fax, e-mail)	AYEMİS Consultancy Dr. Ayfer BARTAN, Gizem TUNÇBİLEK Phone : 0530 567 62 89 E-mail : info@ayemis.com
15	Nautical coordinates of the facility	40 25' N – 029 07' E
16	Types of dangerous goods handled at the facility (loads covered by MARPOL October-1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt / bitumen and scrap loads)	IMDG Kod IBC Kod, IMSBC Kod, IGC Kod, Scrap Cargoes
17	Dangerous goods handled at the facility (16.loads other than IMDG Code will be written separately from the load types in the article. The additional cargo request will be forwarded to the connected port authority via the October-1 form. It will be added to TYER when found appropriate)	Under the IMSBC Code; Ammonium Nitrate Based Fertilizer UN 2067 Within the Scope of the IGC Code; Anhydrous ammonia UN 1005
18	Classes for handled loads, subject to IMDG Code	Class 2(Class 2.1, Class 2.2, Class 2.3), Class 3, Class 4 (Class4.1, Class 4.2, Class 4.3), Class 5 (Class 5.1, Class 5.2), Class 6.1, Class 8, Class 9
19	Groups in the characteristic table for handled loads, subject to the IMSBC Code	A Grup B (Ammonium Nitrate Based Fertilizer UN 2067) B or C C
20	Types of ships that can dock at the facility	Container, RO-RO, General Cargo
21	The distance of the facility to the main road (kilometers)	1 km.
22	Distance of the property to the railway (kilometers) or railway connection (Yes/No)	There is no railway connection.
23	The name of the nearest airport and the distance to the resort (kilometers)	Yenişehir / BURSA Airport 76 km.

24	Cargo Handling capacity of the facility (tons/year; TEU/Year; Vehicle/year)	Dry cargo 2.500.000 Tons/Year, General load 2.500.000 Tons/Year, Container 1.200.000 TEU/Year, Vehicle (Ro-Ro) 650.000 Vehicle/Year
25	Whether scrap handling is carried out at the facility	Yes
26	Is there a border gate? (Yes/No)	No
27	Is there a bonded area? (Yes/No)	Yes
28	Cargo handling equipment and capacities	**1- MOBILE HARBOUR CRANE (MHC) GROUP:** **2-** A total of 7 mobile port cranes with a lifting capacity of 5*100 Tons, 1*80 Tons and 1*60 Tons **3- QUAY CRANE (QC) CRANE GROUP:** 8 QC cranes with a lifting capacity of 70 Tons **4- RUBBER TRİED GANTRY (RTG) CRANE GROUP:** 30 RTG field stacking cranes with a lifting capacity of 40 tons **5- CONTAİNER REACH STACKER (CRS) GROUP:** 6 Reach Stackers with different lifting capacity used in field stackers **6- EMPTY CONTAİNER REACH-STACKER (ECS) GROUP:** Empty container handling-stacking machine 4 pcs **7- TERMİNAL TRACTOR GROUP:** 35 Tractors used in transportation within the terminal **8- FORKLİFT GROUP:** 29 Forklift trucks with lifting capacity between 1.5 Tons and 33 Tons
29	Storage tank capacity (m^3)	----
30	Open storage space (m^2)	740.309 m^2
31	Semi-enclosed storage space (m^2)	---
32	Closed storage space (m^2)	56.000 m^2
33	Designated fumigation and/or fumigation removal area (m^2)	500 m^2
34	Name/ title of the guiding and towing services provider contact details	Gemlik Guidance and Tug Services A.Sh. Phone : 0224 524 88 31 / 153 Fax : 0224 524 88 30 Pilot Station: 0224 524 88 31 / 154 E-mail : pilotaj@yilport.com

35	Has a Security Plan been established?	Yes	
36	Waste Acceptance Facility capacity (This section will be arranged separately according to the wastes accepted by the facility.)	Bilge Water (Fixed) Dewatered Bilge Tank (Fixed) Bilge Water (Mobile) Sludge (Fixed) Sludge (Mobile) Waste Oil (Fixed) Waste Oil (Mobile) Domestic Treatment Marine Terminal	45 m^3 80 m^3 25 m^3 120 m^3 25 m^3 45 m^3 25 m^3 650 person/day

37 Dock / Pier etc. properties of fields

Berth / Pier No	Size (Metre)	Width (Metre)	Max. Water Depth	Min. Water Depth	Largest Ship tonnage and length to berth (DWT veya GRT - metre
1	239		24		15.000 DWT – General Cargo 239 metre
2-3	365		24	17	340.000 DWT - Container 100.000 DWT - General Cargo 365 metre
4-5	365		24	17	340.000 DWT - Container 100.000 DWT - General Cargo 365 metre
6-7	290	30	35	17	340.000 DWT - Container 100.000 DWT - General Cargo 290 metre
8-9	221	30	35	12	340.000 DWT - Container 100.000 DWT - General Cargo 221 metre
10-11	315	30	35	12	340.000 DWT - Container 100.000 DWT - General Cargo 315 metre
12	70			7	2.000 DWT - General Cargo 70 metre
13	113		10	8	5.000 DWT - General Cargo 113 metre

Name of the pipeline (if available at the facility)	Number of pieces (pcs)	Length (meters)	Diameter (inch)
Liquid Ammonia Line	1	---	16” / 10”
Gas ammonia Line	1		8”
Cooling Line (Liquid Ammonia)	1		2”
Gas ammonia Line	1		1”

Mobile Ammonia Filling Handle	1		

1.2 Loading/Discharging, Handling and Storage Procedures for Dangerous Goods Handled and/or Temporarily Stored at the Coastal Facility

1.2.1 General

1.2.1.1 Some cargoes that fall into packing group I from the cargoes defined in the IMDG Code as class 1 explosives (except class 1.4), class 7 radioactive substances, class 6.2 infectious substances are not taken to the port. These loads are called dangerous loads that are absolutely not accepted and they are operated as transit loads if they have the permission of the authorized administration. Loading and unloading is carried out in a special area at the port and they are transported away without waiting at the port. In the case of handling such loads, the safety rules specified in this manual will be applied. Within the scope of IMDG Code, packaged, packed or baled / deck/ bundle loads, general cargo loads and project loads are handled. Under the IMSBC Code, all types of bulk cargo, mineral, coal, cement, clinker, fertilizers containing ammonium nitrate and solid bulk cargoes of this type; liquid cargoes are handled at the port site under the IBC Code. Under the IGC Code, the cargo is handled UN 1005 (Ammonia).

1.2.1.2 The following issues will be met in terms of the safety of the coastal facility, employees and ships in the coastal facility in matters such as handling dangerous cargoes to the coastal facility, temporarily holding them in the coastal facility, stacking and sorting, storage:

1.2.1.2.1 A coordination meeting will be held at least 1 day before the acceptance of dangerous cargoes to the coastal facility and the participation of Operations, site planning, HSE, TMGD and other interested parties will be ensured in this meeting. (The decision to hold this meeting for routinely handled dangerous cargoes accepted to the port can be made by the operations or HSE Department /TMGD

1.2.1.2.2 At the coordination meeting; regarding the dangerous cargo / cargoes to be accepted to the port;

a) Risk arising from dangerous cargo,
b) Interaction with dangerous cargoes present in the coastal facility,
c) Interaction with cargoes planned to be accepted to the coastal facility in the near future,
d) Stacking conditions,
e) Separation conditions,
f) The need for materials and equipment in terms of emergency response,
g) The competence of emergency response teams,
h) Interaction with neighboring facilities

Its subjects are handled within the scope of current IMDG CODE documents and are taken by acceptance/rejection or by the decision of the manager.

1.2.1.2.3 If a decision has been taken to accept the dangerous cargo at the meeting, the management, operation, storage, security, emergency response units are informed and the preparation and acceptance process is initiated.

1.2.1.2.4 In case of the need to inform the Port Authority upon admission to the coastal facility, it is notified to the Port Authority by writing together with the reasons for the situation.

1.2.2 Preparation Before Handling Dangerous Goods

(1) Planning and preparations related to the handling and temporary storage of dangerous cargoes arriving at our coastal facility are made taking into account the information in the preliminary notification and the safety information form, and the relevant personnel are informed.
(2) In our coastal facility, the responsible unit requests the safety information form of dangerous cargoes from the cargo person, takes into account the information in the safety information form for first aid and measures to be taken to prepare for emergencies, as well as for handling and temporary storage applications. The safety information form is prepared by the cargo producer to the safety information form preparer, the safety information forms that do not meet these conditions are not accepted by our coastal facility.
(3) If there is no possibility to repackage or make the cargo transportation unit or packaging suitable for transportation at the shore facility, it is not accepted to the shore facility.

1.2.3 Records Keeping of Notifications

Notifications made to our coastal facility are stored in physical or electronic environment for 3 years and are kept ready for inspections to be carried out by the General Directorate of Shipping or the relevant port authority.

1.3 Procedure for Safe Handling Operation of Packed Dangerous Cargoes

1.3.1 Container

1.3.1.1 Hazardous cargo containers have been declared to the customs authorities under the customs procedure of customs declaration, according to physical examination and Document Control for RED, add a declaration for the control of accuracy without the need for physical examination and YELLOW, BLUE and documents to be checked subsequently declarations, Document Control and physical inspection of goods is not GREEN,

1.3.2 Requirements

1.3.2.1 To be changed according to the capacity of the facility and its location; water tanks in sufficient volume, in connection with enough power and capacity for Cooling, Electric and diesel engine water pump, the necessary and sufficient number of places/diameter pipes connected with fire, fire hydrants, fire cabinet, enough spare energy production equipment (generator), a sufficient number of sparkling buildings and liquefied gas fire outside fire-fighting activities), and dry chemical/dusty fixed/portable fire equipment fire fighting equipment and equipment of containing the details specified in Article 8.10 is equipped.

1.3.2.2 Emergency situations (fire, explosion, leakage, etc.) in accordance with the job descriptions and work areas of the personnel involved in the work and operations of the evacuation / evacuation of packed dangerous cargoes at the port facility.) and intervention, occupational health and safety, ISPS code safety awareness training and article 10.4 specified safety issues will be provided to receive training.

1.3.2.3 Works and operations for damaged cargo transportation units or packages containing dangerous cargo will be carried out at the CFS site by taking the necessary measures. In case of leakage in the mentioned cargo transportation units or packages, the operations related to them will be carried out in portable leakage pools with a capacity of 2 containers of 40 feet.

1.3.2.4 A site has been determined in accordance with the separation and stacking rules for packed dangerous goods and containers carrying dangerous goods, and the temporary storage of these packed goods and containers 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 at these sites. If dangerous cargo stacking or storage is carried out on the entire site, transportation routes to the cargo transportation units containing dangerous cargo will be open and equipment that can provide emergency facilities and capabilities that can be intervened in a short time will be provided on the site.

1.3.2.5 The communication equipment used in the loading/unloading and handling operations of dangerous goods; It will be of a safe type and in number and sufficient to ensure uninterrupted communication, in working condition and in good condition.

1.3.2.6 Necessary warnings, warning signs and fire warning (alarm) buttons will be checked that they are in visible and easily accessible places. In dangerous places and situations, the relevant personnel will be equipped with personal protective clothing and equipment in accordance with occupational safety and health criteria. Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and work areas will not be employed.

1.3.2.7 Cargo handling units carrying temperature-controlled dangerous cargoes will be temporarily stored only at the A4 site where the necessary measures have been taken. The temperature values of the mentioned load carrying units will be continuously observed and monitored with remote monitoring facilities as far as possible.

1.3.2.8 Class 4.3 Packages containing dangerous cargoes that emit flammable gases in contact with water and cargo handling units containing such packages shall be stored in stowed areas that are closed and not affected by rain, seawater and similar factors. The area to be stored will be equipped with warning signs indicating its risks. If the CTUs containing the dangerous cargoes in question are not affected by rain, seawater and similar factors, they will be stored in open facility areas.

1.3.3 Documentation

1.3.3.1 Passenger ships and cargo ships of 500 gross tons and more built on or after September 1, 1984 and carrying hazardous products must comply with the requirements of regulation II-2/19 of SOLAS 1974. In this context, such ships must have a Certificate of Conformity in accordance with SOLAS regulation II-2/19.4 of 1974 as proof that the ship complies with the special requirements for ships carrying dangerous goods specified in SOLAS regulation II-2/19. Cargo ships of less than 500 gross tons built on or after February 1, 1992 must comply with the provisions of regulation II-2/19 of SOLAS 1974 and be registered in this Certificate of Conformity, unless the Administrations reduce the requirements.

1.3.3.2 The Certificate of Conformity also provides information on the classes of hazardous substances that can be transported.

1.3.3.3 A ship carrying packaged dangerous goods must have a special list or manifest indicating the dangerous goods, marine pollutants and their location on board. As such a special list or manifest, a detailed stowage plan can be used, which identifies the dangerous cargoes on board and marine pollutants according to their class and indicates their location. In IMO FAL form 7, this type of manifesto format is included.

1.3.3.4 Dangerous products and/or marine pollutants list or manifest, documentation and certification as required by the IMDG code should be based on Chapter 5, and dangerous cargo on board and/or marine pollutants, the location of the hoard of notification will be made by the agency and must include the total amount and our facility.

1.3.4 Supervision

1.3.4.1 After the ship berths at the interface, in order to supervise the transport of dangerous goods within the scope of the responsibility of the master and the port management, the Shift Supervisor or the operation officer is to ensure that the risks are taken by the cargoes and to inform the captain of the steps to be taken in case of an emergency.

1.3.4.2 The person responsible for the ship is usually the second captain or cargo officer. It will ensure the continuity of communication with the Shift Supervisor or operations manager.

1.3.5 Information for Operational and Emergency Purposes

1.3.5.1 The operation managers shall have the following information regarding all dangerous cargoes transported or transported within their areas of responsibility.

1.3.5.1.1 Definition of dangerous goods in accordance with Section 5.4 of the IMDG Code;

1.3.5.1.2 Details of the special equipment needed for the safe transport of a particular dangerous cargo;

1.3.5.1.3 Emergency procedures, including steps to be taken in the event of a spill or leak, countermeasures to be taken against accidental contact, fire extinguishing procedures and appropriate fire extinguishing means.

1.3.5.2 When special equipment is needed for the transport of dangerous goods, information about this equipment and the relevant test and inspection certificates will be immediately submitted to the captain, the Port operator and the responsible persons.

1.3.5.3 Information on emergency procedures will be provided to the ship and the persons responsible for cargo handling. This information will be placed in the cargo office on the ship and in a place where the interested parties can be reached immediately at the interface.

.1 This information shall include emergency procedures at the dock, fire and emergency regulations at the dock and the telephone numbers of the fire brigade, ambulance, police and the competent authorities who must be informed in the event of an accident involving dangerous goods.

.2 In case of an accident related to dangerous cargoes, the port officer's phone and the emergency phone number to be called will also be included.

1.3.5.4 Container Operation scorekeepers are responsible for keeping records of the positions of the dangerous cargoes loaded and/or evacuated on the ship or at the Port facility, and their duties will also be notified in writing. The responsibility of the scorer is to keep these records regarding the positions of dangerous cargoes; in emergency situations, they will be of a nature that can be presented to those concerned and support the emergency response to be made and will be kept in a place where the relevant people can easily reach.

1.3.6 General Handling Precautions

1.3.6.1 Port management, within the areas of responsibility:

1.3.6.1.1 Everyone involved in the transportation of dangerous goods shall take the necessary care to prevent damage to packages, unit loads and cargo transportation units.

1.3.6.1.2 When transporting dangerous goods, the necessary measures will be taken to prevent unauthorized persons from accessing the transport areas.

1.3.6.1.3 If there is a problem in the storage of dangerous goods, it will be ensured that the necessary feasible steps are taken to minimize the existing risks for people and their negative effects on the environment.

1.3.6.1.4 Packages and packages that will be used in the replacement, repair of cargo transportation units or placement of damaged packages in recovery packages will be manufactured and certified in accordance with the structure of the dangerous cargo, in accordance with the provisions of Section 6 of the IMDG Code.

1.3.6.1.5 In the port facility, the provisions of the "Code of Practice for Packaging Cargo Transportation Units (CTU Code)" will be taken into account in the internal loading operations and / or loading of cargo transportation units into other transport mode vehicles. If container /vehicle loading is carried out in the areas where the cargo transportation units of the facility are unloaded and/or in closed warehouses (CFS areas), the CFS field officer will issue a "Container / Vehicle Loading Certificate". The example is as in Chapter 4. At the port entry points, it will be checked that each cargo transportation unit arriving at the coastal facility for transportation by sea has a "Container / Vehicle Loading Certificate", cargo transportation units that do not have this certificate will not be allowed to be loaded onto the ship.

1.3.6.1.6 The handling and temporary storage operations to be carried out shall be carried out by the MSC/Circ of the International Maritime Organization (IMO) as specified in Section 4.It will be carried out in accordance with the separation rules specified in Table 1 (Separation Chart for Dangerous Cargoes in Port Areas) contained in the Annex "Recommendations on the Safe Transportation of Dangerous Cargoes and Related Activities in Port Areas" of circular No. 1216. Details are given in Section 4.

1.3.6.1.7 Cargo handling units that have been fumigated and/or contain toxic gases inside will be stacked in such a way that their lids cannot be opened uncontrollably.

1.3.6.1.8 Cargo transportation units carrying temperature-controlled dangerous cargoes will be temporarily stored in the A4 area by taking the necessary precautions. The temperature values of the mentioned load carrying units will be continuously observed and monitored by the camera system.

1.3.6.1.9 Class 4.3 closed space is not available for packages containing dangerous cargoes that emit flammable gases in contact with water, as well as cargo transportation units containing such packages. Class 4.3 containers containing cargo can be stacked at the IMO site, taking into account the separation rules, if they are not affected by rain, sea water and similar factors. In other circumstances, it is not allowed to handle and enter the port facility.

1.3.7 Determination, Notification of Gross Weights of Loaded Containers and Non-shipment of Non-DBA Containers

1.3.7.1 It will be carried out within the scope of the Regulation on the Transportation of Dangerous Goods by Sea and the Safety of Loading and the Directive on the Determination and Notification of the Gross Weights of the Filled Containers to be Transported by Sea.

1.3.7.2 It is a legal obligation to determine and verify the gross weights of the filled containers to be loaded to the ships from our coastal facility in order to ensure a safer realization of maritime transportation, to notify the verified gross weights (DBA) and to act in accordance with the responsibilities of the parties.

1.3.7.3 While the DBA Document is being issued, the DBA Information System created by the Ministry of Transport and Infrastructure, in which DBA documents are prepared and container gross weights are tracked, will be used. The DBA document contains the following information:

a) The number of the container,
b) The maximum carrying capacity value of the container (payload),
c) Verified gross weight and weight measurement unit,
ç) Date of weighing,
d) The identity of the weighing instrument (registration no/ serial no/ authorization no etc.),
e) DBA detection method (Method-1 / Method-2),
f) Trade name of the possible coastal facility where the container will be loaded onto the ship,
g) Trade name and authorization certificate number of the weighing instrument operator,
ğ) Trade name and contact information of the installer or representative,
h) Name, surname and title of the person who approved the DBA Document on behalf of the uploader.

1.3.7.4 In addition to electronic communication systems such as Electronic Data Interchange (EDI) or Electronic Data Processing (EDP), DBA information can also be sent as a written document or via electronic mail.
1.3.7.5 When the loading of a full container without DBA information is refused by the relevant parties within the scope of the Directive, the temporary storage of the container in question, return to the shipper, demurrage, etc., which may occur due to this process, may occur. issues related to the cost of situations are subject to the provisions of the contract between the commercial parties.

Notifications regarding the DBA made by the shipper or his representative to the carrier's representative are deemed to have been made to the carrier.

1.3.7.1 Intermodal Container Movements and Transfers

(1) In the case of intermodal transportation, the DBA information is given by the Decoiler to the delivery area when the container is delivered between modes.

(2) If a full container is transported to a coastal facility by a ship covered by the Directive to be transferred to a ship covered by this Directive, the full container in question must have DBA information before being loaded onto the transferring ship.

(3) Of the containers evacuated from the ship for transfer to another ship, those with DBA information do not need to be weighed again.

(4) The DBA information of the filled container is notified to the operator of the coastal facility to be transferred by the carrier who will make the transfer. The captain of the ship to which this full container will be transferred and the coastal facility to which the transfer will be made rely on the DBA information provided by the carrier making the transfer.

1.3.7.2 Discrepancy Detected in Gross Weight Information

(1) In the event of a discrepancy between the gross weight declared and the DBA prior to Deciphering and verifying the gross weight of the filled container, the DBA applies.

(2) The difference (margin of error) between the declared Dec DBA and the actual gross weight of the filled container cannot be more than ±5%. The ±5% margin of error in question has been determined as the administrative sanction application limit and does not eliminate the obligation of the shipper to determine the DBA value of the filled container with the least error by the methods specified in this Directive.

(3) In the event of a difference of more than ±5% between the DBA of the filled container obtained before delivery to the coastal facility and the gross weight obtained as a result of weighing by the coastal facility due to reasons arising from coastal facility operations, the final DBA document is the responsibility of the coastal facility operator. Dec. The coastal facility operator transmits the final DBA document prepared to the loader or his representative for notification to the carrier or his representative and notifies the relevant port authority of this situation.

1.3.7.3 Containers Exceeding the Maximum Carrying Capacity Value (Payload)

(1) Pursuant to SOLAS-74 Part 6 Rule 5, a container cannot be loaded in a manner exceeding the maximum carrying capacity value specified on the mandatory safety approval plate within the scope of the CSC Contract.

1.3.7.4 Empty Containers and Dirty Tank Containers

(1) DBA information is not searched for empty containers. However, those who offer empty containers for sea transportation (owners, operators of empty containers, etc.) must make sure that the containers are empty.
(2) A tank that is in a dirty state is considered a full container. It is mandatory that the DBA information of the tank containers be notified to the carrier or his representative and the shore facility operator by those who offer them for sea transportation.

(3) In accordance with the Container Marking and Identification Standard of the International Organization for Standardization (ISO), the tare weight of the container is visibly located on the container. This tare weight is used to verify the gross weight of the filled container when necessary.

1.3.7.5 Heavy Loads, Project Loads and Other Similar Loads

(1) Regardless of the type, it is mandatory to determine the DBA information of filled containers and notify the relevant parties. However, in cases where an artificial platform / deck is created using more than one foldable (top, two or four sides open- flat rack) container and heavy cargo, project load or other similar loads will be placed on it, DBA information is not sought in containers. When creating a ship loading plan, stability calculations are made taking into account the tare weights of these containers and the weight of the cargo placed on them.

1.3.7.6 Incorrect Notification and Cancellation of the DBA Document

(1) If the information in the DBA document is entered incorrectly by the organizer of the DBA document, the correction process is performed before the filled container reaches the coastal facility via the DBA Information System, and this period cannot exceed 72 hours.

(2) Records are kept regularly regarding erroneous notifications and corrections made to them.

(3) Commercial losses arising from the failure to notify or incorrect notification of DBA information to the relevant parties are subject to the provisions of the contract between the parties Decisively.

(4) In the event that the full container with the DBA certificate is returned to the loader by withdrawing it from the transport without loading it on the ship, the DBA certificate can be canceled by notifying the General Directorate of Maritime Affairs, but in this case the control fee will also be charged.

1.3.7.7 Full Container With No Verified Gross Weight Information

(1) When a full container with no DBA information is accepted to the shore facility, the loader or his representative is notified by the shore facility in writing or electronically by detecting the DBA of the container in accordance with Method-1 before loading it onto the ship.

(2) A full container without DBA information cannot be loaded on board.

(3) Upon request by the General Directorate of Maritime Affairs, information about the filled containers loaded from the coastal facilities to the ships will be submitted.

(4) To make the billing to the installer or his representative requesting the service in exchange for the DBA detection service.

(5) A full container loaded in excess of the maximum carrying capacity (payload) value is not loaded on the ship. If a payload overrun is detected in the container, the cargo person is notified. Under the supervision of port personnel, the cargo person opens the container and unloading is carried out from the container so that the payload remains within the limit December. It is closed and sealed again. The final weight check is performed.

(6) DBA document that is not issued through the DBA Information System is not accepted. Each DBA document will be issued only through the DBA Information System.
(7) Facilities will not use weighing instruments that do not meet the criteria and have lost their adequacy during the authorization certificate period to detect DBA.

(8) DBA information will be recorded and stored in physical or electronic environment for at least three years. In addition, these documents will be submitted when requested by the General Directorate of Maritime Affairs.

1.4 Operational Procedure of Safe Handling of Bulk Solid Dangerous Cargoes

In our port facility, solid dangerous cargoes are handled at berths 3-4-6 as supalan. It will not be stored in the port facility.

1.4.1 Requirements

1.4.1.1 According to the dangerous cargo handling areas for determining the risk of; administrative buildings, facilities, adjacent to the freight handled and temporarily stored in these facilities, and other facilities by type of property and the characteristics of the loads handled emergency situations quick and safe access to other possibilities will be taken into consideration.

1.4.1.2 The issues related to the additional safety and security measures to be taken in the coastal facilities and these measures will be provided by the Operations department.

1.4.1.3 Assign a Shift Supervisor or operations officer responsible for handling dangerous solid bulk cargoes, and their duties are defined in the quality management system.

1.4.1.4 Electrical equipment, equipment and equipment to be used in areas where dangerous goods are handled shall be of standards suitable for use in flammable, flammable or explosive environments. During load operations for dangerous solid bulk cargoes, electric lamps other than arc lamps will be used, and these lamps will be gas-tight.

1.4.1.5 A sufficient number of appropriate personal protective clothing, equipment and equipment will be provided against the characteristics of the dangerous solid bulk cargoes handled and the risks they may pose.

1.4.1.6 Emit hazardous solid bulk loads in areas where toxic or flammable gases are handled, which can establish the concentration of gas emissions and their possible toxic or flammable gas measuring devices will be checked regularly and measurements shall be recorded.

1.4.1.7 The surroundings of the areas where dangerous cargoes such as coal, which burn by themselves, but are not affected by water, are stored, should be equipped with water cannons and irrigation operations will be carried out to prevent combustion. When declaring a temporary storage area, it will be taken into account whether the area has a drainage system around which dirty water will be collected.

1.4.1.8 Tarpaulins that will prevent the solid bulk dangerous cargoes from falling into the sea during Decommissioning or loading on the ship will be kept between the ship and the dock during the operation.

1.4.1.9 The ship captain who will discharge / discharge dangerous solid bulk cargo will receive a detailed loading / evacuation plan containing details about the location and quantities of the cargo in question on the ship by the operations officer before starting the discharge / evacuation process. An agreement will be reached between the ship's captain and the operations officer regarding the loading / Decommissioning plan in question.

1.4.1.10 The ship's captain and hazardous solid bulk cargoes within their areas of responsibility responsible for the operation of transporting, handling or loading/Evacuation Operations, "International Maritime Solid bulk loads Code (IMSBC Code)", "bulk cargo ships for the safe loading and discharge of the application code (BLU Code)", published in the official gazette dated 31.12.2005 26040 "regulation on the safe loading and unloading of bulk cargo ships" and "for representatives of solid bulk terminal loading and discharging loads handbook (IMO MSC/Circ.1160, MSC/Circ.1230, and MSC.1/Circ.1356)"will ensure that it is done in accordance with.

1.4.2 Documentation

1.4.2.1 Vessels of 500 gross tons and over built on or after 1 September 1984 and carrying hazardous products must comply with the requirements of regulation II-2/19 of SOLAS 1974. In this context, such vessels must carry a Certificate of Conformity in accordance with SOLAS regulation II-2/19.4 of 1974 as proof that the vessel complies with the special requirements for ships carrying dangerous goods specified in SOLAS regulation II-2/19. Cargo ships of less than 500 gross tons built on or after February 1, 1992 must comply with the requirements of SOLAS 1974 regulation II-2/19, unless the relevant Administrations reduce the requirements to be applied, and this must be stated in the Certificate of Compliance.

1.4.2.2 The Certificate of Conformity must also provide information on the classes of dangerous goods that can be transported.

1.4.2.3 In addition, ships carrying dangerous solid bulk cargoes must also have on board a list, manifest or detailed stowage plan detailing the dangerous cargo and its location on board.

1.4.3 Responsibility for Compliance

1.4.3.1 When transferring hazardous solid when it is moved or packed bulk loads when loading and offloading operations within the port facility or ship's captain, the bulk of their areas of responsibility (BC) code that is applicable, and the application of principles relating to the loading and discharging of bulk loads safe for principals and terminal loading and unloading of solid bulk commodities that are carried out in accordance with the guide will be sure about.

1.4.4 Emission of Harmful Dusts

1.4.4.1 The transport of dangerous loads, dry bulk, can cause dust emissions of the transported or stored, in cases where such prevent or minimize dust emissions and these emissions to protect people and the environment will take all necessary measures that can be applied from.

1.4.4.2 In addition to personal washing and hygiene and washing the clothes used, these measures will also include appropriate protective clothing, respiratory protection and, if necessary, protective creams.

1.4.5 Emission of Dangerous Vapor/Oxygen Deficiency

1.4.5.1 The transport of bulk commodities hazardous, toxic or flammable vapour emissions can cause transported or stored, in cases where the formation of vapor and prevent or minimize these emissions, such emissions from people and will take all necessary measures to protect the environment that can be applied.

1.4.5.2 When dangerous solid bulk cargoes that may emit a toxic or flammable vapor are transported, transported or stacked, the concentration of toxic or flammable vapor shall be measured.

1.4.6 Emission of Explosive Dusts

1.4.6.1 When transporting or transporting dangerous solid bulk cargoes that may cause dust emissions that may glow due to ignition, the entire fire hose will be kept ready to prevent such a flare and minimize the effects of glare if it occurs.

1.4.6.2 Measures to be taken include hosing rather than sweeping, blocking sources of ignition and to limit the concentration of dust in the atmosphere.

1.4.7 Spontaneously Combustible Substances and Substances that React With Water

1.4.7.1 Dangerous solid bulk cargoes that may turn into flammable or toxic vapors in case of contact with water or cause a simultaneous explosion will be kept as dry as possible. Such loads will be transported only under dry weather conditions.

1.4.8 Oxidizing Substances

1.4.8.1 Dangerous solid bulk cargoes, which are an oxidizing agent, will be transported, transported and stacked in such a way as to prevent contamination with flammable or carbon-containing materials. Oxidizing agents shall be kept away from any source of heat or ignition

1.4.9 Incompatible Materials

1.4.9.1 Dangerous solid bulk cargoes will be transported to be transported in such a way as to prevent dangerous interaction with inappropriate materials.

1.5 Procedures for Safe Handling of Liquid Bulk Dangerous Cargoes

Dangerous Liquid Bulk Cargoes are handled at berths 3, 4, 5 in our port facility.

1.5.1 Requirements

1.5.1.1 For the purpose of detecting gas leaks that may occur at the port facility, gas detectors have been calibrated and will be kept ready for use.

1.5.1.2 During the loading / unloading operation at the port facility, all types of vehicles arriving at the filling / unloading platform located at the facility will be completely free of static electricity, flame arrester devices will be installed on their exhausts and grounding will be carried out. Flame arrester devices will be provided by the Land Tanker operator. Land Tankers that are not flame retardant will not be taken to the port facility. This feature will not be required for tankers in ADR standards.

1.5.1.3 The necessary warnings and warning signs will be placed around the area where the handling is carried out. In places and situations that pose a danger, the relevant personnel will wear personal protective clothing and equipment in accordance with occupational safety and health criteria. Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and work areas will not be employed.

1.5.1.4 Periodic maintenance-repair and calibration of the devices used will be carried out, and the certificate, journal or registry documenting this situation will be kept up-to-date.

1.5.1.5 In case of emergency situations or accidents, the first aid materials to be used for intervention will be stored in places known to the personnel and easily accessible.

1.5.1.6 Communication equipment used in the port facility radios that can be used safely in flammable or explosive environments will be used in the loading / unloading operations of dangerous liquid bulk cargoes.

1.5.1.7 Flexible hoses used in the discharge / discharge of liquid bulk cargoes; It will be checked that they are type approved and have a certificate indicating the type of pipe, the maximum working pressure of the pipe, the month and year of production. The tests and maintenance and repairs of the pipes in question in accordance with the criteria specified in ISGOTT will be carried out and the test reports and maintenance and repair records related to them will be kept. Hoses that will be used in evacuation / evacuation operations but are not in service will be maintained in accordance with the criteria specified in ISGOTT.

1.5.1.8 A sufficient number of electrical insulation flanges will be provided for flexible hoses and loading arms used in the discharge/discharge of liquid bulk cargoes.

1.5.1.9 Dangerous liquid bulk cargoes will be transported in such a way as to eliminate the possibility of interaction with other cargoes.

1.5.1.10 The operators of the coastal facilities where dangerous liquid bulk cargoes are handled are responsible for the additional safety and security measures to be taken at the coastal facilities by the liquid cargo foreman, supervisor, chief and OHS.

1.5.1.11 The liquid cargo foreman, supervisor, and chief are responsible for the transportation of dangerous liquid bulk cargoes at our port facility, and their duties are defined in the quality management system and will act within the framework of these responsibilities.

1.5.1.12 In cargo operations and emergency situations, the ship's captain and liquid cargo foreman, according to their areas of responsibility, will provide the following information regarding the dangerous liquid bulk cargoes that are loaded/discharged or transported to the port authority and other relevant persons, if necessary.

1.5.1.12.1 The captain of the ship by;

1.5.1.12.1.1 Description of the appropriate transport name of the dangerous goods, UN number (if any) and physical and chemical properties (including reactivity).

1.5.1.12.1.2 Load transfer, slop transfer, degassing, inert, ballast removal, ballast unloading and tank cleaning procedures.

1.5.1.12.2 Liquid cargo by foreman, supervisor ,chief;

1.5.1.12.2.1 Information on the special equipment required for the safe handling and loading/unloading of certain loads, as well as emergency response procedures, including the following aspects:

1) What needs to be done in the event of a spill or leak specified in the Emergency Plans

2) Measures to be taken to prevent accidental contact of persons with dangerous goods in the Emergency Drum Plan and within the scope of Occupational Health and Safety.

3) The fire-fighting procedures specified in the Emergency Plan and the appropriate communication systems to be used in the event of a fire.

1.5.1.13 Handling of hazardous liquid bulk commodities and the loading/discharge and during the operation, before the start of the operation in question, the approach to all entrances and the surgery will be performed to place the pier, written and illustrated (pictogram) as required warning statement/signs were placed where it will be checked.

1.5.1.14 During the handling and loading/unloading of liquid bulk cargoes, continuous communication will be provided from Sea Band channel 16 and the working channel specified in the protocol, and the effectiveness of communication will be ensured during cargo operations.

1.5.2 Pipe Installations Used for Liquid Bulk Dangerous Cargoes

1.5.2.1 Flexible hose::

1.5.2.1.1 It will not be used for loads other than those for which it is suitable, taking into account the temperature and suitability of such loads,

1.5.2.1.2 If it is prone to damage by impact, it will be properly protected,

1.5.2.1.3 In load handling, it shall be ensured that it is electrically continuous, except that it contains an isolated flange or a non-conductive spool part. The pipeline on the sea side of the insulation section will be electrically continuous to the ship, and the land side will also be electrically continuous to the grounding system. The Decoupling flange shall be tested in accordance with Chapter 17 of the International Safety Manual for Fuel Tankers and Terminals (ISGOTT)

1.5.3 Liquid Load Supervısor

1.5.3.1 Will take adequate measures to prevent the occurrence of a short circuit in the insulation section,

1.5.3.2 It will ensure that the insulation and grounding systems are inspected and tested at appropriate December intervals to ensure their effectiveness,

1.5.3.3 It will ensure the protection or Decoupling of other metallic connections between the interface and the coast, to ensure that there is no possibility of an activating spark, from which a combustible atmosphere can form.

1.5.3.4 It will act according to the appropriate checklists in the International Safety Manual for Fuel Tankers and Terminals (ISGOTT).

1.5.4 Sources of Ignition

1.5.4.1 The liquid cargo uniform will ensure that the ship's captain is informed about the conditions that may require taking measures regarding ignition sources on board, such as ship January or cooking appliances.

1.5.5 Containment of Spills

1.5.5.1 In case of leakage of dangerous bulk liquid cargoes in the event of an accident in the warehouse area, the Operation Supervisor will ensure that all waste water pipe mouths, pipes and drains on the interface are closed before the start of transportation and that all dangerous liquid bulk cargoes are kept closed throughout the transportation.

1.5.6 Handling

1.5.6.1 Flexible hoses

1.5.6.1.1 Ship Captain and Operations Officer within the relevant areas of responsibility:

.1 Regarding the temperature and suitability of such loads, it will make sure that a Flexible hose is not used except for loads for which it is suitable or at any working pressure for which it is not suitable.

.2 It will be checked that each type of Flexible hose with end fittings has been tested and has a certificate indicating the burst pressure.

.3 Before being placed for service, it will be checked from the documentation that each Flexible hose has been hydrostatically tested in accordance with the requirements of the Administration.

.4 Before the flexible hoses are put into use, they will be visually inspected. Flexible hoses will be inspected at frequent December intervals during operation.

.5 Documents indicating the flexible hose, the type of hose, the specified maximum working pressure and the month and year of manufacture will be kept at the facility.

.6 Since it has sufficient electrical insulation and the length of the flexible hose will be sufficient to operate satisfactorily within the defined operating December without overloading the terminal connections.

.7 A Flexible hose equipped for the transport of dangerous liquid bulk cargoes shall be kept under adequate supervision.

.8 In case of an emergency, in order to protect the environment, personal safety and equipment, procedures will be applied adequately to separate the flexible hose connection in a way that does not allow leakage.

1.5.7 Preliminary Precautions

1.5.7.1 Within the relevant areas of responsibility, the Ship's Captain and the Operations Officer will test the cargo handling controls, measurement systems, emergency shutdown and alarm systems before starting the cargo transfer operation and make sure that they are sufficient.

1.5.7.2 Before starting operation hazardous liquid bulk cargo, the ship's captain and operations officer containing the following points shall agree in writing that considers the maximum transport time loading or offloading speeds.

1.5.7.2.1 The capacity and maximum allowable pressure of the ship's cargo lines and flexible hose;;

1.5.7.2.2 Steam ventilation system layout and maximum loading or unloading speeds;

1.5.7.2.3 Possible pressure increases according to emergency shutdown procedures;

1.5.7.2.4 Possible accumulation of electrostatic charge; and

1.5.7.2.5 The presence of responsible persons on the ship and on the beach during launch operations.

1.5.7.3 The appropriate security checklist showing the main security measures to be taken before and during such transfer operations will be completed and signed.

1.5.7.4 The steps to be taken in the event of an emergency that may occur during handling operations and the signs to be used will be accepted in writing.

1.5.7.5 Appropriate safety precautions and clothing will be ensured to be used.

1.5.7.6 The operations supervisor will ensure that the start-up controls on the bulk liquid transfer pumps are locked in the 'off" position or located in a place accessible only to authorized personnel.

1.5.7.7 The operations supervisor will check that the loading/unloading connections of the flexible hose are not in use or that they are securely and hermetically sealed when they are in standby service.

1.5.7.8 The "Ship / Coast Safety Checklist" found in the International Safety Manual for Tankers and Terminals (ISGOTT) will be filled in and signed in accordance with the "Guide for Completing the Ship / Coast Safety Checklist" also contained in ISGOTT.

1.5.8 Pumping

1.5.8.1 Ship Captain and Operations Officer within the relevant areas of responsibility:

1.5.8.1.1 Checks are carried out at agreed periods to ensure that the accepted back pressures and loading or unloading speeds are not exceeded;

1.5.8.1.2 That all necessary care is taken to prevent leakage of all relevant pipes, flexible hoses and connected equipment on board and on shore, and that adequate supervision is carried out during the transfer of dangerous bulk liquid cargoes;

1.5.8.1.3 Since effective communication is maintained between the Deckhouse and the shore equipment during the transfer operations;

1.5.8.1.4 Since the safety control list is available for inspection during handling operations,;

1.5.8.1.5 During the handling of dangerous liquid bulk cargoes, the necessary arrangements are made for measuring the tankers to be evacuated to ensure that the tanker is not overloaded.;

1.5.8.1.6 Since there are responsible persons on board and during operations on shore.

1.5.8.1.7 They will ensure that appropriate safety equipment and clothing are used.

1.5.9 Completion of Operation

1.5.9.1 Within the relevant areas of responsibility, the Ship's Captain and Operations Officer: after the transfer of dangerous bulk liquid cargoes is completed, he will make sure that there are no pressure residues on the cargo discharge valves and flexible hoses. Also:

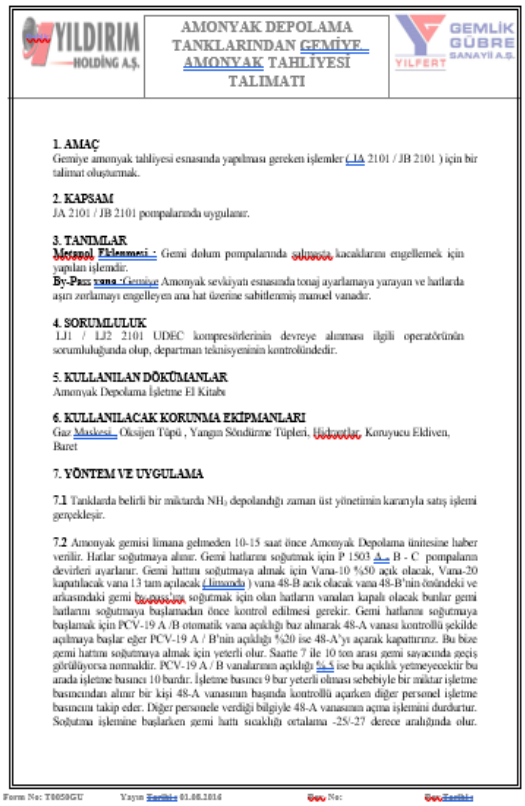
1.5.9.1.1 Before the flexible hose leaves the ship, ensure that the liquids are drained and the pressure is taken;

1.5.9.1.2 That all safety precautions have been taken, which include ensuring the sealing of ship manifold connections and flexible hoses with a blind flange; and

1.5.9.1.3 It will be ensured that appropriate safety equipment and clothing are used.

1.6 Procedure for Collection, Discharge, Handling and Temporary Storage within the Scope of the IGC Code

Within the scope of the IGC Code, 1005 loads of anhydrous ammonia are handled. The process is progressing according to the instructions below in the evacuation and evacuation operations. Gemlik Fertilizer carries out all these processes.



YILDIRIM HOLDİNG A.Ş. — AMONYAK DEPOLAMA TANKLARINDAN GEMİYE AMONYAK TAHLİYESİ TALİMATI — GEMLİK GÜBRE SANAYİİ A.Ş. YILPERT

1. AMAÇ
Gemiye amonyak tahliyesi esnasında yapılması gereken işlemler (JA 2101 / JB 2101) için bir talimat oluşturmak.

2. KAPSAM
JA 2101 / JB 2101 pompalarında uygulanır.

3. TANIMLAR
Mezgeç Fleksmesi : Gemi dolum pompalarında salyangoz kacaklarını engellemek için yapılan işlemdir.
By-Pass vana : Gemiye Amonyak sevkiyatı esnasında tonaj ayarlamaya yarayan ve hatlarda aşırı zorlanmayı engelleyen ana hat üzerine sabitlenmiş manuel vanadır.

4. SORUMLULUK
LJ1 / LJ2 2101 UDEC kompresörlerinin devreye alınması ilgili operatörünün sorumluluğunda olup, departman teknisyeninin kontrolündedir.

5. KULLANILAN DÖKÜMANLAR
Amonyak Depolama İşletme El Kitabı

6. KULLANILACAK KORUNMA EKİPMANLARI
Gaz Maskesi , Oksijen Tüpü , Yangın Söndürme Tüpleri, Eldivenler, Koruyucu Elbiven, Baret

7. YÖNTEM VE UYGULAMA

7.1 Tanklarda belirli bir miktarda NH_3 depolandığı zaman üst yönetimin kararıyla satış işlemi gerçekleşir.

7.2 Amonyak gemisi limana gelmeden 10-15 saat önce Amonyak Depolama ünitesine haber verilir. Hatlar soğutmaya alınır. Gemi hatlarını soğutmak için P 1503 A - B - C pompaların devirleri ayarlanır. Gemi hattını soğutmaya almak için Vana-10 %50 açık olacak, Vana-20 kapatılacak vana 13 tam açılacak (Limanda) vana 48-B'nin açık olacak vana 48-B'nin önündeki ve arkasındaki gemi by-pass'ını soğutmak için olan hatların vanaları kapalı olacak bunlar gemi hatlarını soğutmaya başlamadan önce kontrol edilmesi gerekir. Gemi hatlarını soğutmaya başlamak için PCV-19 A /B otomatik vana açıklığı baz alınarak 48-A vanası kontrollü şekilde açılmaya başlar eğer PCV-19 A / B'nin açıklığı %20 ise 48-A'yı açarak kapattırınız. Bu bize gemi hattını soğutmaya almak için yeterli olur. Saatte 7 ile 10 ton arası gemi sayacında geçiş görülüyorsa normaldir. PCV-19 A / B vanalarının açıklığı %5 ise bu açıklık yetmeyecektir bu arada işletme basıncı 10 bardır. İşletme basıncı 9 bar yeterli olması sebebiyle bir miktar işletme basıncından alınır bir kişi 48-A vanasının başında kontrollü açarken diğer personel işletme basıncını takip eder. Diğer personele verdiği bilgiyle 48-A vanasının açma işlemini durdurtur. Soğutma işlemine başlarken gemi hattı sıcaklığı ortalama -25/-27 derece aralığında olur.

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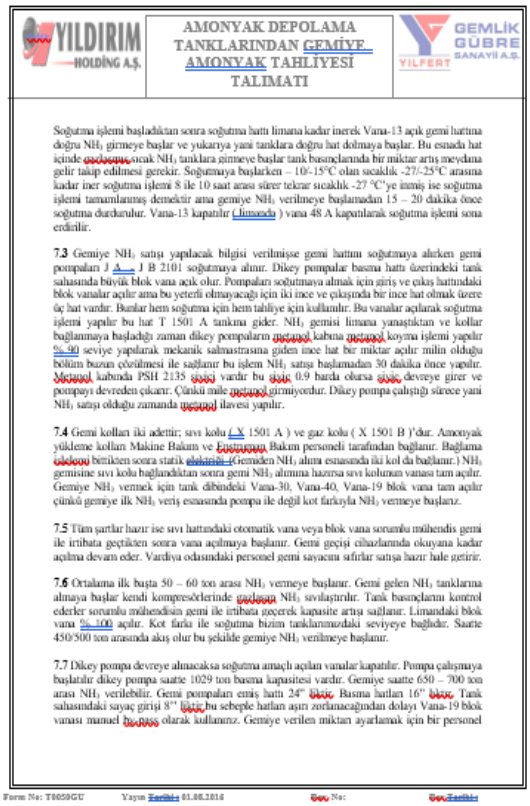

YILDIRIM HOLDİNG A.Ş. — AMONYAK DEPOLAMA TANKLARINDAN GEMİYE AMONYAK TAHLİYESİ TALİMATI — GEMLİK GÜBRE SANAYİİ A.Ş. YILPERT

Soğutma işlemi başladıktan sonra soğutma hattı limana kadar inerek Vana-13 açık gemi hattına doğru NH_3 girmeye başlar ve yukarıya yani tanklara doğru hat dolmaya başlar. Bu esnada hat içinde sıcaklık, ancak NH_3 tanklara girmeye başlar tank basınçlarında bir miktar artış meydana gelir takip edilmesi gerekir. Soğutmaya başlarken – 10/-15°C olan sıcaklık -27/-25°C arasına kadar iner soğutma işlemi 8 ile 10 saat arası süree tekrar sıcaklık -27 °C'ye inmiş ise soğutma işlemi tamamlanmış demektir ama gemiye NH_3 verilmeye başlamadan 15 – 20 dakika önce soğutma durdurulur. Vana-13 kapatılır (Limanda) vana 48 A kapatılarak soğutma işlemi sona erdirilir.

7.3 Gemiye NH_3 satışı yapılacak bilgisi verilmişse gemi hattını soğutmaya alırken gemi pompaları J A - J B 2101 soğutmaya alınır. Dikey pompalar basma hattı üzerindeki tank sahasında büyük blok vana açık olur. Pompaları soğutmaya almak için giriş ve çıkış hattındaki blok vanalar açılır ama bu yeterli olmayacağı için iki ince ve çıkışında bir ince hat olmak üzere üç hat vardır. Bunlar hem soğutma için hem tahliye için kullanılır. Bu vanalar açılarak soğutma işlemi yapılır bu hat T 1501 A tankına gider. NH_3 gemisi limana yanaştıktan ve kollar bağlanmaya başladığı zaman dikey pompaların metanol kabına metanol koyma işlemi yapılır % 90 seviye yapılarak mekanik salmastrasına giden ince hat bir miktar açılır milin olduğu bölüm buzun çözülmesi ile sağlanır bu işlem NH_3 satışı başlamadan 30 dakika önce yapılır. Metanol kabında PSH 2135 şalteri vardır bu şalter 0.9 barda olursa sistem devreye girer ve pompayı devreden çıkarır. Çünkü mile metanol girmiyordur. Dikey pompa çalıştığı sürece yani NH_3 satışı olduğu zamanda metanol ilavesi yapılır.

7.4 Gemi kolları iki adettir; sıvı kolu (X 1501 A) ve gaz kolu (X 1501 B)'dur. Amonyak yükleme kolları Makine Bakım ve Enstrüman Bakım personeli tarafından bağlanır. Bağlama işlemi bittikten sonra statik elektrik (Gemiden NH_3 alırsa esnasında iki kol da bağlanır.) NH_3 gemisine sıvı kolu bağlandıktan sonra gemi NH_3 almına hazırsa sıvı kolunun vanası tam açılır. Gemiye NH_3 vermek için tank dibindeki Vana-30, Vana-40, Vana-19 blok vana tam açılır çünkü gemiye ilk NH_3 veriş esnasında pompa ile değil kot farkıyla NH_3 vermeye başlarız.

7.5 Tüm şartlar hazır ise sıvı hattındaki otomatik vana veya blok vana sorumlu mühendis gemi ile irtibata geçtikten sonra vana açılmaya başlanır. Gemi geçişi cihazlarında okuyana kadar açılma devam eder. Vardiya odasındaki personel gemi sayacını sıfırlar satışa hazır hale getirir.

7.6 Ortalama ilk başta 50 – 60 ton arası NH_3 vermeye başlanır. Gemi gelen NH_3 tanklarına almaya başlar kendi kompresörlerinde gazlaşan NH_3 sıvılaştırılır. Tank basınçlarını kontrol ederler sorumlu mühendisin gemi ile irtibatı geçerek kapasite artışı sağlanır. Limandaki blok vana % 100 açılır. Kot farkı ile soğutma bizim tanklarımızdaki seviyeye bağlıdır. Saatte 450/500 ton arasında akış olur bu şekilde gemiye NH_3 verilmeye başlanır.

7.7 Dikey pompa devreye alınacaksa soğutma amaçlı açılan vanalar kapatılır. Pompa çalışmaya başlatılır dikey pompa saatte 1029 ton basma kapasitesi vardır. Gemiye saatte 650 – 700 ton arası NH_3 verilebilir. Gemi pompaları emiş hattı 24" bloke. Basma hatları 16" bloke. Tank sahasındaki sayaç girişi 8" bloke bu sebeple hatları aşırı zorlanacağından dolayı Vana-19 blok vanası manuel by-pass olarak kullanınız. Gemiye verilen miktarı ayarlamak için bir personel

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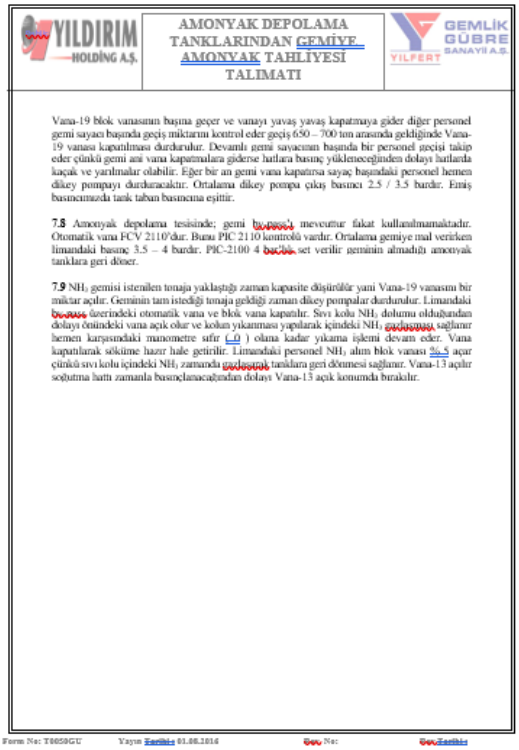

YILDIRIM HOLDİNG A.Ş. — GEMLİK GÜBRE SANAYİİ A.Ş. (YILFERT)

AMONYAK DEPOLAMA TANKLARINDAN GEMİYE AMONYAK TAHLİYESİ TALİMATI

Vana-19 blok vanasının başına geçer ve vanayı yavaş yavaş kapatmaya gider diğer personel gemi sayacı başında geçiş miktarını kontrol eder geçiş 650 – 700 ton arasında geldiğinde Vana-19 vanası kapatılması durdurulur. Devamlı gemi sayacının başında bir personel geçişi takip eder çünkü gemi ani vana kapatılmalara gidersе hatlara basınç yükleneceğinden dolayı hatlarda kaçak ve yarılmalar olabilir. Eğer bir an gemi vana kapatırsa sayaç başındaki personel hemen dikey pompayı durduracaktır. Ortalama dikey pompa çıkış basıncı 2.5 / 3.5 bardır. Emiş basıncımızda tank taban basıncına eşittir.

7.8 Amonyak depolama tesisinde; gemi bu yolu mevcutur fakat kullanılmamaktadır. Otomatik vana FCV 2110'dur. Bunu PIC 2110 kontrolü vardır. Ortalama gemiye mal verirken limandaki basınç 3.5 – 4 bardır. PIC-2100 4 bar'da set verilir geminin almadığı amonyak tanklara geri döner.

7.9 NH_3 gemisi istenilen tonaja yaklaştığı zaman kapasite düşürülür yani Vana-19 vanasını bir miktar açılır. Geminin tam istediği tonaja geldiği zaman dikey pompalar durdurulur. Limandaki boruhat üzerindeki otomatik vana ve blok vana kapatılır. Sıvı kola NH_3 dolumu olduğundan dolayı önündeki vana açık olur ve kolun yıkanması yapılarak içindeki NH_3 gazlaşması sağlanır hemen karşısındaki manometre sıfır (0) olana kadar yıkama işlemi devam eder. Vana kapatılarak sökülme hazır hale getirilir. Limandaki personel NH_3 alım blok vanası ¾-5 açar çünkü sıvı kolu içindeki NH_3 zamanla gazlaşarak tanklara geri dönmesi sağlanır. Vana-13 açılır soğutma hattı zamanla basınçlanacağından dolayı Vana-13 açık konumda bırakılır.

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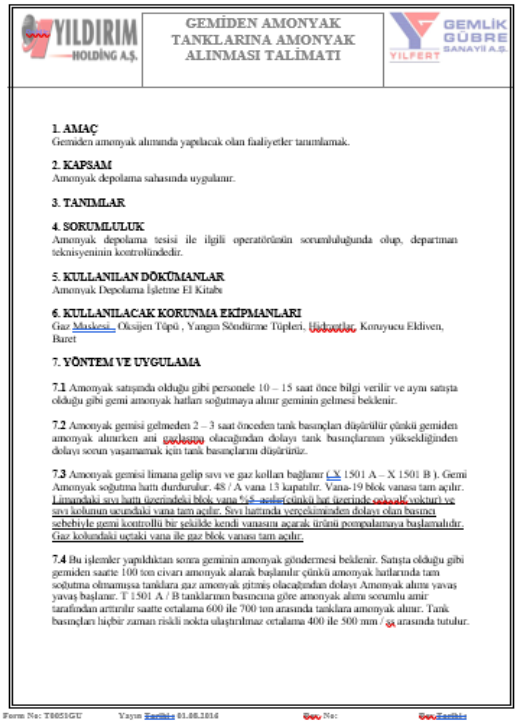

YILDIRIM HOLDİNG A.Ş. — GEMLİK GÜBRE SANAYİİ A.Ş. (YILFERT)

GEMİDEN AMONYAK TANKLARINA AMONYAK ALINMASI TALİMATI

1. AMAÇ
Gemiden amonyak alımında yapılacak olan faaliyetler tanımlamak.

2. KAPSAM
Amonyak depolama sahasında uygulanır.

3. TANIMLAR

4. SORUMLULUK
Amonyak depolama tesisi ile ilgili operatörünün sorumluluğunda olup, departman teknisyeninin kontrolündedir.

5. KULLANILAN DÖKÜMANLAR
Amonyak Depolama İşletme El Kitabı

6. KULLANILACAK KORUNMA EKİPMANLARI
Gaz Maskesi, Oksijen Tüpü , Yangın Söndürme Tüpleri, Eldivenler, Koruyucu Eldiven, Baret

7. YÖNTEM VE UYGULAMA

7.1 Amonyak satışında olduğu gibi personele 10 – 15 saat önce bilgi verilir ve aynı satışta olduğu gibi gemi amonyak hatları soğutmaya alınır geminin gelmesi beklenir.

7.2 Amonyak gemisi gelmeden 2 – 3 saat önceden tank basınçları düşürülür çünkü gemiden amonyak alınırken ani gazlaşma olacağından dolayı tank basınçlarının yükseldiğinden dolayı sorun yaşamamak için tank basınçlarını düşürürüz.

7.3 Amonyak gemisi limana gelip sıvı ve gaz kolları bağlanır (X 1501 A – X 1501 B). Gemi Amonyak soğutma hattı durdurulur. 48 / A vana 13 kapatılır. Vana-19 blok vanası tam açılır. Limandaki sıvı hattı üzerindeki blok vana ¼-5 açılır çünkü hat üzerinde sıvı/gaz vokturi ve sıvı kolunun sayındaki vana tam açılır. Sıvı hattında yerçekiminden dolayı olan basıncı sebebiyle gemi kontrollü bir şekilde kendi vanasını açarak ürünü pompalamaya başlanılır. Gaz kolundaki uçtaki vana ile gaz blok vanası tam açılır.

7.4 Bu işlemler yapıldıktan sonra geminin amonyak göndermesi beklenir. Satışta olduğu gibi gemiden saatte 100 ton civarı amonyak alarak başlanılır çünkü amonyak hatlarında tam soğutma olmamışsa tanklara gaz amonyak gitmiş olacağından dolayı Amonyak alımı yavaş yavaş başlanır. T 1501 A / B tanklarının basıncına göre amonyak alımı sorumlu amir tarafından arttırılır saatte ortalama 600 ile 700 ton arasında tanklara amonyak alınır. Tank basınçları hiçbir zaman risikli nokta ulaştırılmaz ortalama 400 ile 500 mm / su arasında tutulur.

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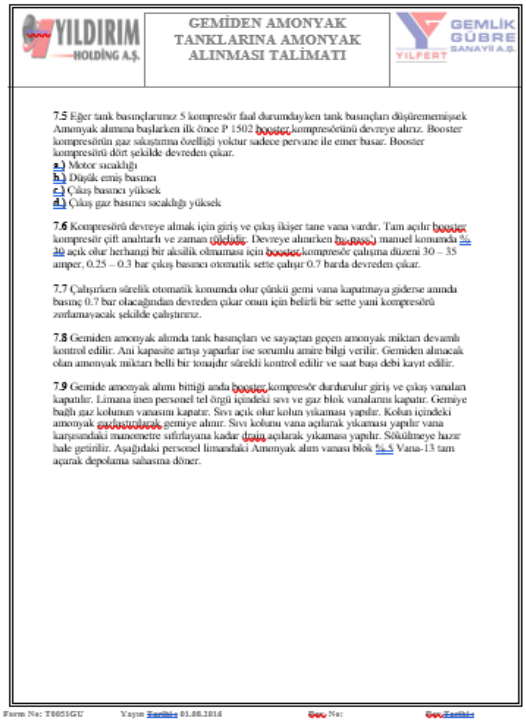

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GEMİDEN AMONYAK TANKLARINA AMONYAK ALINMASI TALİMATI

7.5 Eğer tank basınçlarınız 5 kompresör faal durumdayken tank basınçları düşürememişsek Amonyak alımına başlarken ilk önce P 1502 booster kompresörünü devreye alırız. Booster kompresörün gaz sıkıştırma özelliği yoktur sadece pervane ile emer basar. Booster kompresörü dört şekilde devreden çıkar.
a.) Motor sıcaklığı
b.) Düşük emiş basıncı
c.) Çıkış basıncı yüksek
d.) Çıkış gaz basıncı sıcaklığı yüksek

7.6 Kompresörü devreye almak için giriş ve çıkış ilişer tane vana vardır. Tam açılır booster kompresör çift anahtarlı ve zaman röleliir. Devreye alınırken bu yolu manuel konumda ¾-10 açık olur herhangi bir aksilik olmaması için booster kompresör çalışma düzeni 30 – 35 amper, 0.25 – 0.3 bar çıkış basıncı otomatik sette çalışır 0.7 barda devreden çıkar.

7.7 Çalışırken sürelik otomatik konumda olur çünkü gemi vana kapatmaya giderse anında basınç 0.7 bar olacağından devreden çıkar onun için belirli bir sette yani kompresörü zorlamayacak şekilde çalıştırırız.

7.8 Gemiden amonyak alımda tank basınçları ve sayaçtan geçen amonyak miktarı devamlı kontrol edilir. Ani kapasite artışı yaparlar ise sorumlu amire bilgi verilir. Gemiden alınacak olan amonyak miktarı belli bir tonajdır sürekli kontrol edilir ve saat başı debi kayıt edilir.

7.9 Gemide amonyak alımı bittiği anda booster kompresör durdurulur giriş ve çıkış vanaları kapatılır. Limana inen personel tel örgü içindeki sıvı ve gaz blok vanalarını kapatır. Gemiye bağlı gaz kolunun vanasını kapatır. Sıvı açık olur kolun yıkaması yapılır. Kolun içindeki amonyak gazlaştırılarak gemiye alınır. Sıvı kolunu vana açılarak yıkaması yapılır vana karşısındaki manometre sıfırlayana kadar drain açılarak yıkaması yapılır. Sökülmeye hazır hale getirilir. Aşağıdaki personel limandaki Amonyak alım vanası blok ¼-5 Vana-13 tam açarak depolama sahasına döner.

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1.7 Safe Handling of Scrap Cargoes Operation Procedure

Scrap cargo is handled at our port facility.

1.7.1 Necessity

1.7.1.1 Controlled access to the quarantine area will be provided, the entrance door of the area in question will be locked outside of the operation and warning signs will be placed on it.

1.7.1.2 In coastal facilities, two people will be assigned to handle contaminated radioactive materials. Responsible persons have taken courses from TENMAK and their duties will be defined in writing.

1.7.1.3 Radiation measurements of scrap cargo in the port facility will be carried out by authorized accredited surveillance companies under the responsibility of the cargo buyer. The surveillance company that will perform radiation measurement will not have any direct or indirect partnership or interest ties with the cargo buyer or the facilities of which the buyer is a customer. Surveillance authorities will ensure that fixed radiation measurement devices operate uninterruptedly throughout the entire operation at the facility, and will keep a report at the end of each operation and submit a copy to our coastal facility. These records will be kept at our shore facility for one year.

1.7.1.4 All equipment and devices that measure radiation will be calibrated every 2 years and the calibration results will be recorded and archived.

1.7.1.5 TAEK (TENMAK) will be notified in the following cases.
a) Change of radiation protection officer,
b) Renewing the calibration documents of radiation measurement devices,
c) Change of radiation measurement devices,
ç) Changes regarding the quarantine area and temporary storage well,
d) Situations where the dose rate reaches levels greater than 2 mR/hour (20 µSv/hour) in measurements made on metal scrap material,
e) Presence of a closed radioactive source,
f) Change of the document owner's information (title, address, telephone, fax, etc.).

1.7.1.6 The records that must be kept at the facility are given below.
a) Records regarding the training of personnel,
b) Records regarding the operations and measurements made in cases of radiation warning,
c) Records regarding radiation measurement devices,
ç) Records regarding the radioactive materials found,
d) Records regarding the delivery of radioactive material.

Records are kept for 5 (five) years.

1.7.2 Handling Operation

1.7.2.1 Dust contaminated with radiation accumulated in the collection pool at the port facility will be measured and collected by TENMAK.

1.7.2.2 The radiation well, where radioactive sources and/or radiation-contaminated substances detected in the scrap cargo are temporarily stored, is surrounded and limited to prevent the approach of unauthorized persons. Radiation wells will be kept under constant surveillance during the temporary storage of the materials in question and a control point will be established at an appropriate distance.

1.7.2.3 Vehicles loaded with scrap will be ensured to pass through the radiation measurement device in front of the weighbridge at a speed below 10 Km. No scrap loaded vehicle that has not been measured will be allowed to leave the facility. During the operation, it is the responsibility of the port scorer to go to the weighbridge area after the vehicles are loaded and see that they are measured.

1.7.2.4 If the measurements made indicate that the radiation level is Level-3 in a vehicle loaded with scrap; The vehicle to be abandoned, including the driver, will be towed to the quarantine area, and the vehicle will be kept in the quarantine area until the necessary emergency response is completed. The area in question and its approaches will be marked with warning signs and people in the facility will be informed about this situation.

1.7.2.5 In case a radioactive source and/or substances contaminated with radiation are detected, the detected source and/or substances will be taken to the radiation well and the number, size and approximate weight of the radioactive sources will be reported to TENMAK within 24 hours at the latest.

1.7.2.6 Operators, facility employees or third parties who have not received training on radiation protection and who do not have appropriate protective clothing, equipment and equipment will be prevented from entering the quarantine area.

1.7.2.7 Radiation measurement will be carried out in the radiation detection and quarantine area, radiation well, dust accumulated in the collection pool, water discharged from the collection pool and scrap-loaded vehicles that will leave the port area.

2 RESPONSIBILITIES

All parties engaged in hazardous cargo transportation activities are obliged to take all necessary measures to make the transportation safe, secure and harmless to the environment, to prevent accidents and to minimize the damage as much as possible when an accident occurs..

2.1 General Liability

1. They are obliged to take all necessary measures to make the transportation safe, secure and harmless to the environment, to prevent accidents and to minimize the damage as much as possible when an accident occurs.
2. In emergency situations such as fire, leakage, debris that occur during the transportation of dangerous cargoes, they benefit from the EMS Guide, which contains Emergency Response Methods and Emergency Charts for Ships Carrying dangerous cargo.
3. In order to provide the necessary medical first aid to people affected by the damages of dangerous goods and the health problems caused by accidents involving these loads, they benefit from the Medical First Aid Guide (MFAG) contained in the IMDG Code October in order to provide the necessary medical first aid appropriately..

2.2 Responsibilities of the Relevant Person of the Goods

1. Prepares and prepares mandatory documents, information and documents related to dangerous cargoes and ensures that these documents are present with the cargo during the transportation activity.
2. It provides classification, packaging, marking, labeling and labeling of dangerous cargoes in accordance with their type.
3. It ensures that dangerous cargoes are loaded, stowed and securely connected to approved packaging and cargo transportation units in accordance with the rules and in a safe manner.

2.3 Responsibilities of the Port Facility Operator

1. Ships carrying dangerous cargoes shall not dock at the facility without the permission of the port authority.
2. It provides written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and relevant legislation.
3. It does not handle dangerous cargoes that it has not received a handling permit from the administration, and does not victimize ships that will dock by planning in this context.
4. By requesting mandatory documents, information and documents related to dangerous cargoes from the cargo person, it ensures that they are present with the cargo. If the relevant documents, information and documents cannot be provided by the cargo person, he is not obliged to accept or handle the dangerous cargo to his facility.
5. It shares all the data that may be required according to the characteristics of the cargo with the ship's related person and performs the loading or unloading operation according to the agreement to be reached. The ship does not make changes in operation without the knowledge of the person concerned.
6. Taking into account the safe working capacity of the facility and weather forecasts, it determines the working limits, takes the necessary measures to ensure that the ship remains safely tied at the dock and handling is carried out.
7. Checks the transport documents containing information that the dangerous cargoes arriving at the facility are properly classified, packaged, marked, labeled, labeled and safely loaded into the cargo transportation unit.
8. It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are certified by receiving the necessary trainings and does not assign personnel who do not have documents to these operations.
9. It ensures that the hazardous cargo handling equipment in its facility is in working order and that the relevant personnel are trained and documented regarding the use of these equipment.

10. By taking occupational safety measures in the coastal facility, it ensures that the personnel use personal protective equipment suitable for the physical and chemical properties of the dangerous cargo.

11. Performs activities related to dangerous goods at docks, piers and warehouses established in accordance with these works.

12. Equips berths and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with suitable installations and equipment for this work.

13. It keeps an up-to-date list of all dangerous cargoes on ships docked at its facility and in closed and open areas of its facility, and provides this information to interested parties upon request.

14. It informs the port authority of the immediate risk posed by the dangerous cargoes it has handled or temporarily stored in its facility and the measures it has taken for this purpose.

15. Informs the port authority about accidents related to dangerous cargoes, including accidents at the entrance to closed areas.

16. It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.

17. It provides transportation of Class 1 (except Class 1 Compliance Group 1.4 S), Class 6.2 and Class 7 dangerous cargoes, which are not allowed for temporary storage, out of the coastal facility as soon as possible without waiting, and applies to the Administration for permission in cases where it is necessary to wait.

18. It temporarily stores the cargo transportation units in which dangerous cargoes are transported in accordance with the separation and stacking rules and takes fire, environmental and other safety measures appropriate to the class of dangerous cargo in the storage area. It has fire extinguishing systems and first aid units ready for use at any time

in the areas where dangerous loads are handled and periodically performs the necessary checks.

19. Before the hot work work and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored, it receives permission from the port authority

20. It prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant persons about the plan found appropriate by the port authority.

21. It ensures that the internal loading of the load carrying units is carried out in accordance with the loading safety rules in the facility.

2.4 Responsibilities of the Ship Owner

1. It ensures that the cargo to be carried by the ship is certified as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are in a suitable condition for cargo transportation.

2. It requests all mandatory documents, information and documents related to dangerous cargoes from the cargo person and ensures that they are present with the cargo during the transportation activity.

3. It ensures that the documents, information and documents required to be present on the ship regarding dangerous cargoes within the scope of legislation and international conventions are appropriate and up-to-date.

4. It checks the transport documents containing information that the cargo transportation units loaded on the ship are properly marked, marked and loaded safely.

5. Informs the relevant ship personnel about the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods and similar issues.

6. It keeps up-to-date lists of all dangerous cargoes on board and declares them to interested parties upon request.

7. It ensures that the loading program, if any, is approved and documented on board and that it is kept operational.

8. It informs the port authority and the coastal facility of the immediate risk posed by the dangerous cargoes on board the ship docking at the coastal facility and the measures it has taken for this purpose.

9. It does not accept to carry dangerous cargo in case of leakage of dangerous cargo or if such a possibility exists.

10. It notifies the port authority of dangerous cargo accidents that occur on its ship during the cruise or while it is in a coastal facility.

11. It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.

12. It does not accept to carry dangerous cargoes that are not included in the ship certificates issued by the relevant institutions and organizations.

13. It ensures that the ship's people in charge of handling dangerous goods use personal protective equipment appropriate to the physical and chemical properties of the cargo during handling.

14. It provides the requirements for the loading safety of the cargoes loaded on its ships..

2.5 Responsibilities of 3rd Party, Cargo / Ship Broker etc. Operating in the Port Facility

1. It requests mandatory documents, information and documents related to dangerous cargoes from the cargo person and ensures that they are present with the cargo during the transportation activity.
2. It checks the compliance of the dangerous cargoes classified, packaged, marked, labeled and labeled by the cargo person with the legislation.
3. It checks that the dangerous cargoes are packed in accordance with the rules using approved packaging and cargo transportation units, that they are safely loaded into the cargo transportation unit and that they are securely connected.

2.6 Responsibilities of 3rd Party, Cargo / Ship Broker etc. Operating in the Port Facility

1. To ensure that the personnel who will perform work at the port facility receive the trainings specified in the circular dated 27.03.2013 and numbered 79462207/315 of the Administration,
2. To act in accordance with the rules specified in the IMDG Code at the port facility,
3. To act in accordance with the Dangerous Cargo Handling Guidelines established by the coastal facility and the procedures related to Dangerous Cargoes,
4. To report the situation to the facility stakeholders when it detects any improprieties in the handling, transportation and storage of dangerous cargoes at the port facility,
5. Occupational Safety and health risks that may occur during the use and storage of dangerous goods forms an important part of efforts to eliminate and accurate and prepared in order to inform the user to an adequate level, relevant dangers and the risks and other information containing dangerous goods (SDS) to the administration and operation of the form, send the coastal resort.

2.7 Responsibilities of the Dangerous Goods Safety Consultant

1. To monitor compliance with the requirements for the transportation of dangerous goods.
2. To provide suggestions to the coastal facility on the transportation of dangerous cargoes.
3. To prepare an annual report to the coastal facility on the activities of the coastal facility operator in the transportation of dangerous cargoes. (Annual reports are kept for a period of 5 years and submitted to the administration upon request.)
4. To check the application and methods mentioned below;
    - • From the facility appropriately defined hazardous loads of dangerous goods proper shipping name it was named, sertifikalandirild that packaged/packed that has been tagged and that the observance of the declarant approved and appropriate packaging, containers or cargo transport unit is securely installed and that the results of raporlanma he moved away and checking procedures.
    - * Loading/unloading procedure for handled and temporarily stored dangerous cargoes,
    - • Whether the coastal facility takes into account the special requirements related to the transported dangerous cargoes when purchasing transport vehicles related to the handled dangerous cargoes,
    - * Control methods of equipment used in the transportation, loading and unloading of dangerous goods,
5. Whether the employees of the coastal facility have received appropriate training, including in the amendments made to the legislation, and whether these training records are kept,
6. Suitability of emergency methods to be applied in the event of an accident or an incident affecting safety during the transportation, loading or unloading of dangerous goods,

7. Compliance of reports prepared on serious accidents, incidents, or serious violations that occurred during the transportation, loading, or unloading of dangerous goods,
8. Determining what are the necessary measures against accidents, incidents, or serious violations occurring again and evaluating the application made,
9. Of subcontractors, or 3. The extent to which the rules for the selection of parties and the transportation of dangerous goods are taken into account,
10. Determination of whether the employees working in the transportation, handling, storage and loading /unloading of dangerous goods have detailed information about operational procedures and instructions,
11. Compliance with the measures taken to be prepared for the risks during the transportation, handling, storage and loading /unloading of dangerous goods,
12. Procedures for what are all mandatory documents, information and documents related to hazardous loads,
13. Procedures for the safe docking, docking, loading / unloading, sheltering or anchoring of ships carrying dangerous cargo to the coastal facility during the day and at night,
14. Procedures regarding the additional measures required to be taken according to the seasonal conditions for the loading and unloading of dangerous cargoes,
15. Procedures for fumigation, gas measurement and degassing work and operations. Procedures for keeping records and statistics of dangerous cargoes,
16. Accuracy of the issues related to the possibility, ability and capacity of the coastal facility to respond to emergency situations,
17. Compliance with regulations for first responders to accidents involving dangerous goods,
18. Procedures for handling and disposal of damaged dangerous goods and waste contaminated with dangerous goods,
19. Information about personal protective clothing and procedures for their use,
20. IMDG TMGDS authorized under the IMDG Code prepare quarterly reports on their responsibilities set out in the Regulation on the Transportation of Dangerous Cargoes by Sea and the Safety of Loading and report this report to the Administration.

2.8 Responsibilities of the Carrier

1. It requests mandatory documents, information and documents related to dangerous cargoes from the cargo person and ensures that they are present with the cargo during the transportation activity.
2. It checks the compliance of the dangerous cargoes classified, packaged, marked, labeled and labeled by the cargo person with the legislation.
3. It checks that the dangerous cargoes are packed in accordance with the rules using approved packaging and cargo transportation units, that they are safely loaded into the cargo transportation unit and that they are securely connected.

3 POLICIES/APPLIED RULES AND MEASURES TO BE FOLLOWED BY PORT FACILITY

The rules and measures specified in this section are 1,4,6,7,8,9,10 of this guide. In its sections, the details are set out in the Hazardous Cargo Emergency Plan and the Accident Prevention Policy. The infrastructural requirements are provided by our port facility.

3.1 Below are the Rules and Measures to be Followed and Applied in the Port Facility

3.1.1 Berthing

3.1.1.1 It makes sure that the following are provided:

3.1.1.2 Provides adequate and secure binding facilities and

3.1.1.3 Ensures adequate and safe access between Deckhouse and shore.

3.1.2 Supervision

3.1.2.1 Ensure that the areas where packages or cargo handling units are kept are properly inspected and that leak or damage inspections of package or cargo handling units are carried out regularly. The necessary treatment of cargo handling units in which leakage or damage is detected is carried out only under the supervision of a responsible person.

3.1.2.2 Ensure that no one opens or interferes with a cargo container, tank-container, mobile tank or vehicle containing any dangerous cargo without a reasonable reason. When a cargo container, tank-container, mobile tank or vehicles(tanker) is opened by a person authorized to inspect, he makes sure that the person concerned is aware of the possible dangers arising from the presence of dangerous cargoes.

3.1.2.3 Equipment used in handling and stacking operations, powered or not powered, is checked and inspected before use to ensure that they are maintained in accordance with the manufacturer's maintenance instructions, are in good working conditions and are of appropriate standards.

3.1.3 Identification, Packing, Marking, Labelling or Placarding and Certificatio

3.1.3.1 Port facility operators, who enters the facility for dangerous cargoes, correctly defined, packaged, marked, labeled, or duly yaftalanmi's load as by the related parties, the provisions of the IMDG code or, alternatively, transport-related modes that can be applied in approved or declared to suit the requirements of appropriate national or international law makes sure that.

3.1.4 Safe Handling and Segregation

3.1.4.1 About transportation and the separation of incompatible loads, including the carriage of dangerous goods national or international legal requirements shall appoint at least one responsible person who has enough knowledge about.

3.1.5 Emergency Procedures

3.1.5.1 It ensures that appropriate emergency arrangements are made and that those concerned are notified. These regulations include the following:

3.1.5.2 Provision of appropriate emergency alarm operating points;

3.1.5.3 Notification of an incident or an emergency to the relevant emergency services inside and outside the port area;

3.1.5.4 Notification of an incident or an emergency to the port authority and port site users at sea and on land;

3.1.5.5 Supply of emergency vehicles suitable for the dangers of dangerous goods to be treated;

3.1.5.6 Coordinated arrangements for the departure of a vessel in the event of an emergency; and;

3.1.5.7 Arrangements to ensure adequate access/exit at all times.

3.1.5.8 Considering the nature of the dangerous goods and all their special conditions, the necessity of a safe and fast emergency escape plan is taken into consideration.

3.1.5.9 "Medical First Aid Guide (MFAG)" in the IMDG Code annex is used in order to provide the necessary medical first aid for the people affected by the damages of dangerous goods and the health problems caused by the accidents involving these cargoes.

3.1.5.10 For emergency situations involving dangerous goods, the “Emergency Plans (EmS)” in the IMDG Code annex is used.

3.1.5.11 In case of emergencies or accidents, first aid materials to be used for response are kept in places that are known and easily accessible by the personnel.

3.1.6 Emergency Information

3.1.6.1 A port facility operators, including quantities, proper shipping Names, the correct technical names (if any) UN number, class, or when assigned, the division of property, Class 1, the compatibility group letter, side hazard classes(if assigned) in the case that is assigned to packing group), and held as ready to the exact location of the emergency services, including warehouses and other areas provides a list of all the dangerous goods.

3.1.6.2 The person responsible for warehouses and areas where hazardous cargo treatments are performed shall be aware of the occupancy status of dangerous cargo in his/her area and shall keep the information ready for use in emergency situations.

3.1.6.3 Ensure that the person responsible for cargo loading operations involving dangerous cargo has the necessary information about the measures to be applied to address accidents related to dangerous cargo and that this information is available for use in emergency situations.

3.1.6.4 To ensure access to information, it uses electronic or other automated information processing or transmission techniques.

3.1.6.5 Dangerous goods data sheets are normally available from the manufacturers of the chemicals. Electronic databases with emergency response information are also available and are used when direct access to the data is provided.

3.1.6.6 Port or dock emergency response operations and port or dock emergency telephone numbers, warehouses and dangerous cargo transportation and operations within the areas or important locations of these places are located.

3.1.6.7 It ensures that fire-fighting and pollution-fighting equipment and equipment are clearly marked and that announcements drawing attention to them are clearly visible in all appropriate places.

3.1.6.8 Provides the captain of the ship loading or carrying dangerous cargoes with the information of the emergency operations in force and the services available on its interface.

3.1.7 Fire Precautions

3.1.7.1 Ensure that portable electrical equipment that is safe to use in a flammable environment is used in this area.

3.1.7.2 Makes sure that:

3.1.7.2.1 Since the mooring places are always ready for emergency services access at the interface where the ships are berthed,

3.1.7.2.2 Since audible or visual alarms are located within the area for emergency use and communication tools are available for emergency services,

3.1.7.2.3 All areas used for the transport of dangerous goods are kept clean and tidy,

3.1.7.2.4 Ensure that the ship's captain is informed of the location of the nearest means of calling emergency services before loading dangerous goods, and

3.1.7.2.5 Lighting and other electrical equipment that are safe to use in flammable or explosive environments are kept in areas where hazardous loads are located at the interface.

3.1.7.2.6 The places where smoking is prohibited have been determined; and

3.1.7.2.7 Ensure that the icon-shaped warnings prohibiting smoking are clearly visible at all points and that cigarettes are kept at a safe distance from places where smoking areas would pose a danger.

3.1.7.3 The equipment used in a flammable or explosive environment or in an area or space where such conditions may develop is safe for use in a flammable or explosive environment and does not cause any fire or explosion and is suitable for use in this way,

3.1.7.4 Considering the fire and explosion hazards that may occur as a result of transporting dangerous goods, it is important to note that cargo transportation units that are kept empty may still contain residues and flammable vapors and may pose a danger, since,

3.1.7.5 Ensure that electric vehicles and equipment connected to portable plugs with extension cables are not used in areas or places that may create a flammable atmosphere.

3.1.8 Fire Fighting

3.1.8.1 Ensure that adequate and properly tested firefighting equipment and facilities are available on board in accordance with the requirements of the Administration in areas where dangerous goods are transported or loading operations are performed.

3.1.8.2 The personnel involved in the transportation or loading of dangerous goods receive training in the use of fire extinguishing equipment in accordance with the requirements of the Administration and conduct fire drills.

3.1.9 Environmental Precautions

3.1.9.1 Ensures that dangerous goods are transported only in areas that meet the requirements of the Administration.

3.1.9.2 containing dangerous goods damaged packaging, unit load or the load-carrying unit of the administration to such dangerous cargoes in accordance with the requirements and ensures that it is treated appropriately re-packaged and all considerations are not safe unless in terms of transport and convenient to carry and does not allow you to move or become to be posting.

3.1.9.3 Damaged packaging containing dangerous goods ensures that the unit load or cargo transportation unit, if necessary, is transported to the designated area for these loads.

3.1.9.4 Dangerous cargoes spilled on the dock / pier are not thrown into the sea by sweeping or washing. The loads in question are prevented from going to the sea together with rainwater.

3.1.9.5 During the loading and unloading of bulk cargoes on board the ship, it shall take the necessary measures to prevent cargo from being spilled from the ship or from the dock into the sea.

3.1.9.6 Necessary measures shall be taken to prevent the transmission of dangerous cargoes handled at the coastal facility to the soil, water or water discharge areas. These measures are also applied for areas with piping circuits and conveyor systems used in the handling of hazardous loads.

3.1.9.7 For contaminated bilge water, dirty ballast, sludge, slop and cargo waste, it is possible to purchase from the ship.

3.1.10 Pollution Combating

3.1.10.1 Provides adequate equipment to minimize damage that may occur in the event of spillage of dangerous goods.

3.1.10.2 The equipment includes cleaning materials and portable collection basins, as well as anti-oil spill fences, condensate covers, absorbing and neutralizing agents.

3.1.10.3 Ensure that the personnel involved in the transportation and handling of dangerous goods are trained and experienced in the use of anti-pollution equipment and facilities in accordance with the requirements of the Administration.

3.1.11 Reporting of Incidents

3.1.11.1 During the transport of dangerous goods within their area of responsibility, the harbor, the ships in the harbor, another property, the environment or the person responsible for the transport task is likely to endanger the security and safety if an accident occurs, the operation will stop immediately and appropriate security measures are taken until the operation does not restart. All personnel are required to report this to the person responsible for the operation in the event of an accident occurring during the transportation of dangerous goods.

3.1.11.2 In order to provide a quick and effective response; in order to treat injured personnel and reduce the damage that may occur, a brief and accurate description of the incident should be sent to the emergency center as quickly as possible.

3.1.11.3 In the event of an accident that may endanger the safety and security of the port, ships in the port, other property, the environment or persons responsible for transportation during the transportation of dangerous goods, the situation is immediately reported to the port authority.

3.1.11.4 A damaged or leaky package containing dangerous goods shall immediately notify the port authority of the unit load or cargo handling unit.

3.1.12 Inspections

3.1.12.1 The Port Officer, where appropriate:

3.1.12.1.1 Checks the documents and certificates related to the safe transportation, transportation, packaging and stowing of dangerous cargoes upon arrival at the port.

3.1.12.1.2 IMDG transport to The Shape of the provisions of the code and which can be applied in accordance with national and international legal requirements checked they were, they were labeled and they also plakartlandi or unnecessary labels, banners and signs, cargo transport units and cargo transport units that were removed (CTUlar) packaging IMO/ILO/UN main they were uploaded in accordance with the principles and to verify that they are secured they are packed, containing dangerous goods packaging, unit loads and load-carrying unit controls;

3.1.12.1.3 The convention as amended International Safe Container (CSC) 1972, in accordance with the current because it has a security clearance certificate or authority in accordance with the relevant provisions of the IMDG code with the system to ensure that an appropriate certification or approval is approved or dangerous loads that include load containers, liquid containers, portable tanks and vehicles controls; and

3.1.12.1.4 It checks each cargo container, liquid container, portable tank or vehicle containing dangerous cargo by external inspection for visible damage affecting its physical condition, strength or packaging integrity, as well as for signs of leakage of its contents.

3.1.12.2 Ensures that the relevant security measures are taken in the port area and regularly checks this process for a safe transfer.

3.1.12.3 If the above-mentioned controls reveal deficiencies that may affect the safe transport or transportation of dangerous goods, the Port Operator shall immediately inform all interested parties and request that these deficiencies be corrected before the transport or transportation of dangerous goods.

3.1.12.4 Provides all necessary support to the port authority or other persons or institutions authorized to carry out the inspection of dangerous cargoes.

3.1.13 Hot Work and Other Repair or Maintenance Work

3.1.13.1 Ensures that repair or maintenance work caused by the unavailability of an emergency/fire equipment is not carried out without the prior permission of the port authority.

3.1.13.2 Before carrying out a repair or maintenance work, including hot work, or any other such work that may cause a hazard due to the presence of dangerous cargo, the company that will perform repairs after consulting the Port Operator and the ship's captain on a hot job that may be on board, it is checked that it has a work permit issued by the port authority.

3.1.13.3 The estimated duration of the work due to the need for a permission and hot or equipment to be made for the absence of a preliminary notification to voice their objections, and to recommend additional measures such as emergency response agencies on behalf of the fire department to be sufficient notice to all users. In special cases, such as a hot job that will be performed in closed areas near the ship's hold or nearby, it performs a detailed area examination by experts who can determine whether special security measures need to be taken.

3.1.14 Entry Into Confined or Enclosed Spaces

3.1.14.1 Related field of hazardous vapors and Steam is not free of dangerous unless there is enough oxygen in the field-containing or oxygen-consuming loads contains, or may contain cargo area, cargo tank, the space around the tank, such as cargo space in any indoor or covered areas, which are not related to entry in these fields and trained in the use of the equipment is approved by a responsible person who can correctly interpret the results, and makes sure that. The responsible person records the measures to be taken.

3.1.14.2 Hazardous vapours within a reasonable period and in a field that could not be purified by the entrance has been disapproved or had to enter the area for operational purposes to be free from dangerous vapors is an independent respirator or other protective equipment and clothing required only an entry in this field is done by people who have. The entire operation is carried out under the direct supervision of the responsible person, who has an independent respirator, protective equipment and rescue apparatus. Breathing apparatus, protective equipment and rescue equipment should be of such a kind that they do not introduce an ignition source into the area.

3.1.14.3 Entry to the relevant field is ensured by following the procedures specified in international laws Deciphered in the guidelines.

3.1.15 Fumigation of Warehouses, Warehouses or Cargo Transport Units

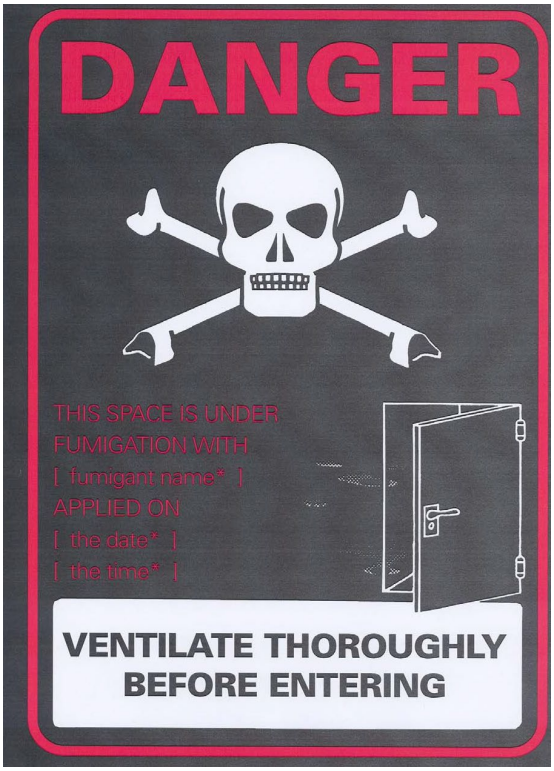
3.1.15.1 Ensure that the fumigation of warehouses, warehouses or cargo handling units is carried out in accordance with the requirements of the Administration. The IMDG Code October is taken into account in the Recommendations on the Safe Use of Pesticides on Ships.

3.1.15.2 Fumigation of cargo transportation units is carried out only by authorized institutions in areas designated for this purpose.

3.1.15.3 Fumigated warehouses, warehouses or cargo handling units are marked in a way that informs people that they are approaching a dangerous cargo.

3.1.15.4 Recommendations on the Safe Use of Pesticides on Ships include a warning sign to be used for ships under fumigation, ship compartments, cargo containers, fuel ships. The IMO / ILO / UN ECE Main Principles on the Packaging of Cargo Transport Units (CTUlar) are included.

3.1.15.5 Inside the gas has been evacuated that are not properly ventilated, not kicked out of fumigation warning signs, the person in charge of an unedited and safe discharge certificate entered by unspecified Warehouse, Warehouse or cargo transport unit allows no one to be in.



3.1.16 Contaminated Wastes

3.1.16.1 Ensures the immediate collection and disposal of waste contaminated with hazardous cargo in accordance with the requirements of the Administration.

3.1.17 Alcohol and Drug Abuse

3.1.17.1 Controls the non-participation of a person under the influence of alcohol or drugs in an operation involving the transportation of dangerous goods within the area of responsibility.

3.1.17.2 These persons are always kept away from areas where dangerous goods are transported or transported.

3.1.18 Weather Conditions

3.1.18.1 Does not allow dangerous goods to be transported in weather conditions that may significantly increase the risk within the area of responsibility.

3.1.18.2 Explosive or dangerous liquid bulk cargoes during thunderstorms or unprotected cargoes that react dangerously in case of contact with water shall not be transported in rainy weather.

3.1.19 Equipment

3.1.19.1 Ensures that all equipment used in the transportation of dangerous goods within the area of responsibility is suitable for its intended use and is used only by experienced persons.

3.1.19.2 Ensure that all cargo handling equipment within the area of responsibility is of an approved type, properly maintained and Decently tested in accordance with national and international legal requirements.

3.1.20 Protective Equipment

3.1.20.1 Ensures that all officers involved in the transportation of dangerous goods within the area of responsibility are provided with adequate appropriate protective equipment when necessary.

3.1.20.2 These equipment are checked to be of the approved type, which provides adequate protection against the hazards specific to the dangerous goods being transported.

3.1.21 Explosives

3.1.21.1 Unless authorized by the administration, dangerous cargoes of class 1 (except for those in section 1.4S) may only be allowed to enter the port area for direct shipment or enter the port area directly from ships, unless authorized by the Administration.

3.1.21.2 The following precautions shall be taken during the loading and unloading of explosives.

3.1.21.2.1 Artificial lighting:

The only form of artificial lighting permitted during loading operations involving Class 1 hazardous products is electrical lighting, with the exception of arc light (the requirements for electrical equipment and cables are specified in Section 7.1 of the IMDG Code);

3.1.21.2.2 Radio and radar:

During the loading and unloading of Class 1 cargoes (except for those in section 1.4), it is prohibited to use radio and radar transmitting devices on ships or cranes or in their immediate vicinity, except for VHF transmitters with an output power not exceeding 25 W. Explosives must not exceed a minimum safety distance of 2 meters.

Some items that are Class 1 contain launch systems that are sensitive to electromagnetic radiation from external sources, such as radio and radar. Therefore, in order to ensure that all devices of this type are not supplied with power/ electricity until the loading or unloading work is completed, the equipment must be de-powered/ de-energized by opening and controlling the main control buttons of the equipment.

3.1.21.2.3 Mechanical equipment used for stacking:

All mechanical equipment used for stacking (whether electrically operated or not) must be checked to ensure that they are functioning properly, comply with the appropriate recognized standards, and are technically maintained in accordance with the manufacturer's maintenance recommendations.

3.1.21.2.4 Goods with bad packaging:

Packages with any defective, leaking packaging that is affected by moisture or otherwise damaged should not be accepted for shipment. Repair of damaged or damaged packages on board should not be allowed.

3.1.21.2.5 Protection against weather conditions:

Packages containing Class 1 dangerous cargoes should be prevented from getting wet (as in some cases this may worsen the danger.

3.1.21.2.6 Security:

To ensure the safety of Class 1 dangerous goods, a responsible person must be present at all times when the hatches are open. Compartments containing stacked items within Class 1 should never be allowed for access by unauthorized persons.

3.1.22 Radioactive Material

3.1.22.1 Radioactive materials designated in IMDG Code Class 7 and defined in section 2.7, if permitted by the Regulatory Authority, should be allowed to enter the port site only for direct shipment or delivery.

3.1.22.2 When radioactive material cannot be shipped directly to a ship or port for unforeseen reasons, it should only be stored at port sites with the permission of the Administration.

3.1.22.3 For the safe transport of radioactive materials of the International Atomic Energy Agency (IAEA) or similar national regulations and the IMDG code requirements unless they comply with the legal requirements, packaged radioactive material should be allowed to be brought into the port area.

3.1.22.4 Packages containing radioactive substances are subject to the IMDG Code 7.1.4. and 7.2. they should be stacked and separated in accordance with the detailed requirements in their sections. The necessary separation distances on the shore are included in the manual.

3.1.22.5 In the event of any accident involving radioactive substances or packages containing radioactive substances, or in the event of theft or loss of these substances or packages, the port authority and the relevant national authorities must be notified immediately. In the event of any loss cases involving radioactive materials, the relevant area should be isolated and appropriate emergency plans should be activated.

3.1.23 Infectious Substances

3.1.23.1 Infectious substances (IMDG Code, Class 6.2) should be allowed to enter the port area for shipment or delivery only if authorized by the Administration.

3.1.23.2 When infectious substances cannot go directly to or from a ship for unforeseen reasons, they should be stored only at port sites with the permission of the Administration.

3.1.23.3 The administration should establish certain requirements for the transportation of infectious substances, including, but not limited to:

- Loading areas;
- strict supervision; and
- additional equipment for holding such substances.

3.1.24 Signals

3.1.24.1 The Administration must decide in relation to the need for a ship to display any special visual signs during the day or night, when it carries out the transportation of some specified dangerous cargo in the port area or when it carries out the loading process.

3.1.24.2 The specified hazardous loads must include the following:

. cast liquids with a burning point below 60 ° C in a closed container;
.flammable and/or toxic gases; and
explosives designated as class 3 (except those in section 1.4S) liquid desensitized explosives and solid desensitized explosives designated as class 4.1;

According to the administration's determination;

3.1.24.3 The reason why the sign is displayed day or night is to inform the maritime traffic and personnel within the port area about the increasing danger posed by dangerous cargoes. Ships exhibiting such signs may be subject to special requirements and special instructions of the port authority.

3.1.24.4 The following four scenarios should be considered:
. the ship anchors or anchors during the day;
. the ship anchors or docks at night;
. the ship is cruising during the day; or
. the ship is cruising at night.

3.1.24.5 A special ship mooring pier or port fee should be provided for ships that must exhibit such signs by carrying dangerous cargoes, although it may apply. Special restrictions may apply in the following cases:

entering/accessing ships;
in radio radar transmissions;
the ship is in anchorage transit; and
do not pass ships that are tied or anchored.

3.1.24.6 The port authority should pay attention to the separation of ships in transit, which should exhibit the signs considered necessary. The port authority may also impose certain separation distances and regulate the movement of ships in order to prevent the passage of such ships in narrow channels or passages. The signs that need to be exhibited should be made as follows:

during the daytime, the signal code flag is the International Signal Code "B"; and at night, completely constant red light. at night, completely constant red light.

3.1.25 Communications

3.1.25.1 The port authority should ensure that every ship carrying dangerous goods maintains effective communication with port authority officials. In the implementation of such communication/communications, VHF radio devices should be used in accordance with the provisions of the SOLAS IV/7 Regulation and in accordance with the performance standards determined in the IMO Session A.609(15) decision and the conditions of the Administration.

3.1.26 Areas

3.1.26.1 Dangerous Cargo Areas

3.1.26.1.1 The necessary monitoring and alarm system is established in order to keep the areas where dangerous goods are handled under constant supervision by the relevant facility personnel and / or security guards.

3.1.26.1.2 In areas where dangerous goods are temporarily stored, separation and stacking requirements are provided.

3.1.26.1.3 The areas where dangerous goods are handled shall be equipped with the necessary equipment and equipment to prevent the possible harmful effects of such dangerous goods.

3.1.26.1.4 In indoor areas that are used for temporary storage, emergency egress, adequate ventilation, drainage, seepage pools, appropriate fire suppression and fire alarm systems fire resistant walls and doors with proper lighting system is established.

3.1.26.1.5 In order to provide the necessary intervention in emergency situations, sufficient entry-exit facilities are provided to the areas where dangerous cargo is handled, or if dangerous cargo is stowed or stored on the entire site, access roads to cargo transportation units containing dangerous cargo are kept open, and equipment that can provide emergency facilities and capabilities that can be intervened in the field in a short time is provided.

3.1.26.2 Container Stacking Areas / Rail Lines / Truck Parking Areas

3.1.26.2.1 Separate areas may be assigned for certain dangerous cargoes.

3.1.26.2.2 The separation requirements of the administration are provided for when assigning fields.

3.1.26.2.3 In the event of an emergency, handling equipment and emergency services, etc. it is taken into account that proper access should be provided for.

3.1.26.2.4 Appropriate emergency facilities are provided.Jul. These must be suitable for the dangerous cargo hazards to be handled.

3.1.26.3 Fumigation Areas

3.1.26.3.1 Separate areas are provided or determined for the ships and/or cargo transports to be fumigated.

3.1.26.3.2 These areas are fenced to prevent unauthorized entry or appropriate means of communication are provided for staff when a checkpoint is established.

3.1.26.4 Special Areas For Damaged Hazardous Cargoes and Waste Contaminated By Hazardous Cargoes

3.1.26.4.1 For damaged dangerous cargoes and waste contaminated by dangerous cargoes, special areas are prepared where damaged dangerous cargoes can be stored and repackaged, or contaminated waste can be separated and kept until they are eliminated.

3.1.26.4.2 Such areas must be covered, have a waterproof floor and bottom, have shut-off valves, pits or pools, and have means to drain dirty water from special facilities to protect the port area and its surroundings.

3.1.26.4.3 These areas are fenced off to prevent the entry of unauthorized persons and must contain appropriate means of communication for security personnel when the checkpoint is placed.

3.1.26.5 Repair/Cleaning Facilities

3.1.26.5.1 Where repair or cleaning facilities are provided for ships or cargo transport units, they should be located as far as possible from any area where dangerous cargoes are transported or handled. This area should not externally interfere with minor navigational repairs at the cargo handling interface and cleaning of cargo tanks in tanker terminals.

3.1.26.5.2 When cleaning facilities, environmentally hazardous loads are used or involved in the cleaning process, the necessary measures must be taken to protect the environment.

3.1.26.6 Procurement Activities

3.1.26.6.1 The facilities must be properly equipped for the reception and shipment of bilge water, wastes, ballast and slop contaminated with dangerous cargoes. If he is exempt, he must notify the relevant organizations.

3.1.27 Training

3.1.27.1 Emergency situations (fire, explosion, leakage, etc.) in accordance with the job descriptions and work areas of the personnel involved in the work and operations of the discharge / evacuation of dangerous cargoes at the port facility.) and intervention, occupational health and safety, ISPS Code safety awareness training and article 10.5 specified safety issues will be provided to receive training.

3.1.28 Port Facility Cargo Operation Rules

3.1.28.1 When the port authority sees any risk during the handling operation at the coastal facility, the work is stopped and will not be started until the risk is eliminated.

3.1.28.2 In order to ensure the safe loading of cargoes on board, BLU Code and BLU Manual should be acted in accordance with the provisions of the Safe Application Code (CSS Code) for Cargo Stacking and Safety and the Code of Practice for Packaging Cargo Transport Units (CTU Code) according to the type of cargo.

3.1.28.3 Stacking of cargoes should be carried out in accordance with the relevant legislation and international conventions to which we are a party.

3.1.28.4 The ship cannot be loaded more than the loading limit, taking into account the loading limit brand.

3.1.28.5 The loading and unloading plan before the handling operation, and the results of the draft survey or weighbridge survey to determine the amount of cargo loaded before the ship departs, should be submitted to the port authority by the ship owner.

3.1.28.6 Measures should be taken to prevent the negative impact of the stability of the ship by ensuring that the cargo on bulk carriers, especially single-hold bulk carriers, is loaded in such a way that it spreads to the bottom of the hold (by happing).

3.1.28.7 It should be ensured that the cargo and ballast water layout is monitored throughout the loading or unloading operation so that the structure of the ship is not subjected to excessive stress.

3.1.28.8 Attention is paid to the fact that the ship is tilted, but if a tilt (sideways tilt) is required during loading, it can be ensured that it is as short as possible. In order to avoid structural damage to the ship, balanced loading and unloading should be ensured in accordance with the approved stability package in order to avoid structural damage.

3.1.28.9 In adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped until the conditions improve.

3.1.28.10 In order to prevent situations such as placing a heavy load on a light load, placing a liquid load on a dry load, and spreading the smell of bad-smelling loads to other loads, loads with characteristics that may damage other loads should be loaded by following the separation rules.

3.1.29 Rules Regarding Dangerous Goods Within the Scope of IMSBC Code

3.1.29.1 In accordance with SOLAS Chapter VII Part A Rule 7.2.1, it is mandatory to use the "bulk cargo shipment name" in all documents related to the transportation of dangerous solid bulk cargoes, the commercial name of the cargo alone is not sufficient.

3.1.29.2 Ships carrying dangerous solid bulk cargoes must have a cargo manifest or a special list indicating the dangerous cargoes on board, together with their location, in accordance with Rule 7.2.2 of SOLAS Part VII Part A.

3.1.29.3 In accordance with SOLAS Chapter XII Rule 10, the density of solid bulk cargoes is declared by the cargo person in October in addition to SOLAS Chapter VI Part A Rule 2 before the cargo is loaded on board. all solid bulk cargoes with a density between 1.250 kg/m3 and 1.780 kg/m3 must have been Decimated by an authorized test company for ships covered by SOLAS Part XII Rule 6, unless they meet the requirements for solid bulk cargoes with a density of 1.780 kg/m3 and above. This load density test can be performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO /IEC 17025: 2017.

3.1.29.4 Within the scope of the IMSBC Code, the following conditions are required for Group A (and Group A and B) cargoes to be handled at the shore facility and transported on board:

3.1.29.5 The portable maximum humidity (TML) certificate of the cargo and the humidity amount (MC) certificate or declaration of the cargo, which are arranged by the authorized organizations of the port, are delivered by the cargo person to the ship's interested parties. The TML test is performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO /IEC 17025: 2017). The TML certificate contains the TML test result or the test report containing this result. A copy of these documents is taken and stored by the relevant port authority and coastal facility.

3.1.29.6 Group A cargoes can only be accepted to be loaded on board if the actual MC value at the time of loading is lower than the TML value of that cargo. Group A loads with an MC value greater than the TML value, but can be transported on ships with the characteristics specified in Section 7.3.2 of the IMSBC Code.

3.1.29.7 TML testing is performed within six months prior to the date of loading Group A cargo on board. In the event of a change in the load composition or characteristics for any reason, a new test is performed.

3.1.29.8 Sampling and testing for the MC test of Group A cargo should be carried out as soon as possible to the date of loading the cargo on board, and this period can never be more than seven days. If it rains or snows Decently during the time between the test and loading, the moisture content test is repeated to confirm that the MC value of the load does not exceed the TML value.

3.1.29.9 Information about solid bulk cargoes within the scope of the IMSBC Code must be provided by cargo stakeholders to ship stakeholders in accordance with SOLAS Part VI Part A Rule 2.

3.1.29.10 The procedures of the General Directorate of Maritime Affairs regarding the transportation and notification of a solid bulk cargo not included in the IMSBC Code should be followed.

3.1.30 Rules Regarding Dangerous Goods Within the Scope of the IBC Code

3.1.30.1 All stakeholders involved in the transportation of goods covered by the IBC Code use the product name and characteristics of the cargo specified in Sections 17 and 18 of the IBC Code and must comply with all specified obligations related to the load.

3.1.30.2 The documents specified in Section 16.2 of the IBC Code must be kept on the ships carrying the cargoes covered by the IBC Code.

3.1.30.3 In accordance with the provision of IBC Code Section 14.1.1, protective equipment that meets the EN 943-1: 2015 + A1:2019 and TS EN 943-2:2019 standard is provided in sufficient numbers and appropriate specifications for ship people involved in loading or unloading operations. This equipment includes a large apron, gloves with long sleeves, suitable shoes, chemical-proof clothing covering the entire body, and glasses or face mask that are fully suitable for the eyes.

3.1.30.4 On ships carrying cargo covered by the IBC Code, work clothes and protective clothing are stored in easily accessible places and in special lockers. Equipment used during operations is not kept in living quarters. However, protective clothing can also be stored in living quarters, provided that it is in special cabinets that are adequately separated from living areas such as frequently used corridors, dining sections and shared bathrooms.

3.1.30.5 Except for asphalt products, harmful hazardous liquid bulk cargoes with the phrase “safety-S” in column “d” of the table entitled “hazards” in IBC Code Section 17 cannot be handled as supalan in coastal facilities. These loads can only be handled by unloading them from ships to tanks located at the facility via pipelines and filling them from these tanks to land tankers. The same rule applies for loading from land tankers to ships.

3.1.31 Rules Regarding Dangerous Goods Within the Scope of IMDG Code

3.1.31.1 Substances and objects that are prohibited to be transported in the IMDG Code cannot be transported by sea.

3.1.31.2 The parties involved in the transportation of packed dangerous goods shall take measures in accordance with the provisions of the IMDG Code and the Regulation on the Transportation of Dangerous Goods by Sea and the Safety of Loading, taking into account the structure and extent of foreseeable risks in order to prevent damage and injuries and minimize their impact.

3.1.31.3 It is mandatory to use packages defined in IMDG Code Section 6 for the transportation of dangerous cargoes by sea that have been tested and certified by organizations authorized by the Ministry or the competent administration of a country party to SOLAS.

3.1.31.4 The Container / Vehicle Packaging Certificate contained in IMDG Code Rule 5.4.2 is filled out and signed by the persons who load dangerous cargoes into the cargo transportation unit (except tank container). These people receive the relevant training contained in IMDG Code Rule 1.3. The Container/Vehicle Packaging Certificate is presented to the port before the cargo arrives at the port or at the entrance together with the cargo. A copy of this certificate is placed on the inner wall of the right door of the container.

3.1.31.5 Every ship carrying dangerous cargoes packed with documents specified in IMDG Code Rules 5.4.3, 5.4.4 and 5.4.5 is kept.

3.1.31.6 In accordance with SOLAS Part II-2 Part G Rule 19.4, a Certificate of Compliance (Document of Compliance) issued by the authorized administration is kept on ships to prove that the ships are in a structure and equipment suitable for carrying dangerous goods. No certificate is required for IMDG Code Class 6.2, Class 7 and limited transportable dangerous cargoes, except for dangerous solid bulk cargoes.

4 CLASSIFICATION OF DANGEROUS GOODS, HANDLING, LOADING / UNLOADING, HANDLING, SEPARATION, STACKING AND STORING

4.1 Classification of Dangerous Goods

4.1.1 Types of Dangerous Goods

Hazardous loads are divided according to their origin and characteristics as follows;

Petroleum and its by-products – Fire and explosion are their main risk (benzenes, liquefied petroleum gas and other fuels)
Chemical products – (Industrial, pharmaceutical and agricultural) products that are either manufactured and loaded as a final consumption product or as by-products for industrial use. The latter account for the majority of dangerous goods transported, and if not transported 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 various diseases, injuries, poisoning or fires.
Products of animal or vegetable origin – Products such as fish feeds, oilseeds and press bags made of cotton, which can cause spontaneous combustion, fire or explosions,
Radioactive materials – Used in military applications and also in various industrial and medical processes in high doses or prolonged exposure by sudden damage even in small doses, are materials that can cause cancer and other diseases in humans.

Most of the substances from Class 1 to Class 9 are considered marine pollutants. A marine pollutant is defined as a substance that “degrades" aquatic organisms living in water.

Before the safe stacking, sorting, marking, labeling and storage of dangerous goods, it is necessary to know what damages this dangerous cargo being transported carries for the user. The term 'harm' in this text refers to a resource or situation that may have a possible harm to People, the Environment, Property and Reputation (PEAR Concept).

All chemicals are subject to this code and are assigned to one of the existing classes from 1 to 9 according to the most predominant hazards they have.

4.1.2 Classification of Dangerous Goods

The classification is carried out by the shipper/shipper or the appropriate competent authority. The IMDG Code classifies dangerous goods as follows (simplified form):

Class 1: Explosives
Class 1.1: Substances and objects with a mass explosion hazard
Class 1.2: Substances and objects that are not a mass explosion hazard but are a scattering/ejection hazard
Class 1.3: Substances and objects that pose a fire hazard or a slight explosion or a slight explosion hazard, or both, but are not a mass explosion hazard
Class 1.4: Substances and objects of no apparent danger
Class 1.5: Substances with a mass explosion hazard but very little sensitivity
Class 1.6: Objects of extremely low sensitivity, without the danger of mass explosion.
Class 2: Gases
Class 2.1: Flammable gases
Class 2.2: Non-flammable, non-toxic gases
Class 2.3: Toxic gases
Class 3: Flammable liquids
Class 4: Flammable solids; substances liable to spontaneous combustion; substances which, in contact with water, emit flammable gases
Class 4.1: Flammable solids, self-reacting substances, desensitized solid explosives and polymerizing agents
Class 4.2: Substances prone to spontaneous combustion
Class 4.3: Substances that release flammable gases when in contact with water
Class 5: Oxidizing substances and organic peroxides
Class 5.1: Oxidizing agents
Class 5.2: Organic peroxides
Class 6: Toxic and infectious substances
Class 6.1: Toxic substances
Class 6.2: Infectious substances
Class 7: Radioactive material
Class 8: Corrosive substances
Class 9: Miscellaneous dangerous substances and articles
The numerical order of classes and sections does not indicate the degree of danger.

Table 2. Classification of Dangerous Goods

Class 1		
	**1**	Explosive substances and articles used to produce explosions or pyrotechnic effects
Subclasses		
	**1.1**	Explosives with a mass explosion hazard
	**1.2**	Explosives with a severe projection hazard
	**1.3**	Explosives with a fire, blast or projection hazard but not a mass explosion hazard
	**1.4**	Explosives with a minor fire or projection hazard
	**1.5**	An insensitive substance with a mass explosion hazard,
	**1.6**	Extremely insensitive articles

Class 2		
	**2.1**	Flammable gas
	**2.2**	Non-Flammable, compressed gas
	**2.3**	Toxic or poisonous gas

Class 3		
	**3**	Flammable Liquids

Class 4		
	**4.1**	Flammable solids
	**4.2**	Spontaneously combustible solids
	**4.3**	Combustible solids when in contact with water

Class 5		
	**5.1**	Oxidizer
	**5.2**	Organic peroxide (5.2 new ADR 2007)

Class 6		
	**6.1**	Toxic substances
	**6.2**	Infectious substances

Class 7		
	**I**	Category I - White (symbol 7A)
	**II**	Category II - Yellow (symbol 7B)
	**III**	Category III - Yellow (symbol 7C)
	**Fissile**	Criticality security index label (symbol 7E)

Class 8		
	-	Corrosive

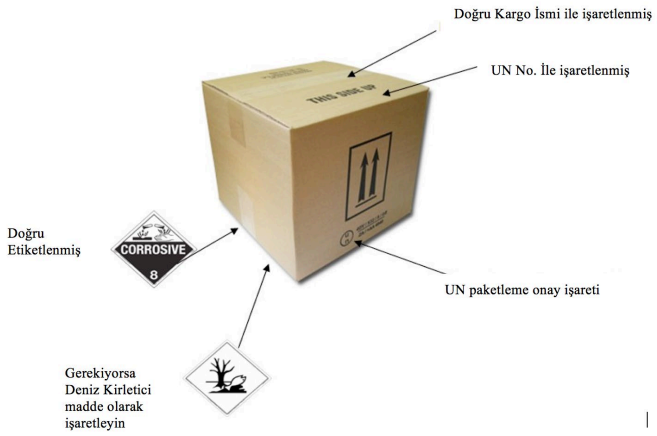
Class 9		
	-	Miscellaneous dangerous compounds

4.2 Dangerous Goods Packing and Packages

Signs, labels and /or plaques on the products are all communication channels for the user.

These communication channels tell the user about the shipment or product specifications. The IMDG Code provides clear procedures for the authorization of shipments, as well as for prior notification, markings, labels and documents (manuals, electronic information processing or electronic information exchange techniques and plate installation.

The Code clearly states that no one can provide transportation to dangerous goods unless the goods are properly marked, labeled, have a license plate and have an approved document. Those who carry dangerous goods must clearly indicate the UN Number and the appropriate shipping name on the cargo. In the case of the presence of marine pollutants, the word " marine pollutant" must be included in the document accompanying the shipment. This requirement is particularly important in order to determine the emergency procedures necessary to deal with the situation appropriately in the event of an accident involving these goods. In the case of the presence of marine pollutants, the ship's captain is required to comply with the requirements of MARPOL 73/78.



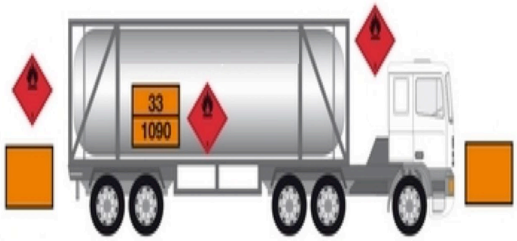
Packaging

Tankers Carrying Dangerous Cargo

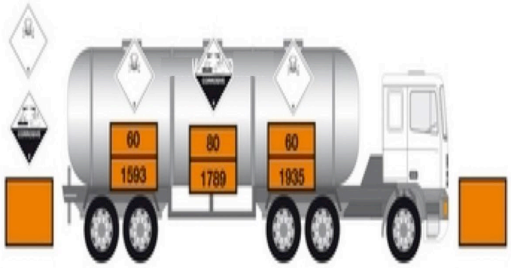
Vehicles Carrying Explosives

Vehicles Carrying Radioactive

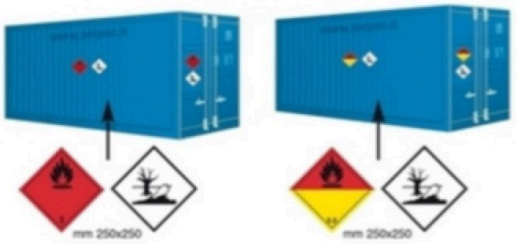
Packed Dangerous Cargo



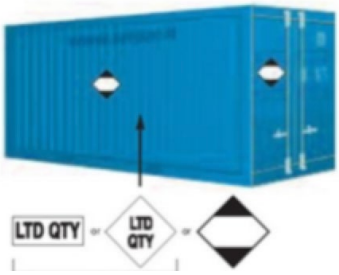
Transport units with a Single Tank Division



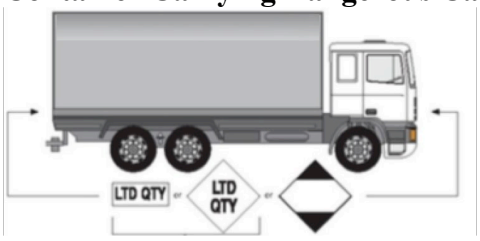
Transport Units with Multiple Tank Divisions



Container Carrying Dangerous Cargo



Limited Quantity



Limited Quantity

4.3 Dangerous Goods Marking, Labels, Placards

The IMDG Code proposes a system based on labels and placards designed in such a way that anyone working especially close to such cargo, regardless of their packaging, will be able to recognize the nature of the risks caused by these substances, preferably at first glance.

4.3.1 Labels

The IMDG Code states that all packages, packages and canisters carrying dangerous goods must be labeled. The labels are in the form of a rhombus of such colors as white, orange, blue, green or red, or a combination of these colors. Symbols indicating the hazard class are also required. In general, each label is divided into two parts, the lower half and the upper half. The upper half is the symbol of the class of goods(s), and the lower half is the symbol of the text, class or section number. The minimum dimensions of the labels are 10 cm x 10 cm. Labels should be tightly glued to the package and placed in such a way that they are easily visible. The quality of the labels must be such that they do not deteriorate outside and remain unchanged during the entire transport period and at sea for at least three months..

Due to the fact that dangerous goods may pose more than one risk, it is also necessary to use "secondary risk labels". These labels are the same as those that carry the primary risk in terms of color, shape and symbols. Although the IMDG Code says something about this, in some countries the number of classes is indicated only on the primary risk label, and the secondary risk label does not contain the class number. This is an effective way to distinguish the two from each other.

4.3.2 Placards

The IMDG Code states that all "cargo transportation units" containing dangerous goods must be plotted. In this context, freight transport units, containers, containers for liquids, tank vehicles, vehicles for transporting goods by land, railway wagons with water tanks, are tanks for goods shipped for intermodal transportation. Banners have the same shape, color and symbols as labels, but their dimensions are 25 x 25 cm. containers carrying more than 4000 kg of dangerous goods are kilograms, and all liquid and gas tanks must have a "United Nations number". The UN number is a four-digit number assigned by the United Nations for all goods defined and classified as dangerous.

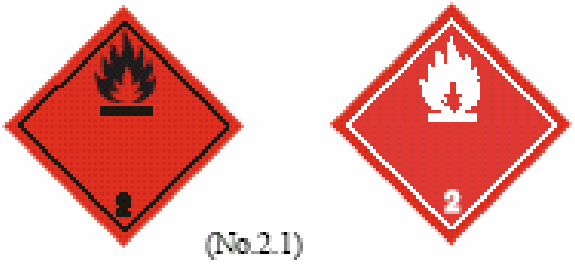
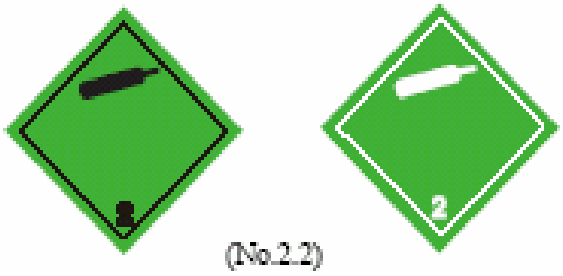
Containers carrying dangerous goods must have at least one plate on each side and one plate on each end of the unit (that is, on four sides).
Rail cars should be plotted at least on both sides.
Cargo containers, trailers and portable tanks must be platted on all four sides
Road vehicles must have appropriate license plates both on the back and on both sides.

Shapes and Colors of Labels and Placards

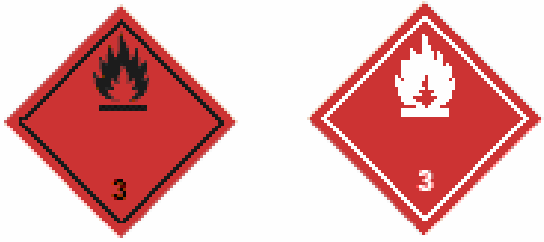
Class 1 - Explosives

	**Division 1.1 / 1.2 / 1.3** **Symbol** – explosion in black color **Background** – orange color **Text** – Explosive (optional) * * Location of division and/or Compatibility Group * Location of Compatibility Group or text **Number 1** – in the bottom corner
	**Division 1.4 / 1.5 / 1.6** **Background** – orange color **Subclass numbers** – in black color (approximately 30 mm x 5 mm in labels of 100 mm x 100 mm) * Location of Compatibility Group **Number 1** – in the bottom corner

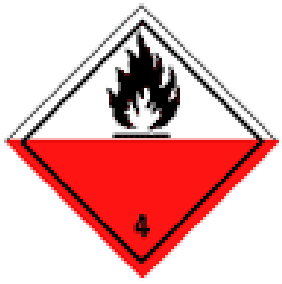
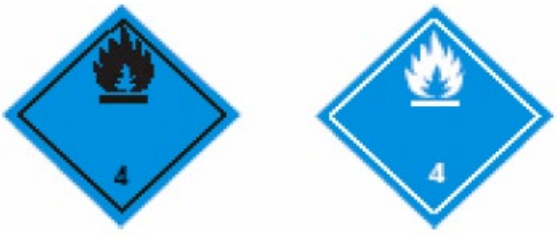
Class 2 - Gases

 (No.2.1)	**Division 2.1 Flammable Gases** **Symbol** – Flame in black or white **Background** – in red color **Text** – Flammable Gas (optional) **Number 2 –** in the bottom corner
 (No.2.2)	**Division 2.2 Non-flammable gases** **Symbol** – Gas cylinder in black or white color **Background** – in green color **Text** – Non flammable compressed gas (optional) **Number 2** – in the bottom corner
	**Division 2.3 Toxic Gases** **Symbol** – skull and crossbones in black color **Background** – in white color **Text** – Toxic (optional) **Number 2** – in the bottom corner

Class 3 – Flammable Liquids

	**Symbol** – flame in black and white color **Background** – red color **Text** – Flammable Liquid (optional) **Number 3** – in the bottom corner

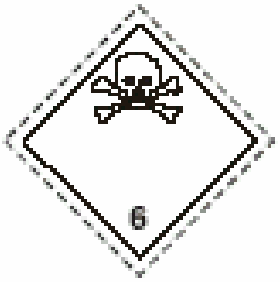
Class 4 - Flammable Solids; Substances liable to spontaneous combustion; substances which, in contact with water emit flammable gases

	**Division** 4.1 Flammable Solids Symbol – **flame in black color Background** – white with seven red vertical stripes **Text** – Flammable Solid **Number 4** – In the bottom corner
	**Division** 4.2 Substances liable to spontaneous combustion **Symbol** – flame in black color or white color **Background** – blue color **Text** – Spontaneous combustion substances (optional) **Number 4** – in the bottom corner
	**Division** 4.3 Substances which, in contact with water, emit flammable gases **Symbol** – flame in black or white color **Background** – blue color **Text** – Substances which, in contact with water, emit flammable gases (optional) **Number 4** – in the bottom

Class 5 - Oxidizing Substances or Organic Peroxides

	**Division 5.1 Oxidant Substances** **Symbol** – flame with circle in black color **Background** –yellow color **Text** – Oxidizing Substance (optional) **Number 5.1** – in the bottom corner
	**Division 5.2 Organic Peroxides** **Symbol** – flame in white color **Top Half** – red **Bottom Half** – yellow **Text** – Organic Peroxide (optional) **Number 5.2** – in the bottom corner

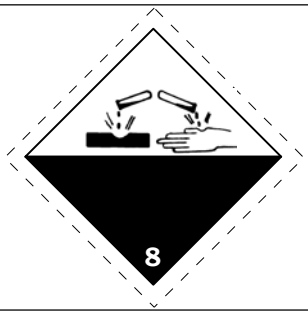
Class 6 - Toxic Substances or Infectious Substances

	**Division 6.1 Toxic Substances** **Symbol** – black skull and crossbones **Background color** – White color **Text** – Toxic (optional) **Number 6** – in the bottom corner
	**Division 6.2 Infectious Substances** **Symbol** – Three crescents superimposed on a circle and inscriptions in black **Background color** – white color **Text** – Infectious Substance, notify the Public Health Authority (optional) **Number 6** – in the bottom corner

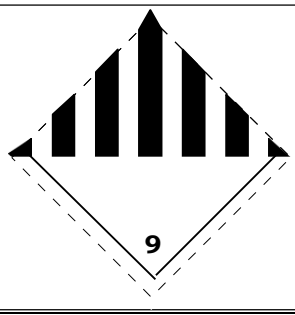
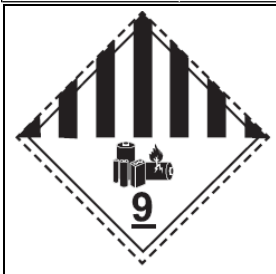
Class 7 - Radioactive Materials

	**Category I – White** **Symbol –** trefoil in black color **Background –** white color **Text (mandatory) in black –** in the lower half of the label **"Radioactive I"**, **"Contents…"**, **"Activity…"** and **"Transport Index"** box **Number 7 –** in the bottom corner
	**Category II – Yellow** **Symbol –** trefoil in black color **Background –** the upper half in yellow color with white borders, the lower half in white **Text in black –** in the lower half of the label **"Radioactive II"**, **"Contents…"**, **"Activity…"** and **"Transport Index"** box **Number 7 –** in the bottom corner
	**Category III – Yellow** **Symbol –** trefoil in black color **Background –** the upper half in yellow color with white borders, the lower half in white **Text in black –** in the lower half of the label **"Radioactive III"**, **"Contents…"**, **"Activity…"** and **"Transport Index"** box **Number 7 –** in the bottom corner

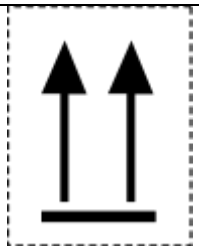
Class 8 - Corrosive Substances

	**Symbol –** Liquids falling from two test tubes onto a hand and a black piece of metal **Background–** Upper half in White color and lower half in black with White borders **Text –** Corrosive (optional) **Number 8 –** in the bottom corner

Sınıf 9 – Miscellaneous Dangerous Substances and Articles Potentially Damaging to the Environment

	**Symbol –** seven vertical bars in black in the upper half **Background –** in white color **Number 9 –** In the bottom corner
	**Symbol – S**even vertical bars of black color on the upper half **Background –** white color (Battery group and a damaged and flame-emitting battery **Number 9 –** In the bottom corner

Other Labels

	Indicating elevated temperature (liquid state at a temperature equal to or exceeding 100^{o} C, in a solid state at a temperature equal to or exceeding 240^{o} C)
	Orange-colored plates, with hazard-identification number and UN Number
	Orientation arrows, black or red color

Placards for Marine Pollutants

	Packages and cargo transport units containing dangerous substances which are classified by the IMDG Code as “marine pollutants”, must have the markings shown here, which must be durable. They must be placed close to the risk labels or risk placards of the goods. The dimensions of the marine pollutant markings must be a minimum of 10 cm per side for packages and 25 cm per side for cargo transport units.

4.4 Signs and Packing Groups of Dangerous Goods

4.4.1 Packing Groups, Classifying Criteria

The risks presented by dangerous goods in maritime transport are associated with their packaging, which is why they must be safe, well-designed, manufactured and in good condition. Injuries are unlikely to occur due to this load, but it is possible that dangerous loads or their vapors will be released if the load is damaged.

Packages/containers must comply with the following requirements:

- It should not be affected by the load it carries..
- It must be strong enough to withstand the rough handling and risks associated with sea transportation..
- Must be able to withstand rain, wind and sea water.
- It should be usable and sufficient for the loads they carry.
- Must be in good condition.
- Must be correctly marked, labeled and marked.

For packaging purposes, dangerous cargoes belonging to all other classes, with the exception of Classes 1, 2, 6.2 and 7, are divided into three "packaging groups" according to the degree of danger they represent:

Packaging Group I - High hazard level
Packaging Group II - Medium hazard level
Packaging Group III - Low hazard level

4.5 Separation Tables on Ship and Shore Facility According to Classes of Dangerous Goods

One of the most important elements related to the transportation of dangerous goods is the stacking and separate storage of goods. Dangerous goods should not be stored together with substances with which they may interact and cause danger.

Incompatible dangerous goods must be placed separately from each other during transportation and storage. Incorrect stacking of dangerous goods can lead to toxic fumes, fires, spills and deterioration of the quality of the product. For this reason, the IMDG Code has specified the rules entitled "Provisions on Transportation Activities" in Volume 1 Chapter 7 on stacking and separate storage.

4.5.1 Separate Storage and Stacking Principles

The following situations can cause major chemical accidents during stacking and separate storage:

- Not fully understanding the structure of matter,
- Quality assurance- insufficiency of container inspection certificates,
- Insufficient records of chemical registration stocks in different terminal areas,
- Inadequate labeling and registration of chemicals,
- Poor cleanliness - lack of fire extinguishing equipment in work areas,

The IMDG Code requires the storage and separation of dangerous goods according to their hazard, class and compliance status. The Code also provides detailed information on important factors related to where dangerous goods should be stowed and how they should be stored separately from other cargo.

Although the IMDG Code provides detailed information on ship stowage, the requirements can also be applied on shore storage and even container packaging. The Terms provide a framework for port authorities to use when preparing their regulations on the safe transport and stowage of dangerous goods in ports. Goods that need to be stored separately from each other will not be transported in the same freight transport unit.

4.5.2 IMDG Code Segregation, Stowage and Dangerous Goods List

General separate storage applies to all cargo areas above or below deck of all types of ships and loads in transport units, and incompatible goods must be stored separately from each other. For the purpose of separate storage, the IMDG Code grouped similar chemical properties together in the dangerous goods list. In the dangerous goods list, the group substances are grouped as follows:

1. Acids
2. Ammonium Compound
3. Bromates
4. Chlorates
5. Chlorites
6. Cyanides
7. Heavy metals and their salts
8. Hypochlorite
9. Lead and its compounds
10. Liquid halogenated hydrocarbons
11. Mercury and mercury compounds
12. Nitrites and their mixtures
13. Perchlorates
14. Permanganates
15. Powdered metals
16. Peroxides
17. Azides
18. Alkalis

Substances, Not Otherwise Specified (N.O.S.) if the entries are shipped under, the shipper will decide for the appropriate separate storage group.

16 of the numerical list of dangerous goods. under the column, the IMDG code can be found in Volume 2, listing the stacking conditions for each of the dangerous goods. Also in this column are the areas of sleep, food, solutions and mixtures, etc.b. related stacking information is also included.

For example, for the product UN No. 1099 " ALLYL BROMIDE", column 16 contains the phrase " Category B, keep away from living areas.

The following paragraph gives the five stacking categories stipulated by the IMDG Code.

4.5.3 Stacking Categories

Category	A	B	C	D	E
Cargo ship carrying no more than 25 passengers	On deck or below deck	On deck or below deck	On deck only	On deck only	On deck or below deck
Passenger ships carrying more than 25 passengers	On deck or below deck	On deck only	On deck only	Prohibited	Prohibited

With regard to Class 1 (Explosives), there are the following 5 categories for ship stowage in the code:

Stacking category 01	Cargo ships (maximum of 12 passengers) Cruise ships	On deck or under deck in a closed cargo handling unit
		On deck or under deck in a closed cargo handling unit
Stacking category 02	Cargo ships (maximum of 12 passengers) Cruise ships	On deck or under deck in a closed cargo handling unit
		On deck in a closed cargo transport unit or in a closed cargo transport unit below deck in accordance with 7.1.4.4.5
Stacking category 03	Cargo ships (maximum of 12 passengers) Cruise ships	On deck or under deck in a closed cargo handling unit
		It is prohibited except in accordance with 7.1.4.4.5.
Stacking category 04	Cargo ships (maximum of 12 passengers) Cruise ships	On deck or below deck in a closed cargo handling unit in the closed load-carrying unit it is prohibited except in accordance with 7.1.4.4.5.
Stacking category 05	Cargo ships (maximum of 12 passengers) Cruise ships	Only on deck in the enclosed cargo handling unit
		It is prohibited except in accordance with 7.1.4.4.5..

In short, the IMDG Code provides a method by which dangerous goods can be stowed safely, taking into account their compatibility with other types of cargo, and possible damage in the event of an accident can be prevented.

How to stow dangerous goods safely on board is entirely the responsibility of the Ship Planner. Port Terminals are not responsible for the plan of stowage of dangerous goods on board is not related to the planning of stowage of dangerous goods on board; it is responsible only for the stowage of cargo in the position specified in the ship plan provided by the Cargo Line through the relevant authorities.

4.6 Separation Distances and Separation Terms for Hazardous Materials Applicable Storage at Storage Area

4.6.1 Segregation Categories

IMDG Code uses four separate storage terms:

1. **"Keep it away"** (the minimum Decoupling distance between two incompatible goods is)
2. **"Keep it separate "**
3. **" Keep separate or in separate places with a full compartment "**
4. **" Keep it longitudinally separated with the complete compartment or in separate places "** (the maximum distance at which two incompatible substances will be kept apart from each other)

The general provisions on the Decoupling of dangerous goods between different classes are indicated in the Separate Storage Table below:

CLASS		1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Explosives	**1.1, 1.2, 1.5**	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Explosives	**1.3, 1.6**	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Explosives	**1.4**	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Flammable Gases	**2.1**	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Non-flammable Gases	**2.2**	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Toxic Gases	**2.3**	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable Liquids	**3**	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X
Flammable Solids (including spontaneously reactive substances and explosives with reduced solid sensitivity)	**4.1**	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Substances that can spontaneously combust	**4.2**	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Substances that emit flammable gases in contact with water	**4.3**	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Burning (oxidizing) Substances	**5.1**	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organic Peroxides	**5.2**	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toxic Substances	**6.1**	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Infectious Substances	**6.2**	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive Materials	**7**	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Corrosive Substances	**8**	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Various hazardous materials and objects	**9**	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

(This table applies to unitized dangerous goods; pallets, barrels, boxes and cr November and other similar packages. It is not applied in containers carrying dangerous goods)

Numbers and symbols as defined in this section are related to the following conditions;

1	Keep it away	3 metre
2	Keep it separate	6 metre
3	" Keep it in separate or separate places with a full compartment"	12 metre
4	" Keep it longitudinally separated by the complete compartment or in separate places"	24 metre
X	If there is separate storage, it is indicated in the Dangerous Goods List	-

Explosives require special storage in accordance with the compliance group. Explosives with the same letter can be stacked together, regardless of their class division. Although the characteristics of the substance, material or product of the same Class can be very different to each other, it is important to first look at the List of Dangerous Goods in order to determine the appropriate separate storage conditions in each case.

4.6.2 Segregation Within the Cargo Transport Units

Dangerous goods that should be kept separately from others should not be stacked in the same cargo transportation unit (container). However, the shipment of goods that must be kept “away” by separating from the others can be carried out within the same cargo transportation unit upon the authorization of the relevant authority. In such a case, the equivalent level of security must be maintained.

Separate Storage in Port Areas

The IMO Maritime Safety Committee (MSC) has determined several revised recommendations on the safe shipment of dangerous goods and related activities within port areas through Circular 1/1216 dated February 26, 2008.

The MSC 1216 Circular dated 2008 sets out the decision that containers carrying dangerous goods should not be stacked on top of others. Containers carrying dangerous goods in the same class are exempt from this rule. This exemption does not apply to loads (abrasives) within Class 8 if they have different contents from each other. In other words, if the load in Class 8 consists of exactly the same substances, it can be stored on top of each other. Containers should always be stacked in such a way as to facilitate access to the doors and side parts in order to carry out cooling and control work.

For dangerous goods stored in special areas or in the areas of depositors, Decoupling between different classes should be taken into account. The schedule specified by the IMDG Code will be a guide in terms of stacking on ship decks. With the IMO Port Recommendation Decisions, it has created a separate storage schedule in terms of port storage below.

CLASS		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable gases	**2.1**	0	0	0	S	A	S	0	S	S	0	A	0
Non-flammable gases	**2.2**	0	0	0	A	0	A	0	0	A	0	0	0
Toxic gases	**2.3**	0	0	0	S	0	S	0	0	S	0	0	0
Flammable liquids	**3**	S	A	S	0	0	S	A	S	S	0	0	0
Flammable solids (including spontaneously reactive substances and explosives with reduced solid sensitivity)	**4.1**	A	0	0	0	0	A	0	A	S	0	A	0
Spontaneously combustible	**4.2**	S	A	S	S	A	0	A	S	S	A	A	0
Substances that emit flammable gases in contact with water	**4.3**	0	0	0	A	0	A	0	S	S	0	A	0
Oxidizing substances	**5.1**	S	0	0	S	A	S	S	0	S	A	S	0
Organic peroxides	**5.2**	S	A	S	S	S	S	S	S	0	A	S	0
Toxic substances	**6.1**	0	0	0	0	0	A	0	A	A	0	0	0
Corrosives (liquids and solids)	**8**	A	0	0	0	A	A	A	S	S	0	0	0
Miscellaneous dangerous substances and	**9**	0	0	0	0	0	0	0	0	0	0	0	0

The chart indicates only three separate storage categories in terms of storage in ports.

“0" means pairs of dangerous goods that must be stored separately from others (unless indicated by separate entries in the numerical list of dangerous goods that must always be checked)
“A“keeping away from other classes within this pair...” indicates the need for separate storage (3 meters)
“S“ stipulates the category of separate storage between the classes belonging to this pair ”...-Decoupled from".

Class 1 cargoes (with the exception of paragraph 1.4 S), 6.2 and 7 are generally subject to a permit only for direct shipment or delivery in the port area. These classes are not included in the table. However, in case of unexpected situations, these loads must be temporarily held in designated areas. Separate storage requirements for separate classes, as specified in the IMDG Code, should be taken into account by the port authority when creating certain conditions.

Cleaning of containers and portable tanks carrying dangerous goods should be carried out in special areas, away from the places where dangerous goods are stored. These areas should be adequately prepared and equipped in order to prevent the mixing of washing waters contaminated with hazardous loads into the soil, water channels and sewage system.

After unloading the container with scattered and unplaceable dangerous goods for delivery (unloading the cargo from the container / stripping), all plates and risk designations for the goods must be removed from the container.

5 HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY

The port facility, which is engaged in dangerous cargo loading / unloading, handling and temporary storage activities, in order to contribute to the safe performance of these activities;

Dangerous goods classes,
Packages of dangerous goods,
Packaging,
Labels,
Signs and packaging groups,
Tables of separation of dangerous cargoes on board and at the port according to their classes,
Separation distances of dangerous cargoes in warehouse storage,
Decomposition terms,
Dangerous goods documents,
Hazardous loads emergency response action flow diagram,
Emergency contact information,
Locations of emergency equipment,
Instructions for use,
Including the rules of the coastal resort,

A Dangerous Goods Handbook has been prepared in dimensions that can be carried in the pocket and presented in the appendix.

6 OPERATIONAL MATTERS

6.1 Procedures for the Safe Docking, Mooring, Loading/Discharging, Shelter or Anchorage of Ships Carrying Dangerous Goods Day and Night

6.1.1 Nature and quantity of dangerous goods in a ship with any hazardous cargo on the deck, environmental, population, and by considering issues such as weather conditions, the harbor area, where and when will be how to connect with tug, you could come closer and you can stay where you are routing, it is the responsibility of the Port Authority.

6.1.2 In an emergency, a ship that has any dangerous cargo on its deck can be transported in the port area or removed in the port area for the safety of the ship and crew, with the approval of the ship's captain, the port authority and the port authority.

6.1.3 It is the responsibility of the port authority to determine any additional requirements in accordance with local conditions and the October and nature of the dangerous cargoes exposed.

6.1.4 Port facility operators should ensure that the following are provided:

6.1.4.1 Ensuring adequate and safe binding facilities and

6.1.4.2 Ensuring adequate and safe access between the Deckhouse and the shore.

6.2 Procedures Regarding Additional Measures Required to Be Taken According to Seasonal Conditions for the Unloading and Discharging of Dangerous Goods

6.2.1 Loading of any explosive or bulk liquid cargoes should not be carried out in stormy weather or in an open case that will react dangerously when it rains if it comes into contact with water.

6.2.2 Dangerous solid bulk cargoes that may turn into flammable or toxic vapors in case of contact with water or cause a simultaneous explosion should be kept as dry as possible. Such loads should be transported only under dry weather conditions.

6.2.3 Due to the nature of explosives; transportation of dangerous goods in adverse weather conditions Transportation of dangerous goods requires great care, especially in rainy weather conditions.

6.3 Procedures on Keeping any Inflammable, Combustible and Explosive Materials Away from Operations Which Cause or are Likely to Cause Sparking and Abstaining from Operating any Tools, Apparatus or Device Which Cause or are Likely to Cause Sparking in Areas Where Hazardous Materials are Handled, Stowed and Stored

6.3.1 Before performing a hot job in our facility, the responsible company officer who will perform the hot job will have a written authorization issued by the port authority to perform this hot job. Such authorization will include the details of the hot workplace as well as the security measures to be followed.

6.3.2 In addition to the security measures required to be taken by the port authority, the responsible company officer who will perform the hot work before the start of the hot work, together with the ship and / or interface officer (s), will also take October security measures required by the ship and / or interface.

6.3.3 These additional security measures will include:

6.3.3.1 Frequency of inspection and re-inspection of local areas and adjacent areas, including tests performed by approved testing organizations to ensure that the areas will continue to be free and free of flammable and/or explosive atmosphere and that there is no oxygen deficiency present;

6.3.3.2 Removal of hazardous loads and other flammable substances from work areas and adjacent areas. The substances to be removed from the said areas; lime, sludge, sediment and other possible flammable substances are also included.;

6.3.3.3 Flammable building materials (e.g., beams, wooden partitions, floors, doors, wall and ceiling coverings) holding effective protection against accidentally.

6.3.3.4 Flames, sparks and hot particles from the work area to prevent it spreading to adjacent areas or other areas in order to open pipes, pipe crossings, valves, joints, gaps, and ensuring the closure and sealing of the open part.

6.3.4 In addition to the entrance to each work area, a copy of the hot work authorization and security measures will also be hung in the area next to the work area. Authorization and security measures to be taken will be posted in a place visible to all employees who will take part in hot work, and this will be clearly understood by employees.

6.3.5 While performing hot work,

6.3.5.1 Checks will be carried out to ensure conditions have not changed; and

6.3.5.2 At least one suitable fire extinguisher or other suitable fire extinguishing equipment will be available for immediate use at the hot workplace.

6.3.6 Based on the completion of this work during hot work and for a sufficient period of time after its completion, an effective fire control will be carried out in the hot work area, as well as in the areas next to it where there may be a danger from heat transfer.

6.3.7 For additional more detailed information and procedures related to hot work and operations, in particular, the document “International Safety Guide for Oil Tankers and Terminals (ISGOTT)” will be consulted. Permission will be granted for the works to be carried out on the facility and the pier in accordance with ISGOTT and the Work Permit Procedure.

7 DOCUMENTATION, CONTROL AND RECORD

7.1 All Mandatory Documents, Information and Documents Related to Dangerous Goods, Procedures for Supply and Control of These by Relevant Persons

7.1.1 The following documents related to dangerous cargoes are kept up to date.

The International Convention for Safe Containers of 1972, as amended by the CSC
IMDG Code International Code for Dangerous Goods Carried at Sea
IMSBC Code International Code for Solid Bulk Cargo Transported at Sea
International Convention for the Prevention of Pollution from Ships, as amended by MARPOL 73/78, 1973/78
S O L A S 74 International Convention for the Safety of Life at Sea, 1974, as amended
Secure Application Code for Cargo Stowage and Security as modified in CSS (CSS Code)
IMO/ILO/UNECE Guidelines for the filling of cargo handling units (CTUs)
GRAIN Code Grain Code
IBC Code International code of construction and equipment of ships carrying Hazardous Chemicals at sea
IGC Code International code of construction and equipment of ships carrying liquefied gas at sea

7.1.2 Department of Operations in relation to Dangerous Cargoes handled in our port;
Arriving at the port,
Sent from the port,
Stored in the port,
Temporarily stored in the port
It will create all records related to dangerous cargoes in full and keep them in such a way that they can be shown when requested.
Dangerous goods registrations are limited to personnel who need to know.

7.2 Procedures for Keeping the Up-to-Date List of All Dangerous Goods in the Coastal Facility Site and Other Related Information Regularly and Completely

7.2.1 The records of the Dangerous Cargoes handled in our port will be kept by the Operations department to include the following information.

UN Number,
PSN name (Proper Shipping Name),
Class, (with lower hazards) (Class 3,, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
Packaging Group,
Whether it is a Marine Pollutant,
Receiver,
Sender,
Container/Packing, number,
Seal number,
Additional Information (Degree of ignition, viscosity, etc. informations)
Where it is stored at the Port Site
Duration of stay in the port

7.2.2 This information is kept in a computer environment or file layout so that only authorized personnel can access it and is shown when requested.

7.2.3 From the facility appropriately defined hazardous loads of dangerous goods proper shipping name it was named, sertifikalandirild that packaged/packed that has been tagged and that the observance of the declarant approved and appropriate packaging, containers or cargo transport unit is securely installed, and that he moved away checking procedures and the results of raporlanma.

7.2.4 They check the accuracy of the following information on the dangerous cargo document issued by the Sender of the dangerous cargoes to be accepted to the Port in coordination with the Planning and Operation;

UN Number,
PSN name (Proper Shipping Name),
Class, (with lower hazards) (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
Packaging Group,
Whether it is a Marine Pollutant,
Container/Packing, number,
Seal number,
Additional Information (Degree of ignition, viscosity, etc. informations)
Where to store at the Port Site

7.2.5 This information is transmitted to raters, Field Supervisors, Warehouse staff, HSE, and personnel who need to know via Terminals / Documents and the control of the incoming dangerous cargo is provided.

7.2.6 If the information from the operation and the cargo carry different information, the Operation is informed immediately and the Sender is instructed to verify the information about the dangerous cargo / vehicle / container and correct the missing incorrect label brands.

7.3 Procedures Regarding to Appropriate Identification of Hazardous Substances Delivered to the Facility, Correct Use of Shipping Names of Dangerous Cargo, Certification, Packaging, Labeling and Declaration, Inspection on Loading and Transport of Dangerous Goods in the Certified and Proper Package, Container or Cargo unit in a Safety Way and Reporting of Inspection Results

7.3.1 In coordination with the Planning and Operation, they check the accuracy of the following information on the Dangerous cargo document issued by the Sender of the dangerous cargoes to be accepted into the port;

UN Number,
PSN name (Proper Shipping Name),
Class, (with lower hazards) (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
Packaging Group,
Whether it is a Marine Pollutant,
Container/Packing, number,
Seal number,
Additional Information (Degree of ignition, viscosity, etc. data)
Where to store at the Port Site

7.3.2 This information is transmitted to raters, Field Supervisors, Warehouse staff, HSE, and personnel who need to know via Terminals / Documents and the control of the incoming dangerous cargo is provided.

7.3.3 If the information from the operation and the cargo carry different information, the Operation is informed immediately and the Sender is instructed to verify the information about the dangerous cargo / vehicle / container and correct the missing incorrect label brands.

7.4 Procedures for Obtaining and Keeping a Safety Data Sheet (SDS)

7.4.1 As of January 1, 2014, according to the laws of our country in all modes of transport It is mandatory to have a Safety Data Sheet (SDS) containing the following information together with the dangerous goods to be transported (by Road, Rail, Air and Sea).

UN Number,
PSN name (Proper Shipping Name,) (It is necessary for sea transportation)
Class, (with lower hazards) (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
Packaging Group,
Whether it is a Marine Pollutant,
Tunnel Restriction Code (Required for road transport.)

7.4.2 For all Dangerous Cargoes to be accepted to the port, it is checked that this document is present together with the Dangerous Cargo.

7.5 Procedures for Records and Statistics of Dangerous Goods

7.5.1 The Administration requested that a report containing information about the dangerous goods handled at our port facility be reported to the Port Authority in quarterly periods. A sample report prepared by the Operations Department is attached.

7.5.2 Statistical evaluations from the records of the dangerous cargo handled annually in our port are made by the trade and operations departments.

7.5.3 The monthly count and control reports of dangerous cargo stored in our port area are prepared by the operations department and submitted to the Management.

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

7.6 Information on Quality Management System

7.6.1 Introduction to ISO 9001 Standard

The terms of the quality management system are complementary to the terms for the product and service.

The process approach allows the organization to plan processes and their mutual interactions.

The PUKO cycle ensures that the organization is properly resourced, that its processes are appropriately managed, that opportunities for improvement are identified and acted upon.

Risk-based thinking to the organization;

Determination of the factors that lead to deviation from the planned results of the processes and quality management system,
It allows to implement preventive controls that will minimize the negative effects and maximize the opportunities as they arise.

Benefits to the Organization;

Potential benefits of a QMS in accordance with the ISO 9001:2015 Standard to the organization: The ability to continuously provide products and services in accordance with the customer and applicable primary and secondary legislation requirements,
Opportunities to increase customer satisfaction,
To determine the risks and opportunities related to the context and objectives,
To gain the ability to prove compliance with the specified QMS requirements.

7.6.2 Quality Management Principles;

Customer orientation
Leadership and employee participation
Process approach
Improvement
Data-based decision mechanism
Relationship management

7.6.3 THE PUKO CYCLE AND ISO 9001:2015

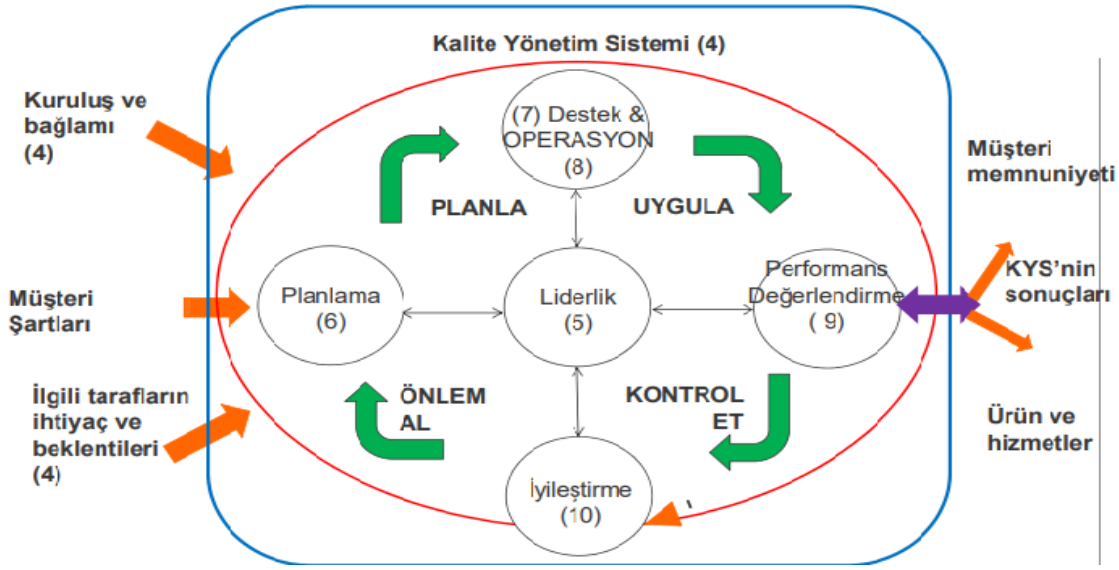


Figure 1. PUKO Cycle

7.6.4 Process Approach: SINGLE PROCESS

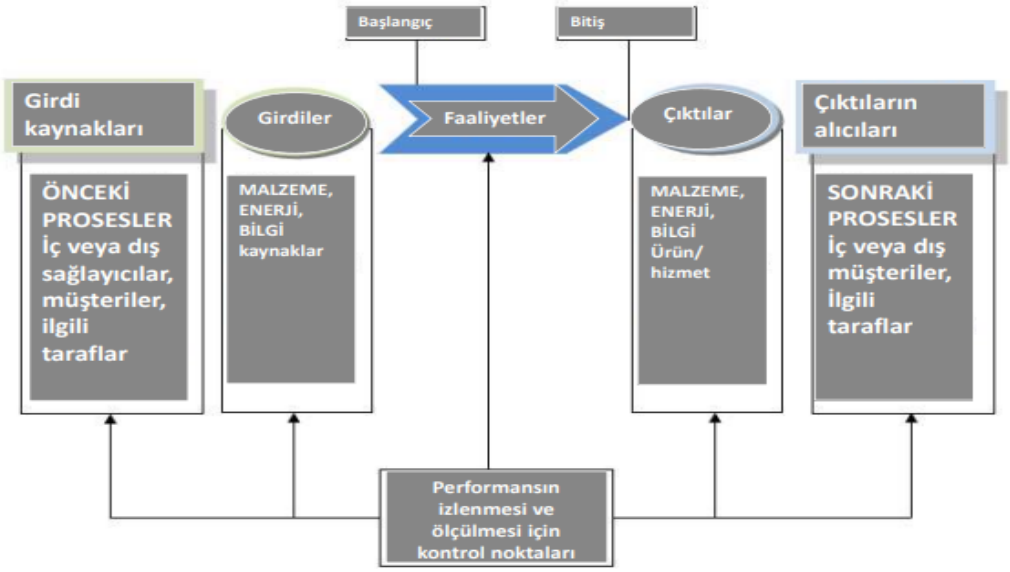


Figure 2. Process Approach

7.6.5 ISO 9001:2015 STRUCTURE

It consists of 10 items;

1. Scope
2. Cited documents/standards
3. Terms and recipes
4. The Context of the Organization
5. Leadership
6. Planning
7. Support
8. Operation
9. Performance evaluation
10. Improvement

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8 EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1 Intervention Procedures for Dangerous Cargoes and Dangerous Situations Composed by Dangerous Cargoes that Create/Can Create Risk to Life, Property and/or Environment

8.1.1 The options for preventive measures related to a particular situation depend on a number of factors. In some cases, evacuation may be the best option. In other cases, on-site protection may be the best option. Sometimes, these two actions can be used together. In case of any emergency, the official authorities feel the need to quickly issue instructions to the public. The public will be in constant need of hearing information and instructions, while being protected or evacuated at the scene.

8.1.2 The proper evacuation of the elements mentioned below will determine the degree of effectiveness of the evacuation or protection at the scene. The degree of importance of these factors may vary depending on the emergency conditions. In specific emergency situations, other elements may also need to be identified and taken into account. This list shows what kind of information may be needed when making an initial decision.

8.1.2.1 Dangerous Loads

8.1.2.1.1 Degree of harm to health
8.1.2.1.2 hemical and physical properties
8.1.2.1.3 Quantity included
8.1.2.1.4 Control of hold/release
8.1.2.1.5 Rate of steam movement

8.1.2.2 Population Exposed to Threat

8.1.2.2.1 Location
8.1.2.2.2 Number of people
8.1.2.2.3 Time available to evacuate or take control where they are
8.1.2.2.4 Ability to control evacuation or protection at the current location
8.1.2.2.5 Types and availability of buildings
8.1.2.2.6 Private organizations and populations

8.1.2.3 Weather Conditions

8.1.2.3.1 Effect on steam and cloud movement
8.1.2.3.2 Potential for change
8.1.2.3.3 Effect on evacuation or on-site protectioni

8.1.3 Protective Actions

8.1.3.1 Protective Measures, it refers to the steps that must be taken to protect the health and safety of emergency teams and the public in the event of an incident involving the release of dangerous goods.

8.1.3.2 Isolation of the Dangerous Zone and Prohibition of Entry, it means that anyone who will not be directly involved in emergency response operations should be kept away from the area. Emergency responders who are not protected should also not be allowed to enter the isolated area.

8.1.4 Evacuation

8.1.4.1 Evacuate: It expresses the need for everyone to be transferred from a threatened area to a safer place. In order for an evacuation to be carried out, there needs to be enough time for people to be warned, to prepare and to leave that area. If there is enough time, then evacuation is the best protection measure.

8.1.4.2 As a priority, people who are located nearby and are within sight should be evacuated. If additional assistance is available, evacuate areas facing the wind and in the direction of the wind, at least to the extent specified in October in this manual.

8.1.4.3 Even after people have been evacuated to the recommended distances, they may not be completely safe from danger. These people should not be allowed to gather together at these distances Decently.

8.1.4.4 You have transferred the evacuated persons to a certain distance, via a special route and to a distance where they will not need to be evacuated to another place again when the wind blows.

8.1.5 Protect At The Scene

8.1.5.1 It refers to the fact that people should be protected inside a building and stay inside until the danger passes. The protection measure at the scene is applied if trying to evacuate people poses a greater risk than staying where they are, or if it is not possible to evacuate. Inform the people inside to close all doors and windows and turn off all ventilation, heating and cooling systems.

8.1.5.2 On-scene containment would not be the best measure in these sections:

8.1.5.2.1 In case the vapors are flammable;

8.1.5.2.2 In the event that the field will take a long time to be degassed..

8.1.5.2.3 In the event that the buildings cannot be tightly closed.

8.1.5.2.4 Vehicles may provide certain protection for a short period of time if their windows are closed and the ventilation systems are closed. But still, vehicles are not as safe as buildings when it comes to on-site protection.

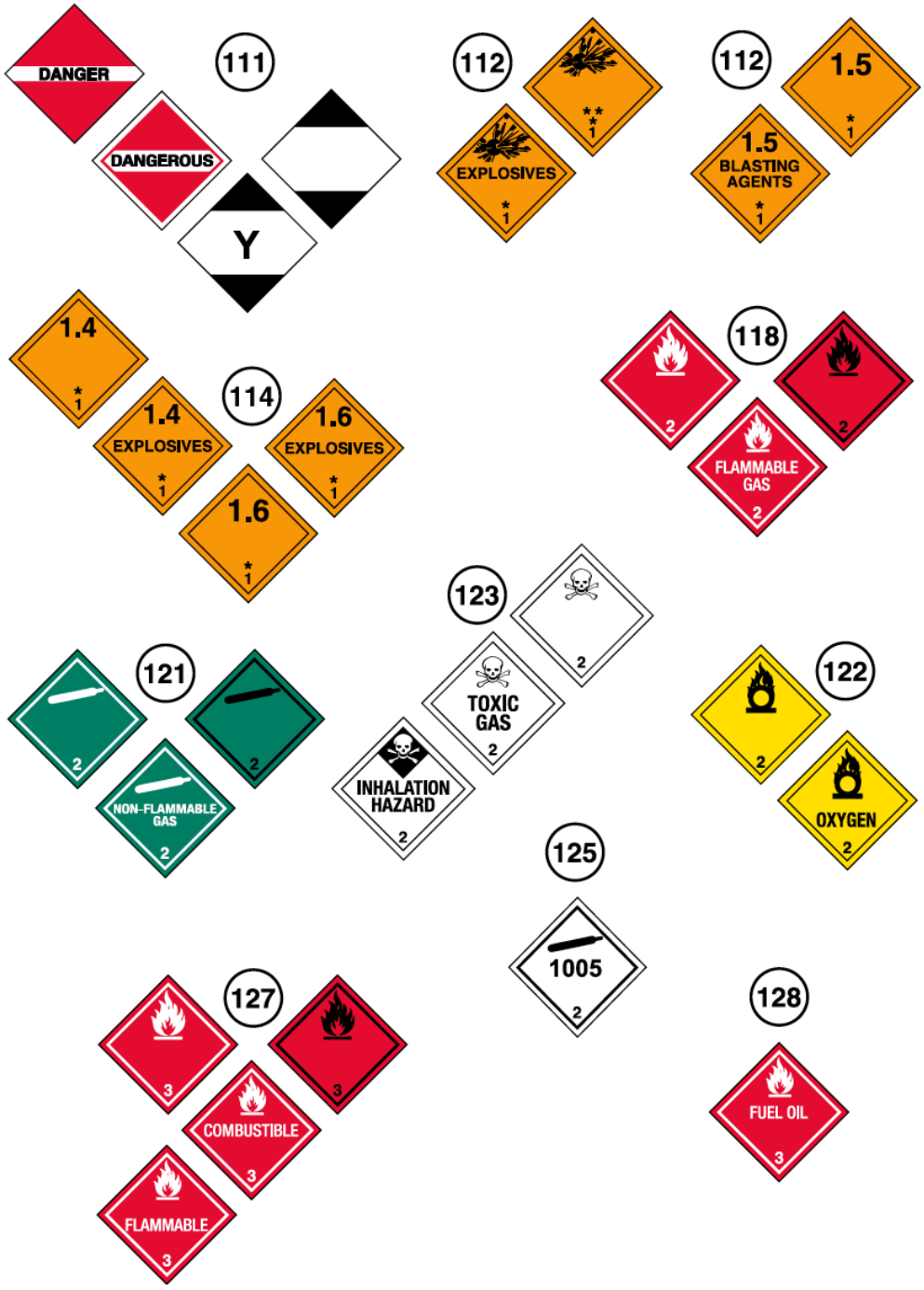
8.1.5.3 It is vitally important to maintain communication with competent people who are also present for the building, in order to be able to give advice on changing conditions. People who are protected on site should be warned to stay away from windows, as there is a danger of glass or metal fragments hitting them in the event of a fire and/or explosion.

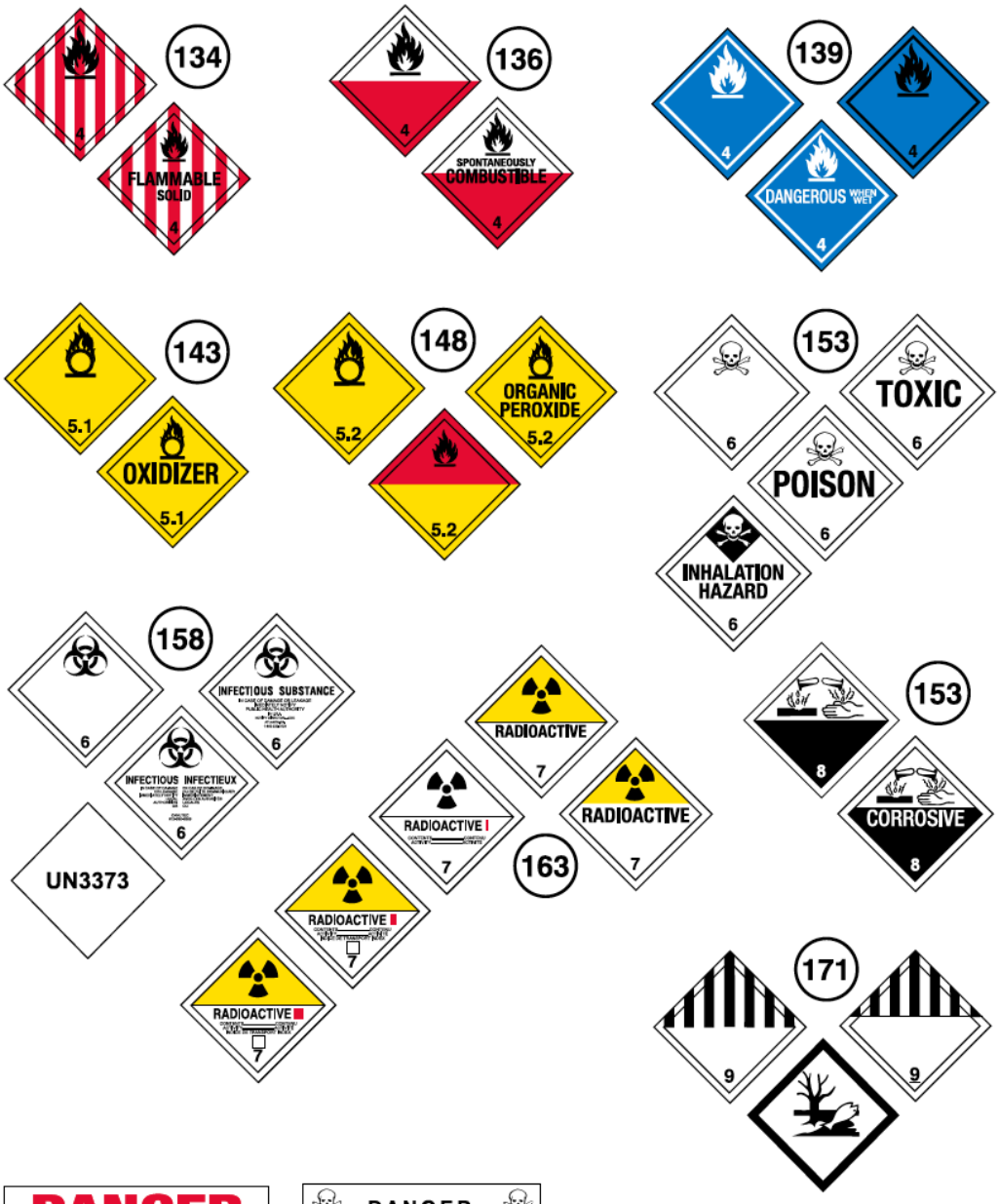
8.1.5.4 Each incident related to dangerous goods differs from each other. There are separate problems and concerns related to each of them. The form of the action, which is aimed at the protection of people, should be carefully selected.

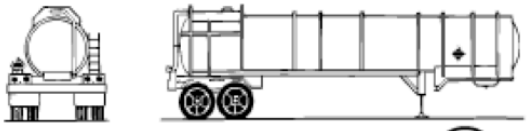
Emergency Response Guide

According to the guide numbers given in the table below, the forms of intervention are in the Emergency Plan.

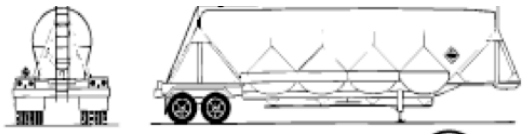
USE THESE TABLES ONLY IN CASES WHERE THE MATERIALS CANNOT BE SPECIFICALLY DIAGNOSED.




134
FLAMMABLE SOLID
136
SPONTANEOUSLY COMBUSTIBLE
139
DANGEROUS WHEN WET
143
OXIDIZER
148
ORGANIC PEROXIDE
153
TOXIC
POISON
INHALATION HAZARD
158
INFECTIOUS SUBSTANCE
INFECTIOUS INFECTIEUX
UN3373
RADIOACTIVE
163
153
CORROSIVE
171
DANGER
THIS UNIT IS UNDER FUMIGATION WITH
APPLIED ON
DO NOT ENTER
DANGER
DO NOT ENTER
DÉFENSE D'ENTRER
INHALATION HAZARD
MARINE POLLUTANT



Aşındırıcı Sıvı Tanker 137



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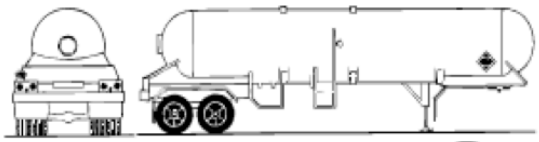
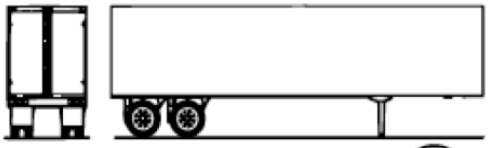
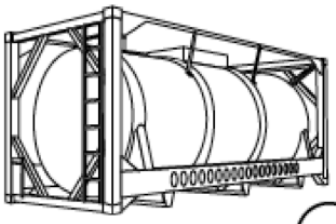


Yüksek Basınçlı Tanker 117

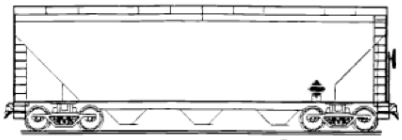


Karışık Kargo 111

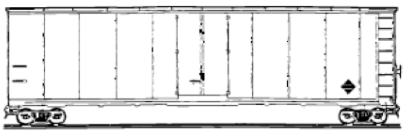
Vacum Yüklü Tanker 137



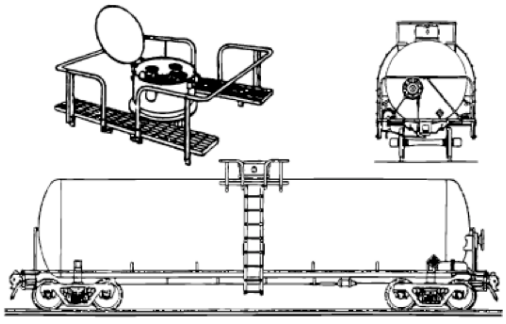
Intermodal Tanker 117



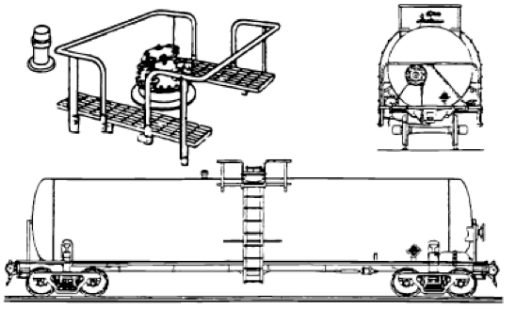
KURU YÜK 140



KARIŞIK KARGO 111



Yüksek Basınçlı Tank Vagon (Sıkıştırılmış Sıvı Gaz) 117



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8.2 Information on the Opportunity, Capability and Capacity of the Coastal Facility to Respond to Emergency Situations

8.2.1 The facility has an approved fire plan. Fire-fighting teams are formed for each shift. Training drills and exercises are conducted within the scope of various scenarios at planned and unplanned non-specified times and reports and records are created. The fire fighting equipment provided for in the approved plan is fully maintained and maintenance checks and tests are carried out.

8.2.2 There is an approved Environmental and Marine Pollution control plan in the facility. Anti-pollution teams have been formed for each shift. Training and exercises are conducted 2 times a year within the scope of a planned scenario and reports and records are created. Equipment related to Environmental and Marine Pollution is stored in the facility and counting and controls are carried out. The facility also has a protocol for material stored in the area to receive support in case of insufficient.

8.2.3 Response teams will be assigned in accordance with this guide and in accordance with the IMDG Code against hazardous material spills.

8.3 Arrangements Regarding First Responding to Accidents Involving Dangerous Goods (First Intervention Procedures, First Aid Opportunities and Capabilities etc.)

8.3.1 In the event of the occurrence of an Emergency Situation at the Port or if signs of it are detected, the Emergency Coordinator initiates the taking of appropriate measures in accordance with the Emergency Management System in accordance with the relevant plans. The Emergency Management Group reviews and puts into practice the decisions regarding the measures to be taken within the scope of ISGOTT and IMDG Code. Developments are constantly monitored by the Emergency Management Group and, if necessary, the issues of taking higher-level measures or receiving assistance are decided.

8.3.2 The Emergency Management Group will carry out its work in the Emergency Management Center or equivalent area. Different levels of emergency management depending on the severity of the emergency:

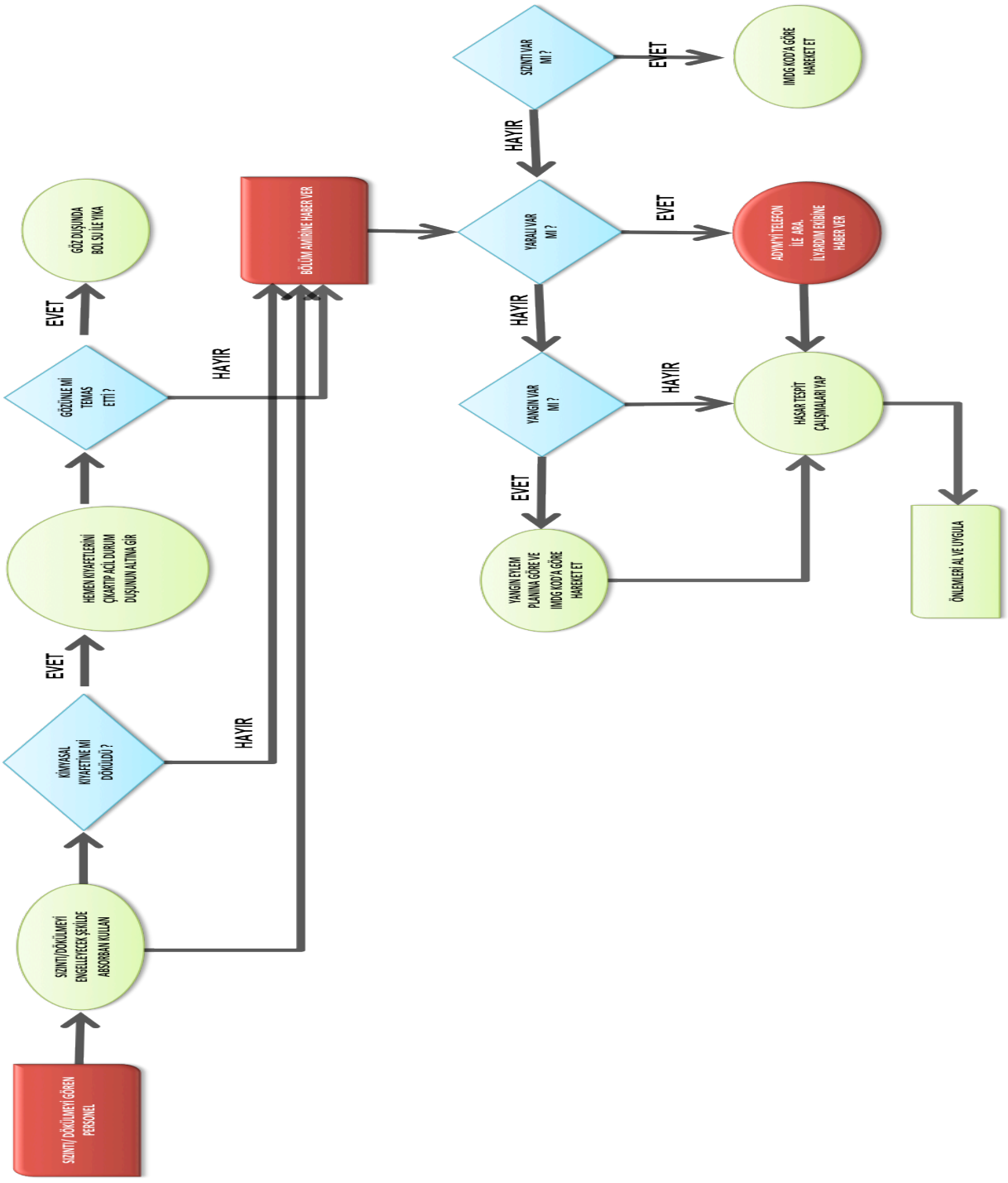
Facility / Field
Institutions
County Emergency Management Center
Provincial Emergency Management Center
It can be managed by the central administration.

8.3.3 Emergency Management at the facility level; a well-designed organization, staff equipped with training and exercises, Emergency Plans containing Procedures and documentation will be maintained using secure, fast internal and external communication facilities. Basically, the following measures will be implemented in Emergency Management and the process will be monitored and controlled.

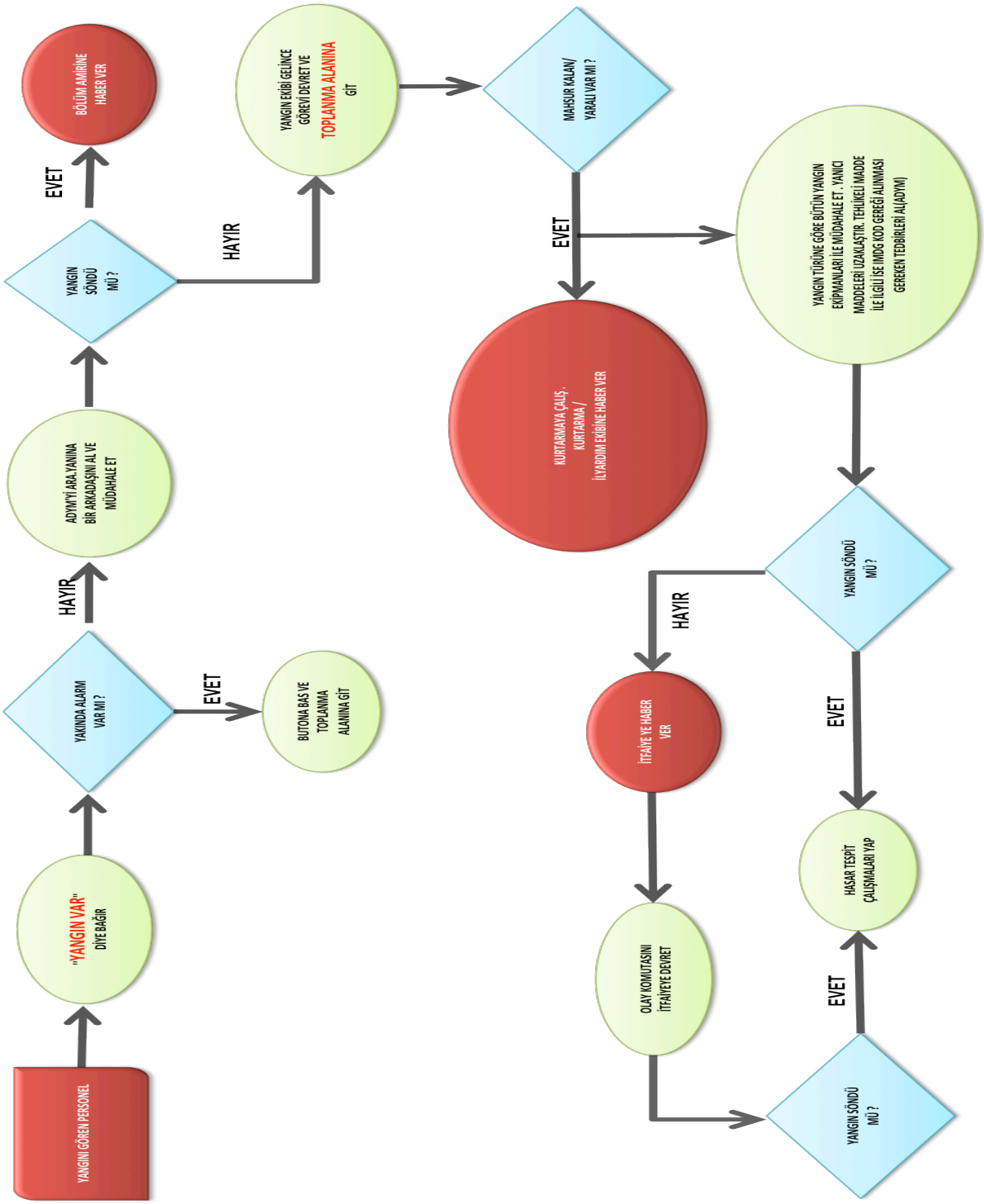
Operations to Be Performed	Related Sections
WARNING: Notification that an urgent and unexpected situation has occurred / the probability of occurrence has increased	All Personnel and Ships
CALLING FOR HELP: Reaching the relevant institutions and transferring the necessary information	All Staff
INTERVENTİON: Responding to the Emergency Situation as soon as possible with the right equipment and trained personnel determined in the plan	Response teams
FIRST AID: Performing first aid activities in the time until professional support teams arrive	All First Aid Trained Personnel
RECOVERY: Recovery of materials, vehicles, information, documents and other important documents belonging to the Port Facility	First Aid Personnel
PROTECTION: Protection of recovered materials, vehicles, information, documents and other important documents	Security Personnel
INFORMATION: Sending the necessary explanations to customers and other people with whom we have business relations and to the Press	Press and Public Relations
MANDATORY NOTIFICATIONS: Sending notifications that must be made to public authorities in accordance with the legislation	Management

FLOW DIAGRAM

LEAK / SPILL



FIRE


YANGINI GÖREN PERSONEL
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EVET
BUTONA BAS VE TOPLANMA ALANINA GİT
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ADYMYİ ARA.YANINA BİR ARKADAŞINI AL VE MÜDAHALE ET
YANGIN SÖNDÜ MÜ ?
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YANGIN EKİBİ GELİNCE GÖREVİ DEVRET VE TOPLANMA ALANINA GİT
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YANGIN TÜRÜNE GÖRE BÜTÜN YANGIN EKİPMANLARI İLE MÜDAHALE ET . YANICI MADDELERİ UZAKLAŞTIR. TEHLİKELİ MADDE İLE İLGİLİ İSE IMDG KODU GEREĞİ ALINMASI GEREKEN TEDBİRLERİ ALIŞDYMI)

8.4 Notifications to be Made Inside and Outside the Facility in Emergency Situations

a) When the accident occurred,
b) If the accident is known, how it occurred and the cause,
c) The place where the accident occurred (coastal facility and/or ship), its position and area of impact,
ç) If there is a ship involved in the accident, its information (name, flag, IMO number, owner, operator, cargo and quantity, captain's name and similar information),
d) Meteorological conditions,
e) The UN number of the dangerous cargo, the appropriate transport name (the legislation specified in the definition of dangerous cargo will be based on) and the amount,
f) The hazard class of the dangerous goods or the lower hazard section, if any,
g) Packing group if you have dangerous cargo,
ğ) If you have a dangerous cargo, additional risks such as marine pollutants,
h) Sign and label details of the dangerous goods,
ı) If there is a dangerous cargo, the characteristics and number of the packaging, cargo transportation unit and container in which it is transported,
i) The producer, sender, carrier and receiver of the dangerous goods,
j) The extent of the damage/pollution caused,
k) The number of injured, dead and missing, if any,

Emergency response applications made by the coastal facility for the acciden.

8.5 Accident Reporting Procedures

8.5.1 Communication

8.5.1.1 Communication channels for determining communication methods with in-port and out-of-facility in case of emergency situations that may occur at the port facility and for effective management of emergency situations;

- Fixed Mobile Phones
- Computers
- Radio
- Siren
- Designated as messengers.

8.5.1.2 In case of emergency situations occurring in the port, internal communication is provided primarily by radio and internal telephones. Communication between Deckhands is maintained by radio or VHF marine band radio provided by the Port.

8.5.1.3 In case of any emergency that may occur in the port, secure communication is ensured with the official authorities, neighboring facilities and interested parties as soon as possible.

8.5.2 Reports

8.5.2.1 The Emergency Management Center will operate a reporting system that will accurately inform the relevant authorities as soon as possible about the Emergency Situation that will occur at the port. It will create records of these reports in a healthy way, containing information that should be reported in an emergency.

8.5.2.2 Dangerous cargo accidents will definitely be reported to the Port Authority. The report format will be the accident incident form and will fully cover the following information about the accident.

a) When the accident occurred,
b) If the accident is known, how it occurred and the cause,
c) The place where the accident occurred (coastal facility and/or ship), its position and area of impact,
ç) Information if there is a ship involved in the accident (name, flag, IMO number, owner, operator, cargo and quantity, captain's name and similar information),
d) Meteorological conditions,
e) he UN number of the dangerous cargo, the appropriate transport name (the legislation specified in the definition of dangerous cargo will be based on) and the amount,
f) The hazard class of the dangerous goods or the lower hazard section, if any,
g) Packing group if you have dangerous cargo,
ğ) If there is a dangerous cargo, additional risks such as marine pollutants,
h) Sign and label details of the dangerous goods,

ı) If there is a dangerous cargo, the characteristics and number of the packaging, cargo transportation unit and container in which it is transported,

i) The producer, sender, carrier and receiver of the dangerous goods,

j) The extent of the damage/pollution caused,

k) The number of injured, dead and missing, if any,

l) Emergency response applications made by the coastal facility for the acciden.

8.6 Coordination, Support and Cooperation Method with Official Authorities

8.6.1 All accidents related to dangerous cargoes will be coordinated primarily with the Port Authority. With the notification of the Port Authority, support and cooperation will be provided with the Provincial / District Fire Department, AFAD, and the assistance units of neighboring facilities.

8.6.2 Signs of a possible explosion, fire or emergency at the adjacent facility in case of being see;

Measures will be increased primarily at the facility,
Preparing teams to assist the neighboring facility
will be provided,

8.6.3 Considering the urgency of the situation and the extent of the danger, assistance and support teams will be assigned to respond to the incident when it is assessed that they do not have the opportunity or time to request help.

8.6.4 By evaluating the class, quantity and hazard risk of the dangerous cargo area and the loads on the site, preparations will be made for measures such as unloading the loads, diluting them, lifting the ship instead of anchoring if there is a ship at the interface.

8.7 Emergency Evacuation Plan for Removal of Ships and Marine Vehicles from the Coastal Facility in Emergency Situations

8.7.1 Preparation for Emergency Seperation System

8.7.1.1 All emergency situations must be reported to the Port Authority authorities.
8.7.1.2 If the urgent departure of the ship has been decided, the safe places where the ship can be transported under controlled conditions must be specified by the Port Authority.
8.7.1.3 The ship's captain and the Port facility will initiate the emergency departure process by mutual agreement in cases requiring urgent separation and will notify the Port Authority as soon as possible. In cases where the severity of the emergency situation and time permits, a representative from the Port Authority or the Port President, Terminal Manager / Operating Officer, Ship Captain, Guide Captain will agree on the time and form of the separation process before the emergency separation process is performed.
8.7.1.4 The ship's machinery, rudder equipment and break-out equipment from the Marine System should be ready for immediate use.
8.7.1.5 All cargo unloading, ballast pressing operations should be stopped and ready for the separation process.
8.7.1.6 The ship fire circuit should be flooded and water mist should be used for strategic sections.
8.7.1.7 If vent operation to the atmosphere is required, the engine room personnel should be ready, all non-essential receiving entrances should be closed, all safety measures related to normal operations should be carried out and a warning notice should be issued.
8.7.1.8 All emergencies should also be reported immediately to the local police or fire department if the required response exceeds the terminal facilities.
8.7.1.9 Although the decision to lift the ship under control is based on the principle of life safety, it should also cover the following conditions.

1. Adequacy of tugs
2. The ability of the ship to take off under its own power
3. Availability of safe places where a Ship in an emergency situation can proceed or be towed
4. Firefighting competence
5. Proximity of other ships
6. Fire Ropes

8.7.1.10 As long as the ship is in the Port facility, fire ropes should be kept on the sea side of the ship at the foot and shoulder. The eye of the ropes should be lowered to the sea level and the part above the broadside should be made tight by wrapping at least five turns to the father. The part of the rope above the broadside should be stretched from the father. A rope that can carry the rope should be tied just before the eye of the rope and positioned so that the eye of the rope is three meters above sea level. The eye of the rope should be maintained at this level continuously while the ship is in the Port facility.

8.7.2 Realization of Emergency Separation

8.7.3.1 If all the above preparations are examined and deemed appropriate, the ship will be urgently removed.

8.7.3.2 Emergency Separation operations will be provided by performing the following operations sequentially.

8.7.3.3 Close coordination and cooperation between the Terminal, Deckhouse and Port Authorities is required at each stage.

8.7.2.4 Emergency Separation Procedures are as follows.

1. Giving an alarm
2. Providing information about an emergency situation via vhf, telephone
3. Conducting an initial assessment of the situation between the ship's captain, Port Facility Decisionman
4. Stopping the operation
5. Implementation of Port Facility and ship emergency plan measures
6. Deterioration of the current situation and the above-mentioned emergency separation
7. Availability of conditions
8. Conducting a situation assessment between the ship's captain, Port facility official, port official or Port Decider, guide captain
9. Deciding on an urgent separationr
10. Informing environmental facilities and other vessels
11. Deployment of tugs around the ship for emergency separation, completing their preparations and indicating readiness
12. The ship's captain completes the preparations related to the ship and states that it is ready
13. Approval to open the release hooks by the authorized person

CAUTION !
IMPLEMENTATION OF THE SHIP EMERGENCY SEPARATION PROCESS AS A LAST RESORT
IT SHOULD BE CONSIDERED AND THE SEPARATION HOOKS SHOULD NOT BE RELEASED UNTIL ALL PRECAUTIONS ARE TAKEN AND THE ABOVE CONDITIONS ARE MET.

8.7.3 After Emergency Separation

8.7.4.1 After the separation of the ship, the ship should be backed up and the decision about the position to be taken should be made and declared.

8.7.4.2 Transfer / connection of the ship to the allocated area accompanied by the rotors or with its own machine.

8.7.4.3 Port Facility Inspection of the Port Facility to determine a possible damage or deficiency.

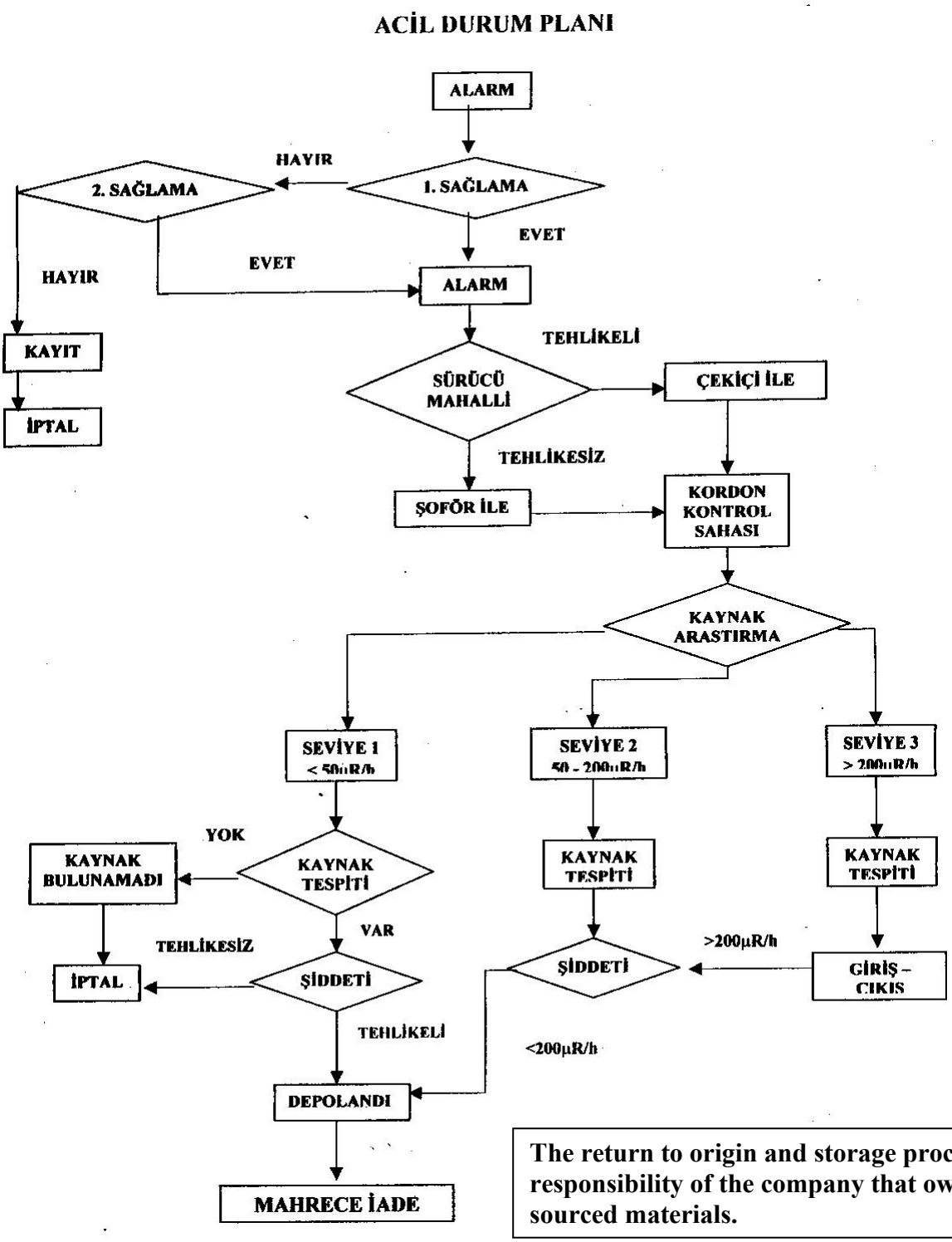
8.7.4.4 Assessment of the time when the ship and port facility will be ready for cargo handling again.

8.7.4.5 Sharing of any negativities, if any, that occur during an Emergency Departure.

8.7.4 A Reconciliation Between the Guidance and Towing Organization and the Coastal Facility Authorities Regarding Fire, Explosion and Similar Emergencies That May Happen During Embarkation/Evacuation

According to the weather and sea situation, a sufficient towing power and a large number of tugs equipped to fight the fire, in order to quickly move the ship away from the facility and tow it to a safe point, reach the scene as soon as possible in case of emergency, in accordance with the protocol with the authorized company.

8.8 Emergency Plan for Scrap Cargo Handling



The return to origin and storage process is the responsibility of the company that owns the sourced materials.

8.9 Procedures for Handling and Disposal of Damaged Dangerous Goods and Waste Contaminated with Dangerous Goods

8.9.1 Waste Collection and Transportation

8.9.1.1 The waste generated is collected separately in waste bins according to the types and transported and stored appropriately. The wastes arising as a result of maintenance activities are also handled in this context.

8.9.1.2 If an October waste class is determined to the existing waste classes, it is ensured to be integrated into the system.

8.9.2 Waste Disposal

8.9.2.1 Depending on whether the collected waste is non-hazardous or hazardous waste, the waste is sold and removed from the facility by contracted organizations in accordance with legal recovery / disposal methods.

8.9.2.2 The possibilities of all contractors and carriers within the scope of waste management to transport and / or dispose of waste by appropriate methods are examined.

8.9.2.3 waste transportation, sale and/or disposal/recycling services being received, they are fulfilling the legal obligations for contracting and waste recovery and disposal without harming the environment is evaluated in terms of methods for performing operations.

8.9.2.4 It is mandatory to keep all records of waste disposals.

8.9.3 Contaminated Packages

8.9.3.1 These wastes are empty barrels. When it occurs, it is left in the contaminated packaging area at the waste site and within the period specified in the legislation, the Environmental Consulting Firm and the Environmental Management System Officer contact the contracted and licensed company and complete the ATF (Waste Transportation Form) and send it. The corresponding form of the ATF and other documents are stored in the environmental folder.

8.9.3.2 Contaminated Wastes; These wastes are used gloves, overcoats and work heads. When it is formed, it is collected in the barrel where the waste name is written at the exit of the production-warehouse part and taken to the waste area. Within the period specified in the legislation, the Environmental Consulting Firm and the Environmental Management System Officer are contacted by the contracted and licensed company and the ATF is completed and sent. The relevant form of the ATF and other documents are stored in the environment folder.

8.10 Emergency Exercises and Their Recordings

8.10.1 Implementation of Practices

In order to be prepared for emergencies on site, the personnel involved in the emergency organization should be prepared for their duties with various trainings. Trainings should be carried out with the support of expert organizations when necessary. In this context, the relevant personnel at the port have received IMDG Code trainings related to dangerous cargoes and have been certified. In order to test the adequacy of emergency plans and to be prepared for real situations, it should be planned that the exercises to be carried out and implemented in accordance with the worst scenarios that may occur at the facility.

8.10.2 Practice Scenarios

In the planning of the exercise, the worst case scenario is foreseen in the form of a single event or a combination of events that the port may encounter. It is ensured that the exercises are implemented in the fastest and most effective way in accordance with the prepared scenarios.

8.10.3 Emergency Drills to be Made within the Port Facility

8.10.3.1 The port should be specified in the annual training plans.
8.10.3.2 It can be planned in the form of Local or General intervention,
8.10.3.3 Safety, Spillage, etc. can be combined within drill scenarios,
8.10.3.4 Exercises may be conducted with or without notice.
8.10.3.5 The drills are based on various emergency scenarios.
8.10.3.6 The trainings can be conducted at a desk, seminar-style, as they can be done in practice,
8.10.3.7 Different time, day, season and event scenarios are prepared for each training.

8.11 Information on Fire Protection Systems

Emergency and fire equipment is as follows:
Fire Hydrants ,
Fire Extinguishers,
Fire Cabinets and Fire Hoses,
Fire Alarm Detectors in the Fields,
Electric and Diesel Fire Pumps

IMDG Code SUPP fire rulers will be used in case of fire related to dangerous loads.

FIRE CHARTS	DESCRIPTIONS
F – A	GENERAL FIRE SCHEDULE
F – B	EXPLOSIVE MATERIALS AND OBJECTS
F – C	INCOMBUSTIBLE GASES
F – D	FLAMMABLE GASES
F – E	FLAMMABLE LIQUIDS THAT DO NOT REACT WITH WATER
F – F	TEMPERATURE CONTROLLED ORGANIC PEROXIDES
F – G	OBJECTS THAT REACT WITH WATER
F – H	OXIDIZING OBJECTS WITH EXPLOSIVE POTENTIAL
F – I	RADIOACTIVE MATERIAL
F – J	NON-THERMALLY CONTROLLED SELF-REACTIVE ORGANIC PEROXIDES

The fire inventory is as in the Emergency Plan.

8.12 Procedures for Approval, Inspection, Testing, Maintenance and Ready-to-Use of Fire Protection Systems

8.12.1 Fire-Protection Water Tanks and Fire-Protection Water

8.12.1.1 The tank should be emptied and cleaned at least once a year in order to prevent algae and mud formed on the bottom or sides from creating a danger during a fire. During the emptying of the pools, the suction valve, check valve and filters are maintained.

8.12.1.2 In case of serial drops in the water level, the leakage location should be investigated due to the possibility of leakage and, if any, the fault should be corrected.

8.12.1.3 Internal cleaning and maintenance should be carried out in closed warehouses if necessary as a result of annual inspections to be carried out.

8.12.2 Fire-Protection Water Pumps

8.12.2.1 In addition to the planned maintenance, the issues that need to be considered regarding the operation of fire pumps and the elimination of possible malfunctions that may occur are stated in the following articles.

8.12.2.1.1 It should be checked that the pressure bolts of the packing bearings of the pumps are mutually tight enough that the pump can be easily turned by hand. It is normal for water to drip from the packing bearings during the operation of the pump. In order for this water not to flow to the floor, it should have been connected to the drain with a thin pipe from the threaded mouth located under the bed console.

8.12.2.1.2 Fire water pumps are operated for at least 1 hour a week and recorded.

8.12.2.1.3 Make sure that the pump and suction pipe are completely filled with water. If this is doubted, the water should be filled by opening the water filling plug and the air intake taps, until the water moves from the air intake taps, and the plug should be tightened thoroughly when the water stops at the plug level.

8.12.2.1.4 The pump motors will draw a higher current than normal due to the discharge current at the moments when the operation is first started. Due to the high current that will be drawn when all the pumps start working at the same time, disjunctors may throw out or major malfunctions may occur in the diesel generator. For this reason, the time relays that arrange the transition from star to triangle in the protected switches that drive the pump motors December, according to the number of pumps and the amount of pumps to be activated at the same time, should be adjusted according to different and appropriate time intervals to ensure that the pumps are activated sequentially.

8.12.2.1.5 After the above preliminary preparation and controls have been carried out, the pumps are started by pressing the drive switches. During operation, the voltage of the electric motor and the amperage it draws should be checked from time to time. If the ampere drawn in normal operation is high, the causes should be investigated and eliminated. There may be a malfunction in the pump or motor or a mechanical strain. Voltages below normal can pose a danger to the engine.

8.12.2.1.6 Manometers should be kept under constant control one or more of the pumps should be stopped in case of excessive pressure increases.

8.12.2.1.7 The discharge pipes of the pumps must be equipped with a valve first and a check valve after the valve.

8.12.2.1.8 The check valve in the discharge pipe of the pump that does not work; If substances such as paper, garbage, stone fragments, algae slime are stuck and prevent the check valve from fully closing, some of the water pressed by other pumps is pressed back into the pool while passing through these pumps and suction pipes that do not work. This fault, which restricts the required water flow rate in the event of a fire, must be eliminated. If a rotation is observed in the couplings of some of the non-working pumps during the operation of some pumps, it should be considered a sign of the presence of the malfunction described above in these pumps.

8.12.2.1.9 During operation, make sure that the pump and motor rotate in the correct direction. For this reason, the direction of rotation must be drawn on the couplings and the control must be carried out accordingly.

8.12.2.1.10 During the operation of the pumps, the temperature of the pump and motor bearings may be hot enough to withstand the hand. If the temperature is high, it may be due to a mechanical internal forcing or coupling adjustment failure. In such cases, the pump should be stopped immediately and the fault should be corrected.

8.12.2.1.11 In pumps driven by a diesel engine, starting the engine should be carried out in accordance with the special instructions.

8.12.2.1.12 If any deficiencies or failures are detected as a result of the control, they are corrected by the responsible persons.

8.12.3 Sprinkler System

8.12.3.1 The most important thing to pay attention to in sprinkler installation and maintenance to be done is to prevent the sprinkler heads from clogging. To ensure this, the sprinkler must be operated in accordance with the standards / legislation and it must be ensured that it is in working condition. Jul. Each facility should have enough sprinkler heads as a backup and in case of a malfunction, they should be replaced with new ones and the defective ones should be repaired and taken as a backup.

8.12.4 Fire Protection Hydrant Installation

8.12.4.1 Rainwater should be prevented from entering into the fire hydrant hose cabinets, the hoses should be unbroken, stable and sufficiently tightened. At least one of the hoses must always be kept connected to the fire valve.

8.12.4.2 Fire valves must be free of faults and sealed. Defective nozzles, valves, hoses must be replaced with new ones immediately, and malfunctions must be repaired and replaced. For this reason, a sufficient amount of hoses, nozzles, fire valves, clamps, fittings and spare materials belonging to them should be kept in each facility. In the fire installation, it is not allowed to wait for the failure for any reason.

8.12.4.3 Working fire hoses should not be placed in cabinets when they are wet and contain water while the malfunctions detected following the drills are eliminated. Facilities should provide suitable hose hangers for the complete draining and drying of the water in the hoses, and should not put them back in place without making sure that the hose is thoroughly dry. If seawater has been pumped with horses, they must first be washed with fresh water and dried in a cool-windy place.

8.12.4.4 All pipes belonging to the fire hydrant and sprinkler installation should be subjected to a general inspection every three months, rusted parts should be painted, rotten parts should be replaced with new ones, valves and check valves should be checked and malfunctions should be eliminated.

8.12.4.5 All fire hydrants, hoses and nozzles are corrected by the relevant responsible persons if any deficiencies or malfunctions are detected as a result of the inspection.

8.12.5 Portable Extinguishers

8.12.5.1 For failure, control or maintenance, a sufficient amount of spare devices should always be kept in the plant warehouses. For the above purposes, the extinguishers taken from the place in order should be replaced with backups.

8.12.5.2 All fire extinguishers undergo an eye examination and are checked monthly. After the check, the extinguishers are marked on them. During the control, extinguishers, especially with dry powder, are turned upside down and their base is gently tapped, thereby allowing the dust inside the tube to move. Otherwise, the dust inside the extinguishers that remain in the same position for a long time may solidify by collapsing to the base. If any deficiencies or failures are detected as a result of the control, they are corrected by the relevant responsible persons.

8.12.5.3 Fire extinguishers TS ISO 11602-2 Fire Protection: According to the Portable and Wheeled Fire Extinguishers standard, they are subjected to a general inspection by the seller company 1 time a year. Fire extinguishers are tested by the relevant company at December intervals not exceeding 10 years, chemical powder is 4. checked at the end of the year.

8.12.6 Protection Against Freezing

8.12.6.1 Protection of Generators

8.12.6.1.1 In winter, when the outside temperature drops below +4C, the water may begin to freeze. Therefore, the radiators of generators, the engine of which is water-cooled, must be secured with antifreeze.

8.12.6.2 Protection of Fire Water Pumps

8.12.6.2.1 Fire water pumps and suction pipes are always filled with water. Therefore, the ambient temperature should not fall below +4C.

8.12.6.3 Protection of Fire Water Distribution Pipes

8.12.6.3.1 Exposed main and branch pipes must be protected from freezing up to the hydrant taps. Therefore, the lines are protected against freezing either by means of insulation or by laying underground.

8.13 The Measures to be Taken in Case of Failure on Fire Protection Systems

8.13.1 Facility fire fighting equipment are systems that are installed in an alternative capacity to each other that back up each other.

8.13.2 In cases where the facility's own fire fighting equipment does not work or is insufficient, the support of neighboring facilities, Fire departments and AFAD Units will be requested.

8.13.3 It is ensured that other dangerous and flammable materials/vehicles that are likely to be affected by the fire are removed from the area if possible.

8.13.4 The conditions under which the provision of assistance and support will take place and it may be necessary to make a protocol that determines its scope.

8.13.5 The possibility capabilities of sea-going fire extinguishing vehicles or sea vehicles in the region should also be taken into account.

8.14 Other Risk Control Equipment

9 OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational Health and Safety Measures

The Port Facility Management is obliged to take all necessary measures to prevent the employees from being affected by these loads when working with dangerous chemical loads, to minimize them if this is not possible, and to protect the employees from the dangers of these loads.

9.1.1 Risk Assessment

9.1.1.1 The operator of the port facility , the port and load hazardous chemical hazardous chemical at the facility to determine whether there is a burden in the presence of the negative effects in terms of the health and safety of employees, to determine 28512 published in the official gazette dated 29/12/2012 Occupational Health and safety risk assessment is required to conduct a risk assessment in accordance with the provisions of the regulation.

9.1.1.2 The following issues are particularly taken into account in the risk assessment to be carried out in studies with chemical substances:

9.1.1.2.1 Hazards and damages of the chemical substance in terms of health and safety.

9.1.1.2.2 Turkish safety data sheet (SDS) to be provided from the manufacturer, importer or sellers.

9.1.1.2.3 Type, level and duration of the impact.

9.1.1.2.4 Quantity of chemical substance, conditions of use and frequency of use.

9.1.1.2.5 Occupational exposure limit values and biological limit values given in the annexes of this Regulation.

9.1.1.2.6 The effect of preventive measures taken or required to be taken.

9.1.1.2.7 Results of previous health inspections, if any.

9.1.1.2.8 In work with more than one chemical substance, each of these substances and their interactions with each other.

9.1.1.3 The Port Facility Operator obtains October additional information from the supplier or other sources that is necessary for risk assessment. This information also includes specific risk assessments for users, if any, of chemicals contained in the applicable legislation.

9.1.1.4 A new activity involving dangerous chemical loads is started only after taking all kinds of measures determined by conducting a risk assessment.

9.1.1.5 Precautions to be taken when working with hazardous chemical loads

9.1.1.5.1 Risks in terms of health and safety of employees in work with hazardous chemical loads are eliminated or minimized by the following measures:

9.1.1.5.2 Appropriate arrangement and work organization shall be carried out at the port facility.

9.1.1.5.3 Work with hazardous chemical loads is carried out with the minimum number of employees.

9.1.1.5.4 It is ensured that the amount of substances to which employees will be exposed and the duration of their exposure are at the lowest possible level.

9.1.1.5.5 The amount of chemicals to be used in the port facility is kept to a minimum.

9.1.1.5.6 The workplace buildings and Jul-tions are always kept tidy and clean.

9.1.1.5.7 Appropriate and adequate conditions are provided for the personal cleaning of employees.

9.1.1.5.8 The necessary arrangements are made for the optimal processing, use, transportation and storage of hazardous chemical cargoes, waste and residues at the Port facility.

9.1.1.5.9 By applying the substitution method, a chemical load that is not dangerous or less dangerous in terms of health and safety of employees is used instead of a dangerous chemical load. If the substitution method cannot be used due to the nature of the work performed, the risk is reduced by taking the following measures according to the risk assessment result and priority, respectively:

9.1.1.5.10 The health and safety of employees, which could pose a risk in terms of maintenance and repair works, including consideration of appropriate hazardous chemical and process engineering studies and technological developments with loads appropriate control systems are selected and machinery, materials and equipment used.

9.1.1.5.11 In order to prevent the risk at its source; collective protection measures such as proper work organization and adequate ventilation system installation are applied.

9.1.1.5.12 In cases where the measures taken to collectively protect employees from the negative effects of hazardous chemical loads are not sufficient, personal protection methods are applied together with these measures.

9.1.1.6 Adequate control, supervision and supervision are provided to ensure the effectiveness and continuity of the measures taken.

9.1.1.7 The Port Facility Management ensures that the chemical substances that may pose a risk to the health of the employees are regularly measured and analyzed. These measurements are repeated whenever there is any change in the conditions that may affect the exposure of the workers to the chemical substances in the port facility. The measurement results were evaluated by taking into account the occupational exposure limit values specified in the annexes of this Regulation..

9.1.1.8 The Port Facility Operator also takes into account the specified measurement results. In any case where the occupational exposure limit values are exceeded, the Port Facility Management takes protective and preventive measures to eliminate this situation as soon as possible.

9.1.1.9 28633 published in the official gazette dated 30/4/2013 employees from hazards of explosive without prejudice to the provisions of the regulation on the protection of the environment port facility management , risk assessment results and risk prevention based on the principles of employees to protect from the danger arising from the physical and chemical properties of chemical substances, these substances handling, storage, transport, handling, and contact with each other, including the Prevention of chemical substances that can affect each other, in accordance with the nature of the work performed, it takes technical measures and makes administrative arrangements in accordance with the priority order specified below:

9.1.1.9.1 It is prevented that flammable and explosive substances reach dangerous concentrations and chemically unstable substances are present in dangerous quantities in the port facility. If this is not possible,

9.1.1.9.2 The presence of flammable sources that may cause a fire or explosion in the port facility is prevented. Conditions that may cause harmful effects of chemically unstable substances and mixtures are eliminated. If this is also not possible,

9.1.1.9.3 In case of fire or explosion caused by flammable and / or explosive substances or harmful physical effects of chemically unstable substances and mixtures, the necessary measures are taken to prevent or minimize the harm of employees.

9.1.1.10 The design, manufacture and supply of protective systems provided for the protection of work equipment and employees are carried out in accordance with the applicable legislation in terms of health and safety Jul. Port facility Operator , all hardware and protective systems to be used in explosive environments 30/12/2006 26392 published in the official gazette dated 4th of repeated concerning equipment and protective systems for use in potentially explosive atmospheres Directive (94/9/EC) ensures that conforms to the provisions of.

9.1.1.11 Arrangements are made to reduce the effect of explosion pressure.

9.1.1.12 It is ensured that the plant, machinery and equipment are kept under constant control.

9.1.1.13 Minimum safety distances are observed for the placement of storage tanks containing liquid oxygen, liquid argon and liquid nitrogen in workplaces.

9.1.2 Emergencies

9.1.2.1 Port facility Operator , 28681 published in the official gazette dated 18/6/2013 emergency situations in workplaces without prejudice to the provision in the regulations about hazardous chemicals in the port facility from the load of emergency situations, in particular, the following considerations are taken into account:

9.1.2.1.1 Preventive measures to reduce the negative effects of emergency situations are taken immediately and employees are informed of the situation. Necessary works are carried out to normalize the emergency situation as soon as possible, and only employees assigned to the affected area in emergency situations for maintenance, repair and mandatory work, as well as teams who transferred to the scene from outside the workplace, are allowed to enter the affected area.

9.1.2.1.2 Persons who are allowed to enter the affected area are provided with appropriate personal protective equipment and special safety equipment and are allowed to use it as long as the emergency continues. Persons who do not have the appropriate personal protective equipment and special safety equipment are not allowed to enter the affected area.

9.1.2.1.3 Information about hazardous chemicals and emergency response and evacuation procedures are kept ready for use. It is ensured that the employees assigned in emergency situations at the port facility and the organizations operating in matters such as first aid, emergency medical intervention, rescue and fire fighting outside the workplace can easily access this information and procedures. This information;

9.1.2.1.3.1 Seconded employees and the port facility in emergency situations outside of the workplace first aid, emergency medical, rescue and fire fighting organizations that operate on issues such as to enable them to make appropriate interventions in advance to be ready and on the job hazards, precautions, and things to do,

9.1.2.1.3.2 Information about the special danger that may arise in an emergency and the work to be done,

9.1.3 Training and Information of Employees

9.2.3.1 Port Facility Management, 15/5/2013 dated and 28648 numbered Employees About the Procedures and Principles of Occupational Health and Safety Training, provided that employees and representatives are trained and informed, without prejudice to the issues specified in the Regulation. These trainings and informations include the following aspects in particular:
9.2.3.1.1 Information obtained as a result of risk assessment.
9.2.3.1.2 loads on these burdens that may arise within the port facility, or in recognition of dangerous chemical health and safety risks, occupational diseases, occupational exposure limit values and other information about legal regulations.
9.2.3.1.3 Necessary precautions and actions to be taken so that employees do not endanger themselves and other employees.
9.2.3.1.4 Information on Turkish safety data sheets provided from the supplier for hazardous chemical loads.
9.2.3.1.5 Information on labeling / locking in accordance with the legislation on sections, containers, piping and similar installations with hazardous chemical loads.
9.2.3.2 The training and information to be provided to employees or their representatives in the work with hazardous chemicals shall be in the form of training supported by oral instructions and written information, depending on the degree and nature of the risk arising from the risk assessment carried out. This information is updated according to changing conditions.

9.2 Information on Personal Protective Clothing and Procedures for Their Use Personal Protective Equipment of Response Teams

Level A

Area of use: High level of skin, respiratory, eye, etc.events that need to be protected from - Gas-tight.
Positive pressure Scuba Breathing apparatus - SCBA
Protective clothing against chemicals in full
Gloves, chemical resistant inside
Gloves, chemical resistant outside
Boots or boots, chemical resistant, with steel heels
Inner garment, cotton, long sleeve and long leg
Hard Cap
Long sleeve
Two-way radio communication (Non-Sparking)

Level B

The minimum level required for entry and exit to the scene, or rather for the scattering, spilling of liquids
Positive pressure Scuba Breathing apparatus - SCBA
Protective clothing against chemicals
Gloves, chemical resistant inside
Gloves, chemical resistant outside
Boots or boots, chemical resistant, with steel heels
Hard Cap
Two-way radio communication (Non-Sparking)
Face Mask

Level C

It is used when the chemical in the environment is known, the concentration is determined, and it is decided that the skin and eyes will not be damaged. However, continuous measurement should be carried out.
→Full mask, air purifier filter
→Protective clothing against chemicals
→Gloves, chemical resistant inside
→Gloves, chemical resistant outside
→Boots or boots,chemical resistant, with steel heels
→Hard Cap
→ Two-way radio communication (Non-Sparking)
→Face Mask

Level D

Work clothes (emergency responders). Requires long sleeves and safety shoes/boots. Other Personal protection equipment varies depending on the situation of the incident. If there will be problems with skin contact, do not enter the scene with such clothes.

9.3 Confined Space Entry Permit Measures and Procedures

9.3.1.1 Relevant field of hazardous vapors and Steam is not free of dangerous unless there is enough oxygen in the field-containing or oxygen-consuming loads contains, or may contain cargo area, cargo tank, the space around the tank, such as cargo space in any indoor or covered areas, which are not related to entry in these fields and trained in the use of the equipment is approved by a responsible person who can correctly interpret the results, and makes sure that. The responsible person records the measures to be taken.

9.3.1.2 If it is necessary to enter an area for operational purposes where it cannot be cleared of hazardous vapors within a reasonable time and entry is not approved, or if the area will not be cleared of hazardous vapors, entry to this area is made only by persons who have an independent respirator or other necessary protective equipment and clothing. The entire operation is carried out under the direct supervision of the responsible person, who has an independent respirator, protective equipment and rescue apparatus. Breathing apparatus, protective equipment and rescue equipment must be of the type that will not introduce a source of ignition into the area.

9.3.1.3 It is ensured that the entrance to the relevant field is made by following the procedures specified in international laws and guidelines. Dec. The required ambient measurements are made for the entrance to the closed area and the work permit form specified below is prepared according to the suitability status.

YILPORT HOLDING A.Ş

ÇALIŞMA İZİN FORMU

SEC-F-06
06/30.07.2019 (12.05.2015)
1/1

Yüklenici Firma / Şahıs Adı ve Telefonu:	Tarih:
Çalışılacak Bölge:	Sıcaklık:
İşin Tanımı:	Rüzgar Hızı:
Nezaretçi Adı Soyadı: İmza:	

( ) YILPORT ( ) ALTİŞVEREN ( ) DIŞ HİZMET

Çalışmayı Yapacak Personel İsimleri ve İmzaları

(1)	(2)
(3)	(4)
(5)	(6)

(Varsa) Kullanılacak Ekipman:

Çalışma Şekli: ( ) Sahada ( ) Yüksekte ( ) Ateşli ( ) Altyapıda ( ) Kapalı Mekanda ( ) Gece

(İş Güvenliği Uzmanı/Yetkilisi tarafından doldurulmalıdır)

ÇALIŞMA ALANINDAKİ TEHLİKELER	ALINMASI GEREKEN TEDBİRLER	KİŞİSEL KORUYUCULAR
( ) Basınçlı Sıvı yada Gaz	( ) Havalandırma	( ) Göz Koruyucusu
( ) Zehirli Madde	( ) Harici Aydınlatma	( ) Kulak Koruyucu
( ) Elektrik Çarpması	( ) Basınç Düşürülmesi	( ) Tam Yüz Maskesi / Siperliği
( ) Düşme Tehlikesi	( ) Gözlemci Bulundurulması	( ) Kimyasal Koruyucu Elbise
( ) Sıcak Madde	( ) Yangın Söndürücü / Yangın Bataniyesi	( ) Paraşüt Tip Emniyet Kemeri
( ) Alev Alıcı Madde	( ) Büyük endüstriyel kaza farkındalık eğitimi	( ) Baret
( ) Patlayıcı Madde	( ) Saha tehlikeleri ve İş güvenliği kuralları eğitimi	( ) Toz Maskesi
( ) Kayganı Zemin	( ) İşbaşı Toplantısı	( ) Can Yeleği
( ) Makina Kaynaklı Kıvılcım	( ) Çalışma Sahasının Islak Tutulması	( ) Eldiven
( ) Açık Alev	( ) Yanıcı Maddelerin Uzaklaştırılması	( ) Sıcağa Karşı Koruma
( ) Takılma	( ) Bariyer ve İşaretler	( ) Reflektif Yelek
( ) Kötü hava şartları / Rüzgar	( ) Ex-Proff Tesisat	( ) İş Ayakkabısı
( ) Yüksek Gerilim	( ) İzolasyon	( ) Kaynakçı Başlığı
( ) Yüksek Ses	( ) Anti-Statik İş Elbisesi	( ) Duman / Kimyasal Maskesi
( ) İnşaat Çalışması	( ) Telsiz	( ) Kişisel Gaz Ölçüm Cihazı
( ) Çevre Kirliliği	( ) Absorban (Emici) Malzeme	( ) Solunum Aparatı
( ) Araç ve İş Makinesi Hareketleri	( ) Topraklama	( ) İş Elbisesi / Tulum
( )	( ) Araç Trafiğine Kapatılması	( ) .....
( )	( )	( ) .....
	( )	

Çalışma sahasında yukarıda belirtilen tedbirler alınmıştır.

Yetkili/İmza : (Çalışmanın gerçekleştirileceği Saha Şefi/ Amiri tarafından onaylanacaktır)

Yüklenici Firmadan İstenecek Belgeler (Formun arkasına ekleyiniz)

( ) Mesleki EğitimYeterlilik Belgesi ( ) İş Makinası Sürücü Operatör Belgesi ( ) ISG Eğitim Sertifikası
( ) İş Makinesi Muayene Sertifikası ( ) Periyodik Kontroller ( ) Sigorta Bildirgesi
( ) EKAT Eğitim Belgesi Kimlik Kartı ( ) Yüksekte Çalışma Eğitim Belgesi ( ) SGK Kaydı

Çalışma Sahası Gaz Ölçümü Ölçüm Sıklığı:

Saat	Oksijen	Karbondioksit	Yanıcı Lel	Zehirleyici	Karbonmonoksit
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

Yetkili/İmza: (Çalışmanın gözetmeni tarafından doldurulacaktır)

Çalışma İzin Süresi (Gün/ Saat Aralığı): ( ) Hafta İçi ( ) Hafta Sonu

ÇALIŞMA İZNİ ONAY

İş Güvenliği Uzmanı/Yetkilisi:

10 OTHER MATTERS

10.1 Validity of the Hazardous Substances Compliance Certificate

UDH032310310160 Ek-1

T.C.
ULAŞTIRMA VE ALTYAPI BAKANLIĞI
DENİZCİLİK GENEL MÜDÜRLÜĞÜ

KIYI TESİSİ TEHLİKELİ YÜK UYGUNLUK BELGESİ

Belge No	**DGM.277641.KTTMUB.493**
Kıyı Tesisin Adı	**GEMPORT GEMLİK LİMAN TESİSİ**
Kıyı Tesisin Adresi	**Ata Mah. Liman Cad. No:12 /BURSA**
Kıyı Tesisin İşleticisi	**GEMPORT GEMLİK LİMAN VE DEPOLAMA İŞLETMELERİ ANONİM ŞİRKETİ**
Veriliş Tarihi	**03.12.2021**
Geçerlilik Tarihi	**24.06.2024**

Tehlikeli Yüklerin Deniz Yoluyla Taşınması ve Yükleme Emniyeti Hakkında Yönetmelik hükümlerine dayanılarak düzenlenmiş bu belgeye göre yukarıda adı geçen kıyı tesisi ; aşağıdaki üzeri çizilmemiş tehlikeli yükleri elleçleyebilir ve/veya geçici depolayabilir.

~~* Enfeksiyöz Yükler~~
* Hurda Yükler
* Paketli Tehlikeli Yükler
~~* Patlayıcı Yükler~~
~~* Radyoaktif Yükler~~
* Fumigasyon Yapılmış Yükler
*Tehlikeli Katı Dökme Yükler
* Tehlikeli Sıvı Dökme Yükler (Sıvılaştırılmış Gaz (LPG/LNG vb.) ve Sıkıştırılmış Doğal Gaz (CNG))
* Tehlikeli Sıvı Dökme Yükler (Kimyasal ve Benzeri Sıvı Haldeki Tehlikeli Dökme Yükler)
~~* Tehlikeli Sıvı Dökme Yükler (Petrol ve Petrol Ürünleri)~~

Sınırlamalar:
- Bitkisel yağlar hariç olmak üzere; IBC Kod Bölüm 17'de bulunan tablonun hazards (zararlar) başlıklı d sütununda safety (emniyet) S ibaresi bulunan zararlı tehlikeli sıvı dökme yükler, tesiste supalan olarak elleçlenemez.
- Tesiste Tehlikeli Sıvı Dökme Yükler (Sıvılaştırılmış Gaz (LPG/LNG vb.) ve Sıkıştırılmış Doğal Gaz (CNG)) kapsamında yalnızca 'Amonyak ve türevleri' elleçlenebilir.

Bu belgenin doğruluğu https://www.turkiye.gov.tr/belge-dogrulama adresinde veya mobil cihazlarınıza yükleyebileceğiniz e-Devlet Kapısı'na ait Barkodlu Belge Doğrulama uygulaması vasıtası ile yandaki karekod okutularak kontrol edilebilir.

10.2 Defined Tasks for the Hazardous Materials Safety Consultant

Is the same as in Section 2.4.

10.3 Considerations for Those Carrying Dangerous Goods That Will Arrive / Leave the Coastal Facility by Land (Documents that Road Vehicles Carrying Dangerous Goods Must Have at the Entrance / Exit from the Port or Coastal Facility Site / Site, Equipment and Equipment That These Vehicles Must Have; Speed Limits at the Port Site, etc. Considerations)

10.3.1 Packaged dangerous cargoes and bulk dangerous cargoes (liquid or solid):

10.2.1.1 Receiver name (sender) and delivery date to the port area, normally no later than 24 hours before arrival;

10.2.1.2 **For Packaged Dangerous Goods:** of dangerous goods proper shipping name, UN number, Class 1 or class of products for the assigned portion of the letter compliance group (where applicable), if you have a lower risk, the parcel number and type packaging group, flash point interval (as applicable), quantity, and any additional information as required by section 5.4 of the IMDG code;

10.2.1.3 **For Dangerous Bulk Loads:** the product name and other information required by the relevant IMO Code; and

10.2.1.4 The name of the ship on which the dangerous goods will be loaded (if applicable), the ship's agent and the interface to be used

10.3.2 Documents That Must Be Found

Declaration of Dangerous Goods,
Dangerous Goods Waybill,
Com Madly Dangerous Cargo Form,
Dangerous Goods Manifest,
Packaging and Container/Vehicle Loading Certificate,
Safety Data Sheet,
Transport documents showing the exemption for transports covered by ADR/RID/IMDG Codes 3.4 and 3.5,
Transport documents showing the exemption for transports covered by ADR 1.1.3.6,

For transportations under ADR;
Suitable for transportation and valid SRC 5 certificate,
ADR written instruction,
Vehicle Conformity Certificate that is suitable and valid for transportation,
Transport documents,
CSC Certificate for transportation by container,
A certificate indicating that the tree is suitable in the case of using heat-treated wood in the load-bearing unit (CTU) and loading safety, or in relation to transportation,
A loading safety certificate indicating that the loads in the container or vehicle have been properly secured within the scope of the IMDG Code,

Certificate of conformity to transportation if the risk assessment result or gas measurement of those containing harmful gases or fumigation has been made in the cargo transportation units arriving at the port facility and in the cargo transportation units leaving the Port facility has been made as a result of the risk assessment or gas measurement,

Dangerous goods arriving at the port facilities and leaving the port facilities cannot be transported without the mandatory documents related to transportation listed above. Cargo that is not properly secured under the IMDG Code is also treated as dangerous cargo.

10.3.3 Speed Limit in Port Facility

The speed limit in our Port Facility is 20 Km.dir.

10.4 Issues Related to Those Carrying Dangerous Cargoes That Will Arrive / Leave the Coastal Facility by Sea (Day / Night Signs that Ships and Watercraft Carrying Dangerous Cargo will Display at the Port or Coastal Facility, Cold and Hot Working Procedures on Ships, etc. Considerations)

10.4.1 Arrival by Sea

10.4.1.1 Packaged Dangerous Cargoes:

10.4.1.1.1 The name of the ship and the IMO number of the ship, the agent and the estimated time of arrival (ETA), normally no later than 24 hours after arrival;

10.4.1.1.2 Of dangerous goods proper shipping name, UN number, Class 1 or class of products for the assigned portion of the letter compliance group (where applicable), if you have a lower risk, the parcel number and type packaging group, flash point interval (as applicable), quantity, and any additional information as required by section 5.4 of the IMDG code;

10.4.1.1.3 Each load, shipment, or item on the list should be numbered consecutively for easy reference.

10.4.1.1.4 Stacking of dangerous cargoes in a way that indicates what will be unloaded and left on board;

10.4.1.1.5 Dangerous goods to be carried on board must be indicated with reference to their number in the list (see above).

10.4.1.1.6 The condition of the dangerous goods in the event of the possibility of occurrence of any inappropriate hazard; and

10.4.1.1.7 Any known defect that may affect the safety of the port area or the ship.

10.4.1.2 Dangerous Bulk Cargoes (Liquid or Solid):

10.4.1.2.1 The name of the ship and the IMO number of the ship, the agent and the estimated time of arrival (ETA), normally no later than 24 hours after arrival;

10.4.1.2.2 A list showing the product name of the dangerous bulk cargoes and other information required by the relevant IMO Code;

10.4.1.2.3 Load for a valid International Certificate of eligibility for the transport of dangerous chemicals in bulk, or a compliance certificate is valid for the transport of hazardous bulk chemicals, as appropriate, international Pollution Prevention certificate for the carriage of liquid substances hazardous to health bulk (NLS certificate) and/or international Pollution Prevention certificate should be available from fuel oil;

10.4.1.2.4 Dangerous goods that will remain on board must be indicated with reference to their number in the list;

10.4.1.2.5 Combined carriers entering a dry cargo terminal should also indicate the nature of the last three loads and, where applicable, their flashpoints and the current status of the tank/cargo holds (such as whether they are without gas).

In the event of the possibility of occurrence of any inappropriate hazard, the condition of the dangerous goods and the cargo containment and transport system, the cargo transported in bulk is a known defect in the relevant equipment and instrumentation; and

10.4.1.2.6 Any known defect that may affect the safety of the port area or the ship.

10.4.1.3.7 Additional information that may be submitted to the port authority before dangerous goods are removed from the port area may be those specified in ISPS Code Part B.

About packed dangerous cargoes arriving to our coastal facility by road, a notification is made to our coastal facility by the cargo person before the cargoes arrive at the coastal facility, the notifications made contain the following information and documents:

a) Title and contact information of the cargo person,
b) Suitable shipment name,
c) UN Number,
ç) Hazard class and secondary risk, if any,
d) Packing group, if any,
e) Type and number of packages,
f) Net and gross weight or volume (kg/lt),
g) Container number,
ğ) Verified gross weight information of full containers to be exported,
h) Container/vehicle packaging certificate,
ı) Vehicle license plate or wagon number,
i) The safety information form of the cargo.

10.4.2 Movement By Sea

10.4.2.1 Packaged Dangerous Cargoes:

10.4.2.1.1 Ship name and ship IMO number, agency and estimated departure time (ETD) as required by the regulatory boards;

10.4.2.1.2 Of dangerous goods proper shipping name, UN number, Class 1 or class of products for the assigned portion of the letter compliance group (where applicable), if you have a lower risk, the parcel number and type packaging group, flash point interval (as applicable), quantity, and any additional information as required by section 5.4 of the IMDG code;

10.4.2.1.3 Place of stowage of dangerous goods on board.

10.4.2.2 Dangerous Bulk Cargoes (Liquid or Solid)

10.4.2.2.1 The name of the ship and the IMO number of the ship, the agency and the estimated departure time (ETD), as required by the regulatory boards;

10.4.2.2.2 A list of dangerous bulk cargoes showing the product name and other information required by the relevant IMO Code;

10.4.2.2.3 To load a valid International Certificate of eligibility for the transport of bulk hazardous chemicals, or hazardous a compliance Certificate is valid for the transport of bulk chemicals, as appropriate, international Pollution Prevention certificate for the carriage of liquid substances hazardous to health bulk (NLS certificate) and/or international Pollution Prevention certificate should be available from fuel oil;

10.4.2.2.4 Stowage or location of dangerous goods on board.

10.5 Additional Considerations to be Added by the Coastal Resort

10.5.1 Training

10.5.1.1 Management

10.5.1.1.1 Management should ensure that all deck and shore personnel involved in the transportation or handling of dangerous goods or their supervision are properly trained in accordance with their responsibilities in their organization.

10.5.1.1.2 Management at all levels should exercise their daily responsibilities for health and safety.

10.5.1.2 Personnel (Cargo Companies, Dock Operators and Ships)

10.5.1.2.1 Every person involved in the transportation or handling of dangerous goods should receive training on the safe transportation or handling of dangerous goods in proportion to their responsibilities.

10.5.1.3 Shore staff, they should receive general awareness, mission-oriented training and safety training.

10.5.2 Training Content

10.5.2.1 General Awareness/Recognition Training

10.5.2.1.1 Everyone should receive training on the safe transport or handling of dangerous goods in proportion to their duties. The training should be designed to provide recognition of the general hazards of the dangerous goods involved and the legal requirements. This training should include the identification of types and classes of dangerous goods, labeling, marking, packaging, separation and compliance with requirements; definition of purpose and content of transport documents; and definitions of available emergency response documents.

10.5.2.2 Task-Oriented Training

10.5.2.2.1 Everyone should receive detailed training on the main requirements for the safe transport or handling of dangerous goods in accordance with the function they perform.

10.5.2.3 Safety Training

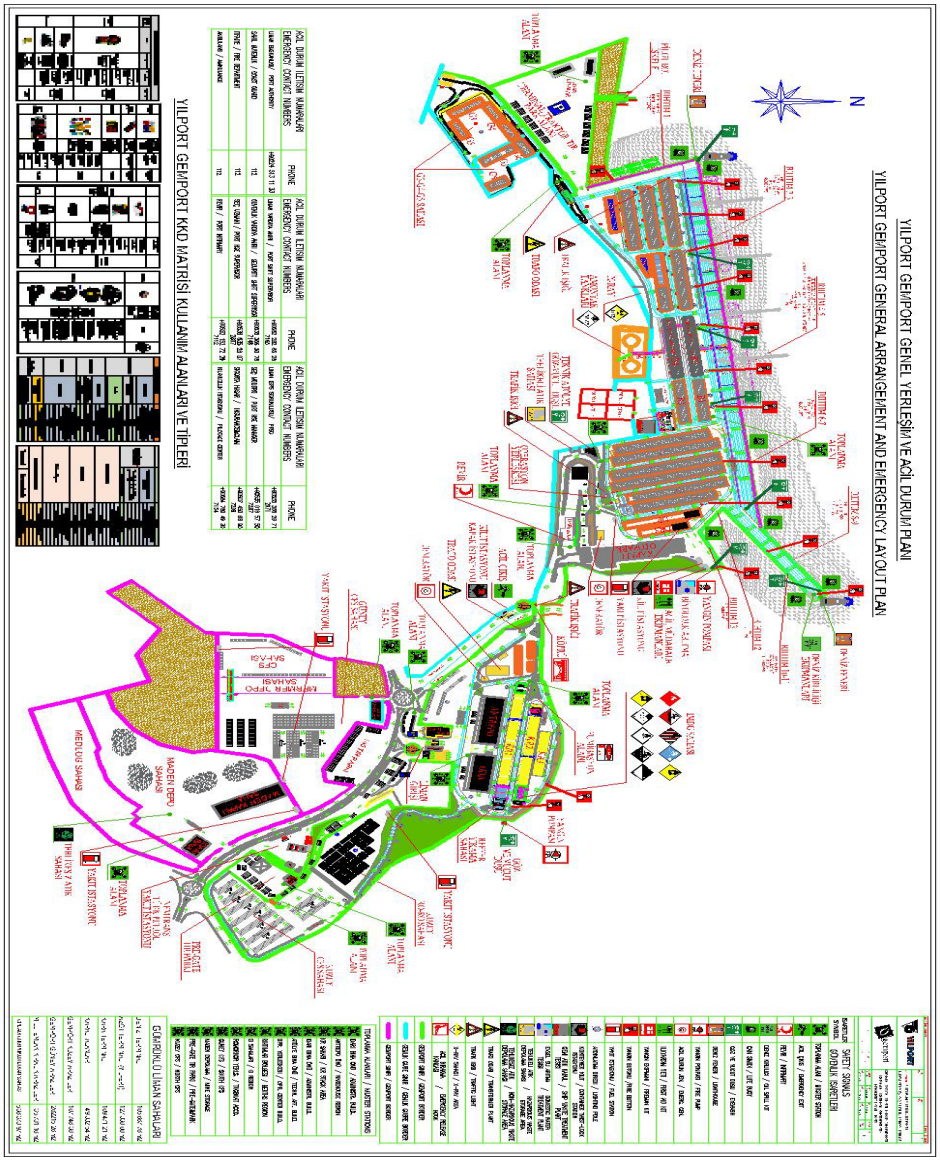
10.5.2.3.1 Everyone should receive training on the risks associated with the storage of dangerous goods and the functions they perform:

10.5.2.3.2 These trainings on employment in a position involving the transport or handling of dangerous goods should be provided and verified and the Administration should be periodically supplemented with retraining as deemed appropriate.

10.5.2.3.3 Safety training for personnel with duties related to the transportation and handling of dangerous goods should be in accordance with their responsibilities and duties under the provisions of the port facility security plan (ISPS Code section A/2.1.5). In addition, the specific training requirements for the safety of dangerous goods given in Chapter 1.4 of the IMDG Code should be addressed.

11 ANNEXES

11.1 General Layout Plan of the Coastal Facility



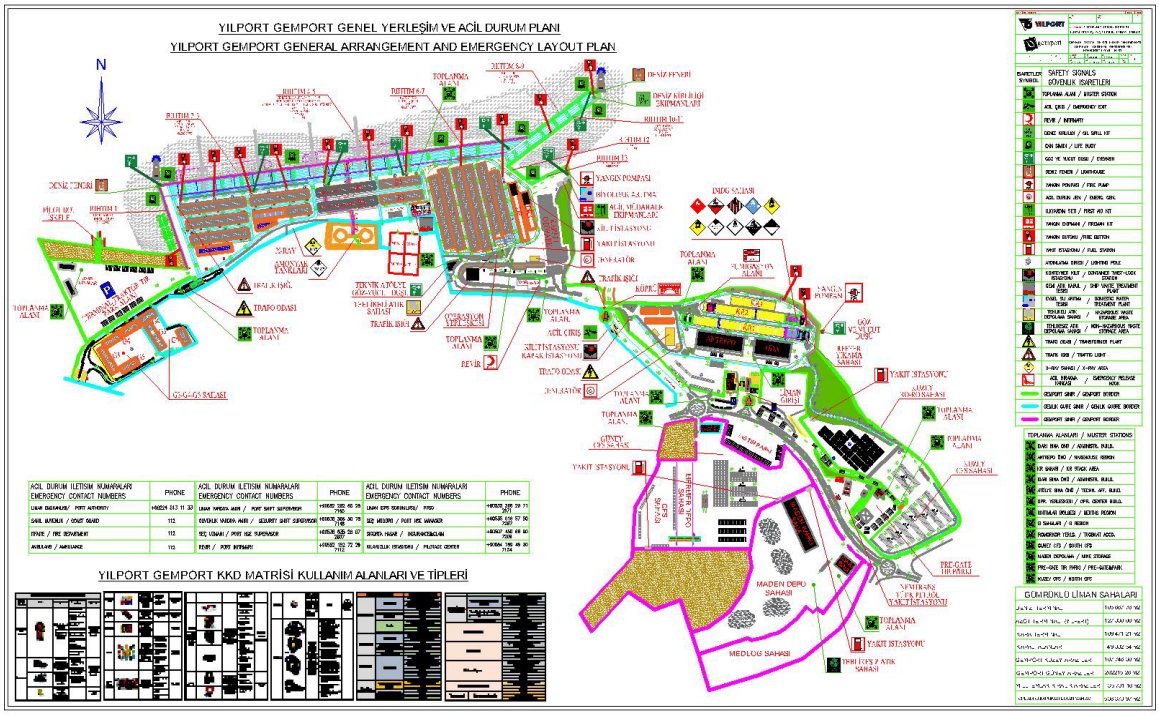
11.2 General View Photos of the Coastal Resort

11.3 Emergency Contact Points and Contact Information

Table 2. Emergency Contact Points and Contact Information

AUTHORITY	PHONE NUMBER	FAKS
Gemlik Police Department	**0 224 513 18 79 - 112**	---
Gemlik Police Station	**0 224 513 18 79 – 112**	
Gemlik Gendarmerie Station	**0 224 513 10 55 – 112**	
Gemlik Fire Department	**0 224 513 23 25 – 112**	
Gemlik Port Authority	**0 224 513 11 33**	
Gemlik State Hospital	**0 224 517 34 00**	
Bursa City Hospital	**0 224 975 00 00**	
Ambulance	**112**	
PORT OF GEMPORT	**PHONE NUMBER**	**FAKS**
Port Area Emergency Number / Security	**0 224 524 88 31 – 7121/ 7161**	
General Manager – R.Cem GÖKTAŞ	**0 224 524 88 31 - 7115**	
Head of Security – Sedat YAVUZ	**0 224 524 88 31 - 7206**	
Administrative Affairs Manager – Cenk BULUK	**0 224 524 88 31 - 7264**	
Operations Manager – Ali VURGUNLU	**0 224 524 88 31 - 7226**	
Pilotage and Tug Services Manager – Hakan IŞIKCI	**0 224 524 88 31 - 7153**	
Port Shift Supervisors	**0 224 524 88 31 - 7165**	
Customs Enforcement	**0 224 524 88 31 - 7157**	

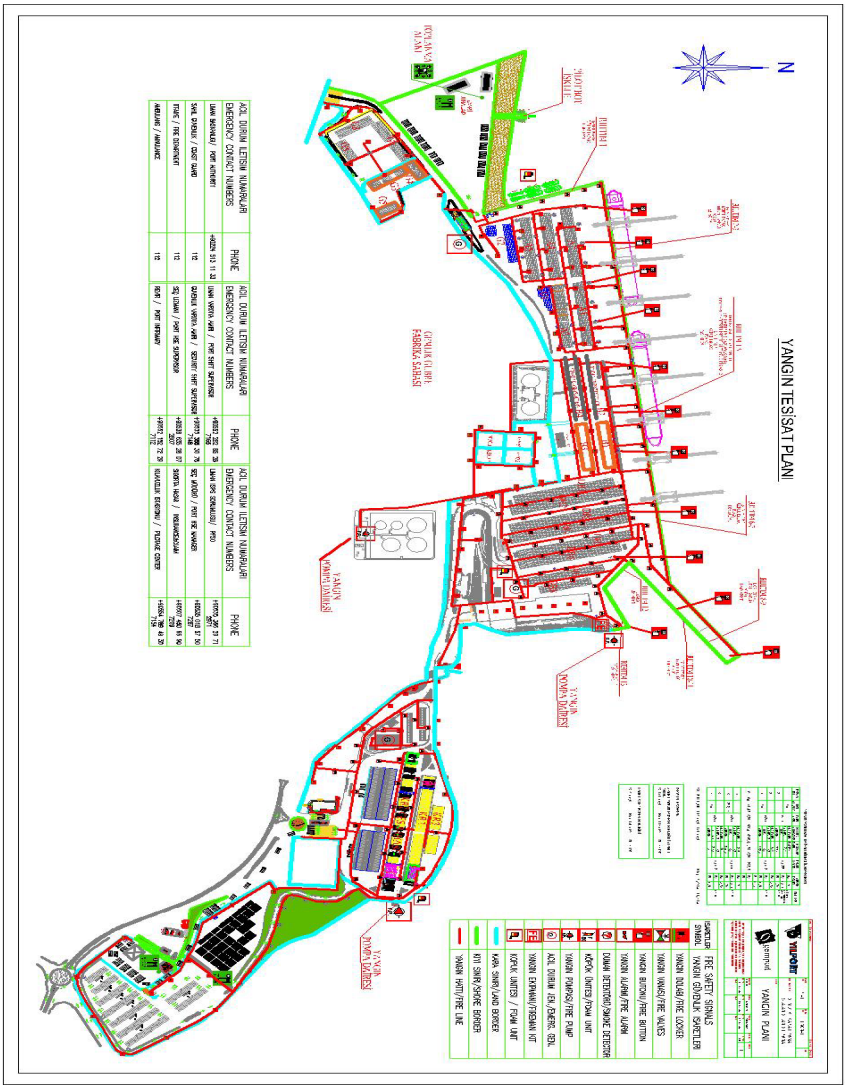
11.4 General Layout of Areas Where Dangerous Goods are Handled



11.5 Fire Plan of Areas where Dangerous Goods are Handled

As in the General Fire Plan.

11.6 Fire Plan of Port Facility



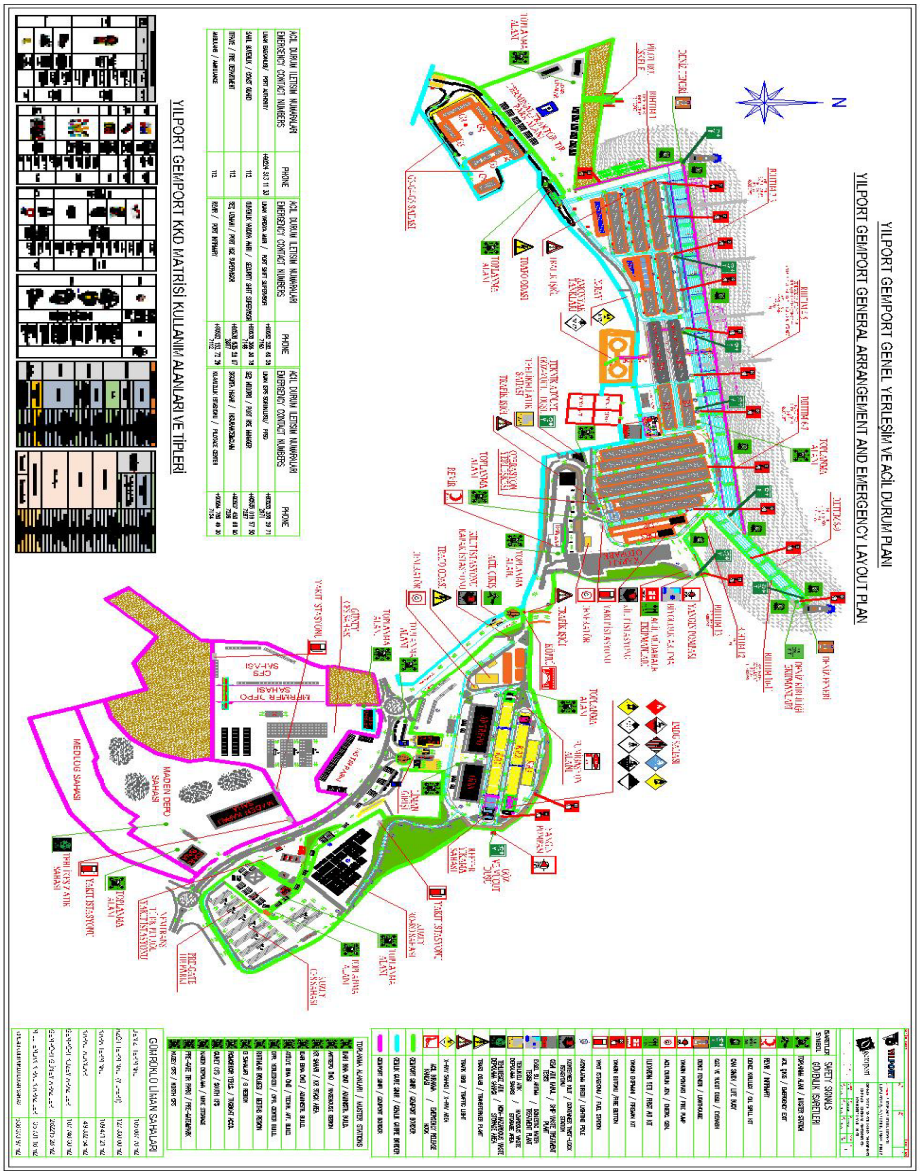
11.7 Emergency Contingency Plan

The port facility is kept as a separate document in the regulation workplaces 28681 published in the official gazette dated 18/6/2013 about emergency situations in the coastal resort of dangerous goods prepared within the scope of the emergency plan at least a certificate of conformity as specified in Annex 9 of the directive on holding the matters are revised to include a separate Title. This plan is kept up to date and implemented when necessary. The part of the plan containing the issues specified in October-9 is updated every two years at most and is renewed every 2 years at most. The Emergency Plan details are as below.

a) Name, title and contact details of the person/ organization preparing emergency procedures and procedures.
b) Organizational chart of emergency response.
c) to coordinate the activities of the response to emergency situations that may occur on coastal property and the harbour; the Regional Port Authority the Port Authority and other relevant agencies and organizations without yerer of a person authorized to establish liaison with assigned name, title and contact information, duties and responsibilities.
ç) Coordination methods to be provided with emergency teams outside the coastal facility in emergency situations.
d) The names and duties of the teams designated to respond to emergency situations, as well as the names, duties and responsibilities of the personnel assigned to these teams.
e) The nature, capacity and location of the resources, equipment and equipment to be used by the coastal facility for emergency response.
f) The measures to be taken and the actions to be taken as a result of the risk assessment carried out in order to control the serious conditions that can be foreseen to cause emergency situations and to minimize the negative effects that they may cause, as well as the existing facilities, capabilities and capacities related to this.
g) Regulations on the nature and methods of announcing the necessary measures and warnings to be taken in order to prevent or minimize possible risks to people present at the coastal facility in the event of any emergency, as well as what people should do in the face of warnings.
ğ) In case of emergency, Notification of Dangerous Cargoes Transported by Sea, published with the Approval of the Minister dated 12/4/2019 and numbered 29486, and notification procedures that must be carried out in accordance with the Special Permit Directive.
h) The trainings that the personnel who will take part in emergency situations should receive.
i) The nature of the training to be carried out for emergency situations and the period of its execution.

2. And to the people affected by the accidents of dangerous cargo from the damage of health problems that occur as a result of these loads is necessary for medical first aid in order to do it properly, IMDG code listed in the annex to the medical First Aid Guide (MFAG) handled at the facility by making use of and/or medical first aid guide and a load that covers the entirety of the temporary stored in the relevant section of the emergency plan is included. For packed dangerous goods, general medical recommendations are indicated on the basis of load classes.
3. If a new dangerous cargo is to be handled, a procedure containing first aid applications for this cargo is prepared before handling, it is added to the relevant part of the Emergency Plan and information is provided to the port authority. All relevant personnel are told how to use the medical first aid guide in emergency trainings held at the facility.
4. The relevant part of the Emergency Plan describes each emergency as follows:
a) Plant, equipment, field and ship fires and explosions,
b) Cargo fires or leakage, flow or spillage of dangerous cargo belonging to each hazard cargo class and sub-hazard classes, which are allowed to be handled and/or temporarily stored in the coastal facility,
c) Marine pollution caused by dangerous cargoes,
d) Gas leak,
d) Power outage,
e) Earthquake and flood

11.8 Plan Emergency Gathering Places



11.9 Emergency Management Scheme

Port Director: Manages the general emergency management. Makes the decision to evacuate the facility if necessary. It ensures that the decisions taken by the local authority are implemented. Coordination with the fire department, AFAD and rescue teams ensures that it is carried out in cooperation with the emergency team.

Operations Manager and Chief: Making the Port Area suitable for intervention, Traffic management, dispatch and management of auxiliary teams, Preparation for the departure of the ship from the dock, Communication with the ship.

Human Resources Specialist- Operations Specialist: Making the Port Area suitable for intervention, Traffic management, dispatch and management of auxiliary teams, Preparation for the ship's departure from the dock, Communication with the ship.

Warehouse/warehouse Manager:To bring the list of chemicals found in the facility and their SDS to the crisis management room. To ensure the organization of

chemical stored areas.

Administrative affairs specialist: Communication with the Ministry of Environment, Urbanization and Climate Change and the Ministry of Forestry and Most Maritime.

Occupational safety Specialist: Guidance of technical security personnel, Communication assistance with neighboring ports,

Security Supervisor: TCDD communication, Police station information, tasks within ISPS, assistance teams keeping the route open traffic routing.

Workplace Physician and Nurse: Responding to the injured / casualty and ensuring the coordination of 112

11.10 Dangerous Cargoes Manual

KIYI TESİSİNDE ELLEÇLENEN TEHLİKELİ YÜKLERE İLİŞKİN EL KİTABI

Yılport Gemport

GENEL BİLGİLER

Amaç: Bu el kitabı, Tehlikeli Yük Elleçleme Rehberi Uygulama Talimatı kapsamında; Tehlikeli yük tahmil/tahliyesi ile elleçleme ve geçici depolama emniyetli bir şekilde yerine getirilmesine katkı sağlamak üzere hazırlanmıştır.

Kapsam: Liman sahasında yürütülecek olan tüm, Tehlikeli Yük Elleçleme faaliyetlerini.

Sorumlular:
Gemport Gemlik Liman Ve Depolama İşletmeleri A.Ş. Çalışanları, Müteahhit Firma Çalışanları, Müteahhit Firma Çalışanları, Dış Hizmet Alınan Firma Çalışanları, Ziyaretçiler ve Stajyerler, **bu el kitabında yer alan kurallara uymak ve uygulamak zorundadırlar.**

Çalışma sahalarımıza
**18 yaş altı,
Sigortasız,
İş Güvenliği Eğitimi almamış
Tehlikeli işyerinde çalışabilir sağlık raporu olmayan
Yapacağı işe özel Mesleki Yeterlilik Belgesi bulunmayan
Kullanılacak ekipmana ait periyodik muayene sonuçlarını ulaştırmayan
Çalışma sahasında iş yapılacak ise çalışma izni bulunmayan
Yapılacak işe ve standartlara uygun Kişisel Koruyucu Donanımı Baret, Yelek ve İş

Ayakkabısı olmayan,
Kişi / kişiler OPERASYON SAHALARINA GİRİŞ YAPAMAZ.
***18 yaş altı stajyer ve ziyaretçi için onay alınarak ve refakatçi eşliğinde liman sahasına giriş yapabilirler.

Liman Güvenlik Kuralları

*Araç hız sınırı 20 km dir.
*Tanımlı alanlar haricinde operasyon sahalarında sigara içilmesi kesinlikle yasaktır.
*Liman sahasında tüm ateşli /ateşsiz, kapalı alan çalışmaları, İSG tarafından çalışma izin formuna istinaden gerçekleştirilir.
*Liman sahamızda bulunan tüm çalışanlar ziyaretçiler İş Güvenliği Kurallarına uymakla yükümlüdürler,
*KKD bulunmayan kişilerin liman sahasına girişleri yasaktır.
*Yaya yolları haricinde operasyon sahalarında yürümek yasaktır.
*Yetkisiz personelin sınırlı alanlarda, iskelelerde ve tehlikeli yük operasyon sahalarında bulunması yasaktır.
*Operasyon sahalarında araçlardan inmek tehlikeli ve yasaktır.
*Liman sahasında araçların terk edilmesi yasaktır.
**Alkol ve uyuşturucu etkisi altındaki personel ile çalışmaya müsait olmayan (hasta, yaralı, vb.) personelin liman tesislerine girişine izin verilmemektedir.

*İskeledeki gemilere çıkış otoriteler tarafından onaylanmış, gemi veya sahil tarafından sağlanan merdiven aracılığı ile yapılacaktır
*Liman dahilinde fotoğraf makinası kullanımı yasaktır, gerekli olduğu durumlarda çalışma izni verilebilecektir.
*Herhangi bir çöp veya tehlikeli yük denize atılamaz, diğer katı veya sıvı atık madde denize basılamaz veya Rıhtım üzerine bırakılamaz.

Public

KIYI TESİSİNDE ELLEÇLENEN TEHLİKELİ YÜKLERE İLİŞKİN EL KİTABI

Tehlikeli Yükler;

Public

KIYI TESİSİNDE ELLEÇLENEN TEHLİKELİ YÜKLERE İLİŞKİN EL KİTABI

1) Denizlerin Gemiler Tarafından Kirletilmesinin Önlenmesine Ait Uluslararası Sözleşme (MARPOL) 73/78 Ek I, Lahika 1'de yer alan petrol ve petrol ürünlerini, (Ek-1 ve Ek-2 (Kirli balast, slop ve prewash)

2) IMDG Kod Bölüm 3'te verilen paketli taşınan madde ve nesneleri,

3) IMSBC Kod Lahika 1'de verilen yüklerden karakteristik tablosundaki grup kutusunda "B" ile "A ve B" ibaresi olan dökme yükleri,

4) IBC Kod Bölüm 17'de verilen tablonun "hazards (zararlılar)" başlıklı "d" sütununda "S" veya "S/P" ibaresi bulunan sıvı maddeleri,

5) IGC Kod Bölüm 19'da verilen gaz halindeki maddeleri kapsar.

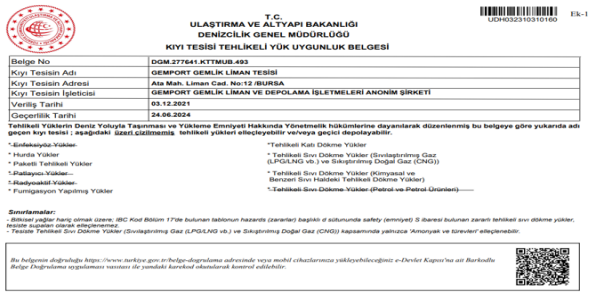
6) Hurda Yükler Kıyı Tesisi Tehlikeli Yük Uygunluk Belgesi Düzenlenmesi Hakkında Yönerge kapsamasındaki yükler

Liman işletmemize ~~,~~ Bitkisel yağlar hariç olmak üzere; IBC Kod Bölüm 17'de bulunan tablonun hazards (zararlar) başlıklı d sütununda safety (emniyet) S ibaresi bulunan zararlı tehlikeli sıvı dökme yükler tesiste supalan olarak ~~elleçlenemez~~.
- Tesiste Tehlikeli Sıvı Dökme Yükler (Sıvılaştırılmış Gaz (LPG/LNG vb.) ve Sıkıştırılmış Doğal Gaz (CNG)) kapsamında yalnızca 'Amonyak ve türevleri' elleçlenebilir.
IMDG kod kapsamında Sınıf 1, Sınıf 6.2 ve Sınıf 7 tehlikeli maddeler alınmamaktadır. Sadece Hurda Yüklerde radyoaktif madde olabilir.
IMSBC Kod kapsamında tehlikeli katı dökme yükler elleçlenmektedir.

Public

KIYI TESİSİNDE ELLEÇLENEN TEHLİKELİ YÜKLERE İLİŞKİN EL KİTABI

Kıyı Tesisi Tehlikeli Yük Uygunluk Belgesi



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

UDH032310310160 Ek-1

Belge No	DGM.277641.KTTMUB.493
Kıyı Tesisin Adı	GEMPORT GEMLİK LİMAN TESİSİ
Kıyı Tesisin Adresi	Ata Mah. Liman Cad. No:12 /BURSA
Kıyı Tesisin İşleticisi	GEMPORT GEMLİK LİMAN VE DEPOLAMA İŞLETMELERİ ANONİM ŞİRKETİ
Veriliş Tarihi	03.12.2021
Geçerlilik Tarihi	24.06.2024

Tehlikeli Yüklerin Deniz Yoluyla Taşınması ve Yükleme Emniyeti Hakkında Yönetmelik hükümlerine dayanılarak düzenlenmiş bu belgeye göre yukarıda adı geçen kıyı tesisi ; aşağıdaki üzeri çizilmemiş tehlikeli yükleri elleçleyebilir ve/veya geçici depolayabilir.

~~*Sınırlamalar:~~
- Bitkisel yağlar hariç olmak üzere; IBC Kod Bölüm 17'de bulunan tablonun hazards (zararlar) başlıklı d sütununda safety (emniyet) S ibaresi bulunan zararlı tehlikeli sıvı dökme yükler, tesiste supalan olarak elleçlenemez.
- Tesiste Tehlikeli Sıvı Dökme Yükler (Sıvılaştırılmış Gaz (LPG/LNG vb.) ve Sıkıştırılmış Doğal Gaz (CNG)) kapsamında yalnızca 'Amonyak ve türevleri' elleçlenebilir.*

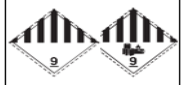
Public

Tehlikeli Yük Sınıfları

	**SINIF 1- Patlayıcı Maddeler Ve Nesneler** Kitle halinde ve/veya parça tesirli patlama özelliği olan yüklerdir. Altı bölüme ayrılmıştır. (1.1,.1.2,.1.3,1.4,1.5 ve 1.6). Düşme, çarpma ve ısıya bağlı patlama ve yangına neden olabilir. Örnek: Mermi, Havai Fişek		**SINIF 2- Gazlar** **SINIF 2.1 Yanıcı (Parlayıcı) Gazlar** Kıvılcım veya ısı kaynağı ile tutuşarak patlayabilirler. Bu sınıftaki maddelerin bazıları zehirleyici olabilir. Örnek: LPG, Doğalgaz
	**SINIF 2- Gazlar** **SINIF 2.2 Yanıcı ve Zehirleyici Olmayan Gazlar** Yanıcı ve zehirleyici olmamakla birlikte patlayıcı ve boğucu etki gösterirler. Örnek: Helyum, Azot, Karbodioksit		**SINIF 2- Gazlar** **SINIF 2.3 Zehirli Gazlar** Zehirli olmakla birlikte, bazıları yanıcı özellik gösterebilir. Zehirli gaz kaynaklı sızıntı alanlarına yaklaşılmamalıdır. Örnek: Hidrojen, Florür, Amonyum

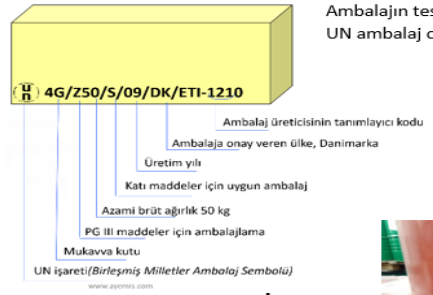
	**SINIF 3- Alevlenebilir Sıvılar** Yanıcı etki göstermekle birlikte, buharlarının hava ile teması nedeniyle patlayabilirler. Solunduğunda zehirleyici, temasta tahriş edici etki de gösterebilir. Örnek: Benzin, Mazot, Madeni Yağlar		**SINIF 4- Alevlenebilir Katılar** **SINIF 4.1 Yanıcı Katı Maddeler** Kıvılcım, ateş ve sürtünme ile yanmaya başlayabilirler. Kuvvetli yanarlar ve zehirli duman çıkarırlar. Su ile söndürülür. Örnek: Kauçuk, Alüminyum Tozu
	**SINIF 4- Alevlenebilir Katılar** **SINIF 4.2 Kendiliğinden Yanabilen Maddeler** Açık ateş olmadan yanabilen maddelerdir. Isı, hava ve suyla temasta yanabilirler. Yangın söndürücü olarak su yerine kuru tozlu ve CO_2 kullanılmalıdır. Örnek: Fosfor, Sodyum Söndürücüler		**SINIF 4-Alevlenebilir Katılar** **SINIF 4.3 Su ile Temasında Yanıcı Gaz Çıkaran Maddeler** Su ile temasına bağlı olarak yanıcı gaz çıkartarak, yangına neden olurlar. Yangına müdahale için kesinlikle su kullanılmamalı, su yerine kuru tozlu söndürücüler kullanılmalıdır. Örnek: Karpit, Çinko Tozu

	**SINIF 5- Oksitleyiciler ve Organik Peroksitler** **SINIF 5.1 Yakıcı (Oksitleyici) Maddeler** Oksijen yayarak, yanmaya desteklerler. Bu nedenle yanıcı maddelerle bir araya gelmemeleri gerekir. Örnek: Potasyum Klorat, Kromium Asidi		**SINIF 5- Oksitleyiciler ve Organik Peroksitler** **SINIF 5.2 Organik Peroksitler** Çarpma, sürtünme ve bazı metal/asitlerle temas ettiği zaman yanıcı ve patlayıcı olurlar. Göz ve cilt ile temasında yakıcı etki gösterirler. Örnek: Peroksit Sirke Asidi
	**SINIF 6- Zehirli ve Bulaşıcı Maddeler** **SINIF 6.1 Zehirli Maddeler** Yutulması, solunması ve teması halinde zehirleyicidir. Zehirli maddeler; katı, sıvı veya toz halinde olabilirler. Örnek: Arsenik, Bazı Böcek İlaçları		**SINIF 6- Zehirli ve Bulaşıcı Maddeler** **SINIF 6.2 Bulaşıcı Maddeler** Temastan kaçınılması gereken, canlılar için hastalığa neden olabilecekleri bakteri, virüs, parazit içeren maddelerdir. Örnek: Tıbbi Atıklar, Virüs ve Bakteriler

	**SINIF 7- Radyoaktif Malzemeler** Yüksek, orta ve düşük seviye olarak 3 bölüme ayrılmıştır. Sızıntı halinde uzak durulmalı ve derhal yetkililere haber verilmelidir.		**SINIF 8- Aşındırıcı Maddeler** Temas edilmesi durumunda yanık ve yaralara neden olurlar. Yanıcı ve zehirleyici gaz çıkartabilirler. Çoğu sıvı asitlerdir. Örnek: Nitrik Asit, Hidroklorik Asit
	**SINIF 9-Muhtelif Tehlikeli Maddeler Ve Nesneler** Diğer sekiz sınıfa girmeyen ama yine de tehlikeli olduğu düşünülen maddelerdir. Kansorejen ve deniz kirletici özellik gösterirler. Örnek: Asbest, Lityum Piller, Hava Yastığı Modülü		**Çevre İçin Zararlı Maddeler**

	Sınırlı Miktarlarda Ambalajlanan Tehlikeli Mallar		İstisnai Miktarlarda Ambalajlanan Tehlikeli Mallar
	Radyasyon Uyarı İşareti		Göz ve Vücut Duşu Acil durumlar için
ACİL TOPLANMA YERİ	Aşağıdaki durumlarda Acil Olarak Toplanma Alanına Gidilmesi Gerekir. 1- Deprem 2- Yangın 3- Anons Edildiğinde		Acil Durum Butonu

Tehlikeli Yüklerin Paketleri



Ambalajın test edildiğini ve onaylandığını gösteren UN ambalaj onay işaretini taşıması gerekir.

Ambalajları Etiketleri, İşaretleri

Ambalajlama Grupları:

Paketleme grubu I: Yüksek derecede tehlikeli maddeler;

Paketleme grubu II: Orta derecede tehlikeli maddeler;

Paketleme grubu III: Düşük derecede tehlikeli maddeler;

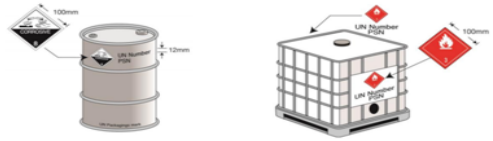
Tasarım tipinin başarı ile test edildiği paketleme grubunu(gruplarını) ambalaj üzerinde gösteren harf:

Paketleme grubu I, II ve III için X;

Paketleme grubu II ve III için Y;

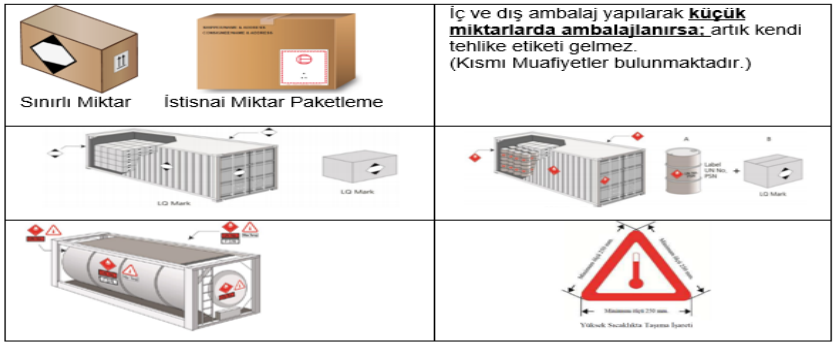
Yalnızca paketleme grubu III için Z;

Ambalaj etiket ve İşaretleri



Ambalaj üzerine; UN numarası, Tehlike etiketi, Uygun Sevkiyat adı (PSN) gelmelidir.

Konteynerın dört tarafına tehlike ikaz levhası gelir.



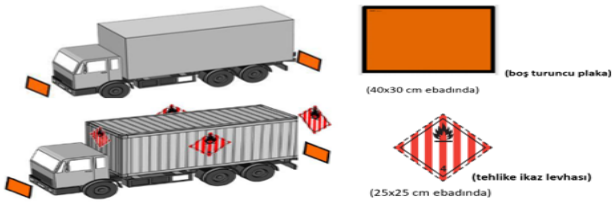
Fumigasyon Uyarı İşareti (zehirlenme tehlikesi)

Araçlar ve konteynerler için boğulma ikaz işareti

Tehlikeli Yük Taşıyan Araç İşaretlemesi

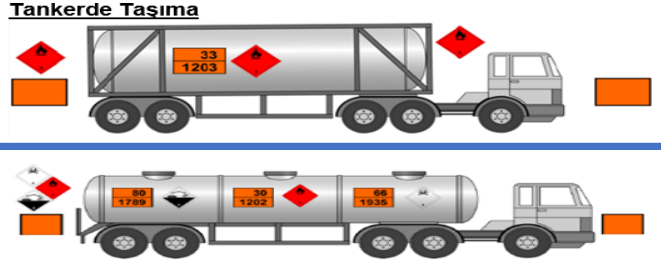
Tehlikeli yük taşıyan araçların işaretlenmesi gerekir.

Ambalaj Taşıma



(Ambalaj taşınmasında ADR Araç Onay Sertifikası zorunlu değildir. Sürücü SRC5 belgesi zorunludur.)

Tankerde Taşıma



(Tank/Tank konteyner taşınmasında ADR Araç Onay Sertifikası ve sürücü SRC5 belgesi zorunludur.)

Konteyner Plaka Kontrolü

Konteyner Yüklemesinde Payload Aşımı Varsa, Gemiye Yüklenmeyecektir.

Liman Alanlarındaki Tehlikeli Yükler İçin Ayırma Tablosu

SINIF		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Alevlenebilir Gazlar	2.1	o	o	o	s	a	s	o	s	s	o	a	o
Zehirli olmayan ve alevlenmeyen gazlar	2.2	o	o	o	a	o	a	o	o	a	o	o	o
Zehirli gazlar	2.3	o	o	o	s	o	s	o	o	s	o	o	o
Alevlenebilir sıvılar	3	s	a	s	o	o	s	a	s	s	o	o	o
Alevlenebilir katılar, (kendiliğinden reaksiyona giren maddeler ve patlayıcı özelliği duyarlılığı azaltılmış katı patlayıcılar dahil	4.1	a	o	o	o	o	a	o	a	s	o	a	o
Kendiliğinden yanmaya yatkın maddeler	4.2	s	a	s	s	a	o	a	s	s	a	a	o
Su ile temas halinde alevlenebilir gazlar açığa çıkaran maddeler	4.3	o	o	o	a	o	a	o	s	s	o	a	o
Yükseltgen maddeler (ajanlar)	5.1	s	o	o	s	a	s	s	o	s	a	s	o
Organik peroksitler	5.2	s	a	s	s	s	s	s	o	a	s	s	o
Zehirli maddeler	6.1	o	o	o	o	o	o	a	a	a	o	o	o
Aşındırıcı maddeler	8	a	o	o	o	a	a	a	s	s	o	o	o
Muhtelif tehlikeli mallar ve nesneler	9	o	o	o	o	o	o	o	o	o	o	o	o

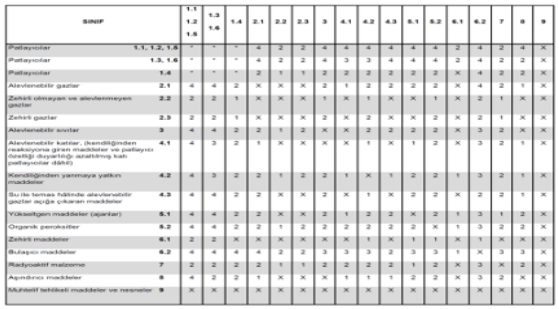
Tehlikeli Yüklere İlişkin Ayrıştırma Mesafeleri, Ayrıştırma Terimleri

Kapalı konteynerler/taşınabilir tanklar/kapalı yol araçları
0 = ayırma gerekli değil
a = uzak - ayırma gerekli değil
s = ayrılmış - açık alanlarda, boylamasına ve yanlamasına, minimum 3 m mesafe gerekli, hangarlarda veya depolarda boylamasına ve yanlamasına, minimum 6 m boşluk, onaylı bir yangın duvarı ile ayrılmadığı sürece gerekli

Paketler/IBC'ler/römorklar/düz/açık(flat rack) veya platform konteynerleri
0 = bireysel programlar gerektirmediği sürece ayırma gerekli değildir
a = uzak - minimum 3 m mesafe gerekli
s = ayrılmış - açık alanlarda, hangarlarda veya depolarda minimum 6 m ayırma gerekli, onaylı bir yangın duvarı ile ayrılmadıkça minimum 12 m ayırma gerekli

Açık karayolu taşıtları/demiryolu yük vagonları/ üstü açık konteynerler
0 = ayırma gerekli değil
a = uzak - minimum 3 m mesafe gerekli
s = ayrılmış - açık alanlarda, boylamasına ve yanlamasına, minimum 6 m mesafe gerekli, hangarlarda veya depolarda boylamasına ve yanlamasına, minimum 12 m boşluk, onaylı bir yangın duvarı ile ayrılmadığı sürece gerekli

Gemi Yükleme Ayırma Tablosu (Genel Ayırma Hükümleri)



Tablodaki sayılar ve semboller aşağıdaki anlamlara sahiptir:

1 - "uzağında"
2 - "ayrılmış"
3 - "tam bir bölme veya ambarla ayrılmış"
4 - "aradaki tam bir bölme veya ambarla boylamasına ayrılmış"

Tehlikeli Yüklere İlişkin Ayrıştırma Mesafeleri, Ayrıştırma Terimleri

1	Uzakta tutun	3 metre
2	Ayrı tutun	6 metre
3	"Tam bir bölme ile ayrı veya ayrı yerlerde tutun"	12 metre
4	"Komple bölme ile boylamasına ayrılmış şekilde veya ayrı yerlerde tutun"	24 metre
X	Ayrı depolama varsa, Tehlikeli Mal Listesinde gösterilir	-

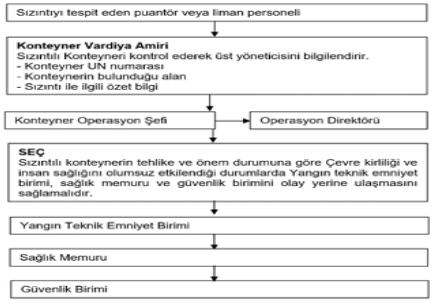
Paketli Hâldeki Tehlikeli Yükleri ve Kimyasal Tehlikelere Sahip Dökme Yük Malzemeleri Ayırma Tablosu (Genel Yük Gemilerinde İstif ve Ayrım)

Dökme yük malzemeleri (tehlikeli madde olarak sınıflandırılmış)	Paketli hâldeki tehlikeli maddeler															
	SINIF	1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2 2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Alevlenebilir katılar	4.1	4	3	2	2	2	2	X	1	X	1	2	X	3	2	1	X
Kendiliğinden yanmaya yatkın maddeler	4.2	4	3	2	2	2	2	1	X	1	2	2	1	3	2	1	X
Su ile temas hâlinde alevlenebilir gazlar açığa çıkaran maddeler	4.3	4	4	2	2	X	2	X	1	X	2	2	X	2	2	1	X
Yükseltgen maddeler (ajanlar)	5.1	4	4	2	2	X	2	1	2	2	X	2	1	3	1	2	X
Zehirli maddeler	6.1	2	2	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Radyoaktif malzeme	7	2	2	2	2	2	2	2	2	2	1	2	X	3	X	2	X
Aşındırıcı madde	8	4	2	2	1	X	1	1	1	1	2	2	X	3	2	X	X
Muhtelif tehlikeli maddeler ve nesneler	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Yalnızca dökme yükte tehlikeli malzemeler (MHB)		X	X	X	X	X	X	X	X	X	X	X	X	3	X	X	X

Tablodaki sayılar ve semboller aşağıdaki anlamlara sahiptir:

1 - "uzağında"
2 - "ayrılmış"
3 - "tam bir bölme veya ambarla ayrılmış"
4 - "aradaki tam bir bölme veya ambarla

Tehlikeli Yükler Acil Müdahale Eylem Akış Diyagramı



Acil Durum İletişim Bilgileri

	Gemlik İlçe Emniyet Müdürlüğü	Tel: +90 224 513 18 79 Faks: +90 224 513 02 05
112 ACİL	➢ Polis ➢ Ambulans ➢ Jandarma ➢ İtfaiye ➢ Sahil Güvenlik ➢ AFAD ➢ Orman Yangın	
YILPORT GEMPORT	İSAĞLIK EMNİYET ÇEVRE BİRİMİ	SEÇ +90 (538) 635 28 07 +90 224 524 88 31 – 7267, 7210, 9248
REVİR	REVİR	İŞ YERİ HEKİMLİĞİ +90 224 524 88 31 – 7112 +90 224 524 88 31 – 7113
MOST Denizcilik	MOST Denizcilik ve Çevre Hizmetleri A.Ş.	Özay SEVİM *Marmara Bölge Koordinatörü* +90 (546) 865 9512 +90 (539) 553 0122
	RÖMORKAJ HİZMETLERİ	Can Suvay Deniz Araçları Enspektörü +90 (554) 279 3007
	Gemlik Bölge Liman Başkanlığı	Tel: +90 224 513 11 33 Faks: +90 224 513 98 82

YETKİLİ MERCİLERE YAPILACAK TÜM ACİL DURUMU İHBARI VE MÜRACAATLARI GÜVENLİK VARDİYA AMİRİ TARAFINDAN YAPILIR.

GEMPORT +90 224 524 88 31 - DAHİLİ 7121

Acil Durum Ekipmanlarının Yerleri ile Kullanım Talimatları

BÖLGE	: GEMLİK
TESİS	: GEMPORT

ACİL MÜDAHALE EKİPMANLARI				
SIRA NO	EKİPMAN	OLMASI GEREKEN	MEVCUT	MEVKİİ
1	Çit Tipi Bariyer	---	400	TESİS BÜNYESİNDE
2	Şişme Tip Bariyer	---	250	TESİS BÜNYESİNDE
3	Emici Pad (sadece[illegible])	500	1000	ACİL MÜDAHALE ODASINDA
4	Emici Bariyer (sadece[illegible])	30	300	ACİL MÜDAHALE ODASINDA
5	Sarıcı[illegible] (kenarları ve zincirleri ile takılı olarak)	25	25	ACİL MÜDAHALE ODASINDA
6	Can yeleği	25	30	ACİL MÜDAHALE ODASINDA
KIYI TEMİZLEME EKİPMANLARI				
SIRA NO	EKİPMAN	OLMASI GEREKEN	MEVCUT	MEVKİİ
7	Kürek	5	7	ACİL MÜDAHALE ODASINDA
8	Kazma	5	5	ACİL MÜDAHALE ODASINDA
9	Tırmık	5	7	ACİL MÜDAHALE ODASINDA
10	El Arabası	5	5	ACİL MÜDAHALE ODASINDA
11	Su Jeti	1	1	TESİS BÜNYESİNDE
12	Kova	5	5	ACİL MÜDAHALE ODASINDA
13	İkaz Şeridi (Metre)	150	200	ACİL MÜDAHALE ODASINDA
14	Fırça	5	5	ACİL MÜDAHALE ODASINDA
HABERLEŞME EKİPMANLARI				
15	Telsiz	5	5+	TESİS BÜNYESİNDE PERSONELDE
İLK YARDIM EKİPMANLARI				
16	İlk Yardım Çantaları	2	22	ACİL MÜDAHALE ODASINDA
YANGIN SÖNDÜRME EKİPMANLARI				
17	Yangın Söndürme Tüpleri (En az 10 Kg)	En az 4	5 KG 1 2 KG 12 1 KG. 1 12 KG 4	ACİL MÜDAHALE ODASINDA
KİŞİSEL KORUYUCU EKİPMANLAR				
18	Gaz Maskesi (Filtreli Tam Yüz Maskesi)	25	25	ACİL MÜDAHALE ODASINDA
19	Tulum	25	52	ACİL MÜDAHALE ODASINDA
20	Çizme (Çift)	25	25	TESİS BÜNYESİNDE
21	Eldiven (Çift)	25	200	TESİS BÜNYESİNDE
22	Baret	25	25+	ACİL MÜDAHALE ODASINDA VE PERSONELDE
23	Gözlük	25	25+	ACİL MÜDAHALE ODASINDA
24	Yağmurluk	25	25+	TESİS BÜNYESİNDE
KAYIT CİHAZLARI				
25	Fotoğraf Makinesi (Dijital en az 3. Mega piksel)	1	1	ŞİRKET BÜNYESİNDE

ACİL MÜDAHALE PLANI SAYFA 4-4 DE BULUNAN TABLO 4.2.2 M3'E KADAR DÖKÜNTÜLER İÇİN HER BİR LİMANDA BULUNDURULMASI GEREKEN ACİL MÜDAHALE EKİPMANLARI LİSTESİNDEN HAZIRLANMIŞTIR.

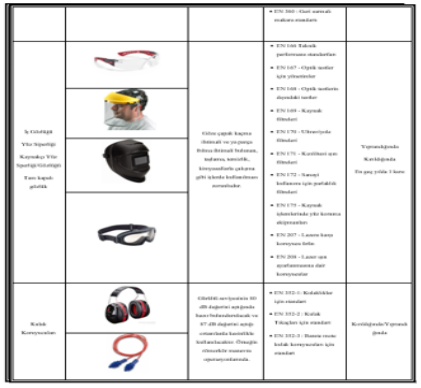
SIRA NO	EKİPMAN	ADET	KONTROL TARİHİ	DURUMU
1	Yüzer Tank (15 m3)	1	HAZİRAN 2022	FAAL
2	Sorbent Bariyer (13X300 Cm)(Metre)	645	HAZİRAN 2022	FAAL
3	Sorbent Pad (40x50 Cm)	1600	HAZİRAN 2022	FAAL
3	Acil Müdahale Konteyneri	2	HAZİRAN 2022	FAAL
4	Baret Beyaz İthal CE'li	9	HAZİRAN 2022	FAAL
5	Kafa Lambası	10	HAZİRAN 2022	FAAL
6	Yağmurluk (Takım)	25	HAZİRAN 2022	FAAL
7	Kimyasal Çizme Çelik Burunlu	5	HAZİRAN 2022	FAAL
8	Çizme Gezer Sarı (Çift)	12	HAZİRAN 2022	FAAL
9	Kimyasal Eldiven, Uzun CE'li NF 33(Çift)	28	HAZİRAN 2022	FAAL
10	İş Eldiveni	10	HAZİRAN 2022	FAAL
11	Tam Yüz Maskesi Drager 6300	3	HAZİRAN 2022	FAAL
12	Tam Yüz Maske Filtresi ABEK2 Drager 6300	3	HAZİRAN 2022	FAAL
13	Yarım Yüz Maskesi(adet)	10	HAZİRAN 2022	FAAL
14	Yarım Yüz Maskesi Filtresi (adet)	20	HAZİRAN 2022	FAAL
15	Koruyucu Gözlük CE'li(adet)	28	HAZİRAN 2022	FAAL
16	Ayaklı Sarı Spot Aydınlatma Malzemesi	5	HAZİRAN 2022	FAAL
17	Taşınabilir Led Projektör	10	HAZİRAN 2022	FAAL
18	Fener Ex-Proof	5	HAZİRAN 2022	FAAL
19	Plastik Kutu	3	HAZİRAN 2022	FAAL
20	Naylon Muşamba	3 TOP	HAZİRAN 2022	FAAL
21	Mavi Muşamba	1	HAZİRAN 2022	FAAL
22	Etiket (adet)	40	HAZİRAN 2022	FAAL
23	Güvenlik Şeridi	10	HAZİRAN 2022	FAAL
24	El Arabası	3	HAZİRAN 2022	FAAL
25	Kazma	10	HAZİRAN 2022	FAAL
26	Kürek	10	HAZİRAN 2022	FAAL
27	Tırmık	10	HAZİRAN 2022	FAAL
28	Dirgen	1	HAZİRAN 2022	FAAL
29	Saplı Sert Fırça	10	HAZİRAN 2022	FAAL
30	Numune Alma Kabı (Cam)	3	HAZİRAN 2022	FAAL
31	Numune Alma Kapı (Plastik)	7	HAZİRAN 2022	FAAL
32	Plastik Kova 10 Lt	1	HAZİRAN 2022	FAAL
33	Plastik Varil 120 Lt	1	HAZİRAN 2022	FAAL
34	İlk Yardım Kiti (Kutulu)	5	HAZİRAN 2022	FAAL
35	Can Yeleği Spor Tip CE'li	4	HAZİRAN 2022	FAAL
36	Can Yeleği Otomatik Şişme Yelek Tip	4	HAZİRAN 2022	FAAL
37	Tek Kullanımlık Tulum	21	HAZİRAN 2022	FAAL
38	Balıkçı Demiri	2	HAZİRAN 2022	FAAL
39	Kum Demiri	2	HAZİRAN 2022	FAAL

40	BW GASALERTMICROCLIP X3 Gaz Ölçüm Cihazı	1	HAZİRAN 2022	FAAL
41	Küçük Sepetçik	10	HAZİRAN 2022	FAAL
42	Halat (Metre)	100	HAZİRAN 2022	FAAL
43	Polipropilen Halat 14 MM. (1 Rode=220Mt)	1	HAZİRAN 2022	FAAL
44	Dürbün	1	HAZİRAN 2022	FAAL
45	K.K.T.Yangın Söndürücü 6 Kg.	3	HAZİRAN 2022	FAAL
46	CO2 Yangın Söndürücü 5 Kg.	2	HAZİRAN 2022	FAAL
47	Çöp Torbası (80x110)	30	HAZİRAN 2022	FAAL
48	Çöp Torbası Battal Boy	10	HAZİRAN 2022	FAAL
49	Strec Film	1	HAZİRAN 2022	FAAL
50	Kablo Tutucu	6	HAZİRAN 2022	FAAL

8	Skimmer	1	HAZİRAN 2022	FAAL
9	Mavi Skimmer Pompası	1	HAZİRAN 2022	FAAL
10	Plastik Kova 10 Lt	10	HAZİRAN 2022	FAAL
11	Kuka ve Ayakları	6	HAZİRAN 2022	FAAL
12	İkaz Dubası ve levhası	4	HAZİRAN 2022	FAAL
13	Hortum (10 Mt)	2	HAZİRAN 2022	FAAL
14	Fileli Kepçe	2	HAZİRAN 2022	FAAL

BÖLGE	: GEMLİK
KONTEYNER NO	: 6 (GEMPORT)

SIRA NO	EKİPMAN	ADET	KONTROL TARİHİ	DURUMU
1	Zodiac Bot	1	HAZİRAN 2022	FAAL
2	Zodiac Bot Taşıma Çantası	2	HAZİRAN 2022	FAAL
3	Plastik Varil 120 Lt	4	HAZİRAN 2022	FAAL
4	Hidrolik Güç Kaynağı	2	HAZİRAN 2022	FAAL
5	El Arabası	2	HAZİRAN 2022	FAAL
6	Zodiac Bot Şişirme Pompası	1	HAZİRAN 2022	FAAL
7	Blower	1	HAZİRAN 2022	FAAL



KİŞİSEL KORUYUCU EKİPMAN STANDART TABLOSU

Kullanılan Görselin Kimyasalları	Resim	Kullanılığı Durumlar	Kişisel Koruyucu Donanım Standartı	Değişim Periyodu
Toz Maskesi		Maden, inşaat, tarım, tekstil, ormancılık, kimyasal üretim ve yol temizliklerinde, ateş, bakım-filtre temizlik işlerinde, kapalı işlerinde ve sıkıca sıkma temiz çalışmalarında kullanılmalıdır.	EN 149	Filtresi tıkandığında, yırtıldığında ve ya yıpranduğunda değiştirilir.
Gaz Maskesi		Kimyasallarla yapılan çalışmalarda kullanılmalıdır. Ortamda bulunan ve ya bulunması muhtemel su insan sağlığına zararlı olduğu bilinen Maskeye Güvenlik Bilgi Formunda belirtilen sarfiat uygunda seçilir.	• EN137 - kendinden hava fazlasının olan maskeler • EN 339 – Ağızlık yada maske ile kullanılan kimyalı havayı sağlayan maskeler • EN 340 – Yanın yüz maskeleri • EN 143 – Gaz maskesi filtrelerinde kullanılan partikül tutucular • EN 140 – Ortamı havasını temizleyen kapalı devre solunum cihazlarının tanımlayan standartlar • EN 140-1 – Yüz maskelerinin filtre bağlantısı tipleri için gerçekleştirilmiş bir standartır. • EN 402 – Sıkışmalı hava fazlasınalı sistemlerine sahip maskeler • EN 1146 – Açık devre hava sistemine sahip başlı maskeleri • EN 1827 – Filtresi ayrılabilir olan gaz maskelerini tanımlamaya için • EN 12941 – Filtre fazlasınalı filtre cihazlarının standart tanımlar • EN 12942 – Havayan bir tüleyici yardımı ile maskeye üzerine yüz sızdırmaz yüzü fazlığı sistemlerde filtrelerde • EN 13794 – Ortamı kirletmeden bağımsız çalışan başlı maskelerdir.	

KULLANICI/KULLANIM YERİ		KİŞİSEL KORUYUCU DONANIM
Bakım Faaliyetleri	Tüm personel	Reflektörlü İş Elbisesi (Yazlık/Kışlık Takım-Şapka/Bere-Kaban) Çelik Burunlu İş Ayakkabısı/ Elektrik personeli elektrik yalıtımlı iş ayakkabısı Baret/ Elektrik personeli için elektrik yalıtımlı baret Gözlük Eldiven Yağmurluk Maske
	Tüm bakım personeli- gereken zamanlarda	
	Kaynak	Reflektörlü Kot İş Elbisesi (Yazlık/Kışlık Takım-Şapka/Bere-Kaban) Siperlik Deri Önlük Deri Eldiven
	Yüksekte Çalışmalar	Emniyet kemeri
Liman Hizmetleri	Tüm personel	Reflektörlü İş Elbisesi (Yazlık/Kışlık Takım-Şapka/Bere-Kaban) Çelik Burunlu İş Ayakkabısı Baret Maske Tek kullanımlık tulum Gözlük Eldiven
	Konteyner Konduysyon testi/Tozlu ortam çalışması, İç dolum- iç boşaltma, el aletleri kullanımı	
	Yüksekte çalışmalar	Emniyet kemeri
Maden sahası	Tüm Personel	Reflektörlü İş Elbisesi (Yazlık/Kışlık Takım-Şapka/Bere-Kaban) Çelik Burunlu İş Ayakkabısı/ Elektrik personeli elektrik yalıtımlı iş ayakkabısı Baret/ Elektrik personeli için elektrik yalıtımlı baret Gözlük Eldiven Yağmurluk Maske Tek kullanımlık tulum

Kılavuzluk ve Römorkör Hizmetleri	Tüm kılavuzluk hizmetleri personeli	Reflektörlü İş Elbisesi (Yazlık/Kışlık Takım-Şapka/Bere-Kaban) Baret Çelik Burunlu İş ayakkabısı
	Tüm kılavuzluk hizmetleri personeli- gereken zamanlarda	Yağmurluk Eldiven
	Römorkör makine dairesi bakım	Can yeleği Kulaklık Gözlük
Proje ve İnş.&Alt Yapı Hizmetleri	Tüm Proje ve İnş.& Alt Yapı personeli	Reflektörlü İş Elbisesi (Yazlık/Kışlık Takım-Şapka/Bere-Kaban) Çelik Burunlu İş Ayakkabısı Baret
	Tüm Proje ve İnş.& Alt Yapı personeli-gereken zamanlarda	Eldiven Gözlük Yağmurluk Maske
	Yüksekte çalışmalar	Emniyet kemeri
Konteyner Yıkama		Reflektörlü İş Elbisesi (Yazlık/Kışlık Takım-Şapka/Bere-Kaban) Çelik Burunlu İş Ayakkabısı Baret Gözlük Yağmurluk/Cizme Maske
Atık Toplama		İş Elbisesi (Yazlık/Kışlık Takım-Şapka/Bere-Kaban) Eldiven Çelik Burunlu İş Ayakkabısı Baret Yağmurluk/Cizme Maske
Malzeme Deposu		İş Elbisesi (Yazlık/Kışlık Takım-Şapka/Bere-Kaban) Reflektörlü yelek Çelik Burunlu İş ayakkabısı Baret Eldiven Eldiven
Garaj Araç Yıkama Faaliyetleri		İş Elbisesi (Yazlık/Kışlık Takım-Şapka/Bere-Kaban) Cizme Eldiven Baret Reflektörlü yelek Çelik Burunlu İş Ayakkabısı
Tüm personel	Operasyon sahasında	

Tehlikeli Yük Belgeleri

IMDG Kod kapsamında:

- Taşıma Evrakı
- Tehlikeli Yük Paketleme Ve Konteyner/Araç Yükleme Sertifikası
- Güvenlik Bilgi Formu

IMSBC Kod kapsamında:

- Katı Dökme Yükler İçin Yük Bilgi Formu
- Taşıma Evrakı
- Katı Dökme Yükler İçin Yük Bildirim Formu
- Tehlikeli yükler için Blu Kod Ek-3'te bulunan "Gemi/Sahil Emniyet Kontrol Listesi" her dökme yük gemisi için uygun biçimde doldurulur.

IBC ve IGC Kod Kapsamında:

- Güvenlik bilgi formu
- ISGOTT'ta bulunan "Gemi/Sahil Emniyet Kontrol Listesi", ISGOTT'ta bulunan Rehbere uygun olarak doldurularak bütünüyle uygulanır.

Hurda Yükler Kapsamında:

- Gözetim yetkilisi raporu

IMSBC Kod ve Grain Kod Güvenli Yük Elleçleme

- Gemi ambar kapağı kapalıysa kesinlikle ambara giriş yapılmaz. Ambar kapaklarını açılması operasyonunda kıyı tesisi personeli gemi güvertesinde bulunamaz.

- Kapalı ambar kapağı açıldığında, gemi kaptanı/vardiya amiri ambara giriş iznini onaylamayana kadar ambara giriş yapılmaz.

- Ambarın kapağı açıldıktan sonra havalandırma bir süre yapılır, gaz ölçümü kabul edilebilir seviyede olduğu teyidi alınarak ambara giriş yapılır.

-Dökme yüklerin elleçlenmesinde iskele veya rıhtımdan denize yük döküntüsünü engellemek için branda vb. ekipmanlar kullanılmalıdır.

- Araçlarda istiap sınırına dikkat edilir ve araç üzeri brandalı olarak çıkışına müsaade edilir.

- Yanıcı özellikte olan katı dökme yüklerin tozlarının, atmosferle patlayıcı ortam oluşturma riskine karşı önlem alınır.

- Su ile tehlikeli reaksiyona girecek yüklerin yağmurlu havada elleçlenmesi yapılmaz.

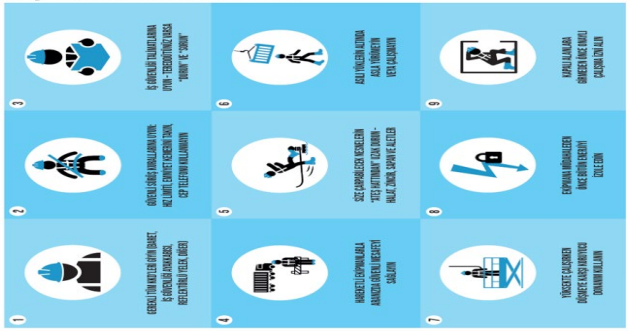
- Deniz yüzeyine olası sızıntı/döküntü durumunda 5312 sayılı yönetmelik kapsamında (sorbent pad, çit ve şişme bariyerler) ile limanın kendi imkanları ve yetkili acil müdahale firmasının imkanları ile birlikte müdahalede bulunulur.

- Liman tesisinde Hurda yüklerine ilişkin Tahmil/Tahliye ve Elleçleme işlemleri Hurda Yüklerin Emniyetli Elleçlenmesi Operasyonu Prosedürü göre yapılacaktır. Hurda yüklerin emniyetle elleçlenmesi için "Tehlikeli Yük Uygunluk Belgesi Düzenlenmesi Hakkındaki Yönerge" EK-5'de belirtilen gerekliliklere uyulmaktadır.

Tehlikeli Yük Genel Güvenlik Kuralları

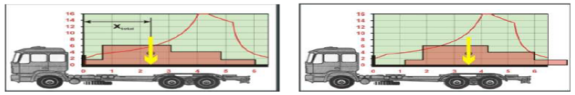
1. İş emniyeti talimatlarına uy.
2. Tehlikeli yük sembol, etiket, plakartlara dikkat et.
3. Sızıntı, koku, duman ve paket bozulmalarında derhal sorumluya haber ver.
4. Tehlikeli bölgeye ilgisizleri sokma.
5. Ateşle yaklaşma yaklaştırma, sigara içme ve içirme.
6. Yetkisiz kişilerin müdahale etmesine müsaade etme.
7. Tehlikeli madde bulaşmış atıkları atık toplama merkezlerine gönderilmelerini sağla.
8. İş emniyeti kurallarına uy, uymayanları uyar.
9. Doğru müdahale için BİLGİ GÜVENLİK FORMLARI (SDS) ve UN numarası dikkate alınmalıdır.

Hayat Kurtaran Kurallar



Yükleme Güvenliği

Tehlikeli madde araca yüklendiğinde aracın ağırlık merkezi dikkate alınarak yerleştirme yapılmalıdır.



Yük güvenliğinin sağlanmasında ihtiyaca göre, spanzet, gergi, takoz, hava yastığı, kaymaz pet, zincir, halat, branda vb. malzemelerle sabitlenmesi yapılmalıdır.

Acil Durum Ekipmanlarının Kullanım Talimatları

Telsiz

- Kullanılacak telsiz/exproof telsiz pil seviyesini kontrol ediniz.
- Telsiz antenini ve telsiz kanalını kontrol ediniz.
- Telsiz ile konuşmaya başlamadan 2 saniye önce konuşma mandalına basınız.
- İlk olarak Çağrı yaptığınız kişi / birim adını, sonra kendi adınızı söyleyiniz.
- Eğer siz çağırılıyorsanız 'Dinliyorum' cevabı veriniz.

EEBD (Acil Kaçış Solunum Aparatı)

Acil Durum Sireni duyulduğu anda bulunduğunuz alandaki en yakın Kaçış Maskesini kullanın.	Kaçış Maskesinin dış mührünü koparın ve kutusundan çıkarın.	Kaçış Maskesinin filtre mührünü koparın ve maskeyi kontrol edin.	İki elinizle başlığı başınıza geçirin ve görüşünüzü ayarlayın.15 dakika içinde bulunduğunuz alanı terk edin.

Yangın Tüpü Kullanımı

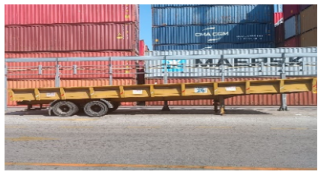
Gaz Ölçüm Cihazı

- Ölçüm yapılmadan önce cihazın pil doluluk seviyesi kontrol edilir.
- Cihazın bütünlüğü kontrol edilir. Kırık ya da çatlak olmadığına bakılır.
- Açık ortamda (Fresh Air Calib.) temiz hava kalibrasyonu yapılır ve 20.9 oksijen seviyesi ölçümü ekranda görülür.
- Cihaz açıldıktan sonra emiş motoru hortum olmadığı durumda 1 dakika hortum ilavesi ile 2 dakika bekleyerek analiz raporu görülür.
- (Kullanılacak hortumun max uzunluğu 30 metreyi geçemez.)

- Ölçüm değerlerine göre %19,5 oksijen oranının aşağısında kapalı mahal e girişe izin verilmez.
- Karbonmonoksit 35 ppm'den yukarısı için çalışmaya ve ortama girilmeye izin verilmez.
- Amonyak gazı için 20 ppm'de 8 saat çalışabilir izini verilir. 50 ppm Amonyak gazı olan ortam 15 dakika içinde tahliye edilir.
- Hidrojen sülfür 10 ppm'de 8 saat çalışabilir izini verilir.
- LEL olarak patlayıcı gazların LEL seviyesi %1 den yüksek olursa sıcak çalışma yapılmaz.

Havuz

- Sabit havuz kullanılmadan önce havuzun temiz ve boş olduğu kontrol edilir.
- Havuz dreyn vanasının kapalı olduğu kontrol edilir.
- Tehlikeli yük sızıntısı için kullanılan sızıntı havuzu tehlikeli yükün tehlikeleri dikkate alınarak uyarı işareti tabelası ve emniyet şeridi çekilerek, uygun yangın söndürücü konulur.
- Havuz temizliğinde ve atık transferi için çalışma izni alınarak uygun KKD ile yapılır.
- Atıklar geçici depolama için atık sahasına alınır.



Geçici Depolama Kuyusu & Karantina Sahası & Radyasyon Ölçüm Cihazları

Emici Pedler

- Acil müdahale kitlerinde bulunan sorbentler ve pedler saha personeli tarafından serilir.
- Serilen sorbentler ve pedler bertaraf için toplanır. Operasyon tehlike sınıfının gerektirdiği KKD ile yapılır.

Filtreli Solunum Maskesi

- Yüz maskesini başınıza göre maske klipslerinden ayarlayın.
- Vizörün temizliğini kontrol edin.
- Solunum filtrelerini (kartuşları) ambalajından çıkarınız.
- Filtre koruma katmanı varsa ayırın.
- Filtreleri maskeye takın.
- Maskeyi giyin ve son ayarları yapın.

Kaza Önleme Politikası

KAZA ÖNLEME POLİTİKASI

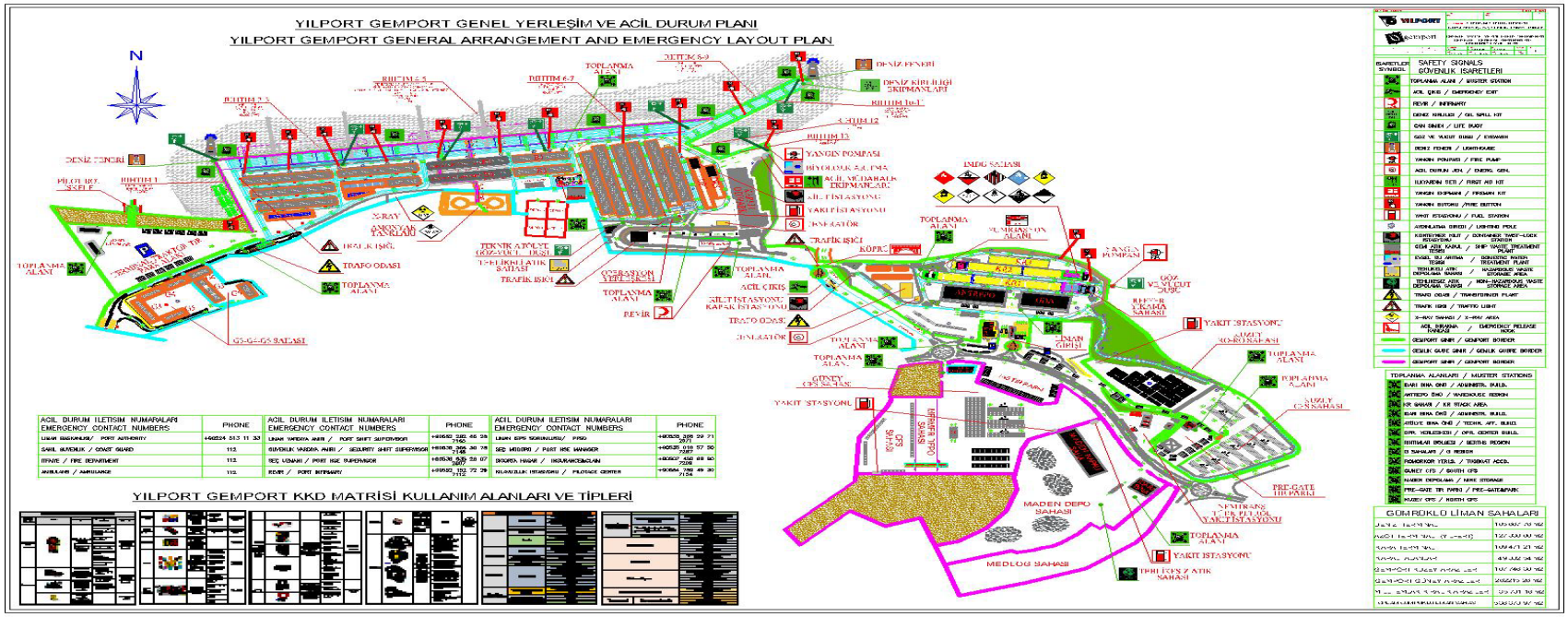
YILPORT GEMPORT VE LİMAN VE DEPOLAMA İŞLETMELERİ A.Ş. yürütmü olarak insanımızda çevremizdeliğe, doğası gereği, kazalara sebebiyet verebilecek potansiyele sahip olduğunun farkındayız. Ancak bizler bilinçli kazaların önlenebileceğine inanmaktayız. Bu nedenle, kazaların önlenmesi çalışmalarını, alt önlemlerini, yürütülerini, komşularını ve çevremin en yüksek seviyede korunması için operasyonlarını en iyi şekilde yönetmeyi taahhüt etmekteyiz. YILPORT GEMPORT VE LİMAN VE DEPOLAMA İŞLETMELERİ A.Ş. Kalite Yönetim Sistemleri doğrultusunda kazaları önlemek ve etkilerini azaltmak amacı ile bilir:

- Liman tesisi çevresinde insan ve çevre için yüksek seviyede güvenlik önlemleri aldığını ve bu amaç için gerekli bütün kaynakları sağlanmasını
- Kazaların belirlenmesi ve değerlendirilmesi amacıyla sağlam ve sağlam dış operasyonlar ile ilgili risk analizi dayalı risk değerlendirmesi yapılmasını ve bu değerlendirmeleri sürekli güncel tutulmasını
- Tespit edilen risklere ilişkin bakım, onarım ve geçici durdurmaları da kapsayan düzenlemelerin yapılmasını ve gerekli prosedürlerin hazırlanmasını
- Kazaları önlemek ve etkilerini azaltmak amacı ile teknolojik gelişmeleri takip edilmesi ve tasarlanacak güvenlik önlemlerini sürekli iyileştirilmesi için gereken desteğin sağlanması
- Planlı değişiklikler ile zaman yeni tesis, proses tasarımı için gerekli düzenlemelerin, kontrollerin yapılması ve gerçekleştirilmeden önce muhtemel risk değerlendirmelerinin yapılmasını ve kabul edilebilirliğin değerlendirilmesi
- Sistemsel analiz ile önceden tespit edilebilecek acil durumları belirlemesi, bu acil durumlar için acil durum planları hazırlanması ve düzenli olarak denetlenerek tatbikatlarda gözden geçirilmesi
- Kalite Yönetim Sistemleri ile iletilerinin hedeflere uygunun değerlendirilmesi için prosedürler çerçevesinde sistemin performansının izlenmesi, uygun değerlendirmeler durumunda düzeltici faaliyetleri sağlanması
- Kalite Yönetim Sistemlerinin etkinliğini ve uygunluğunu periyodik ve sistematik bir şekilde değerlendirilmesi, dokümanla edinceğin bilgilerenceğini, bizlerin üst yönetim olarak gözden geçirmeyeğin ve Kalite Yönetim Sistemlerinin sürekli iyileştirilmesine destek olunması
- Organizasyon içerisinde operasyonel iş süreçlerinin, emniyet ve güvenliği etkileyecek pozisyonlar için uygun bilgi, yeterlik, eğitim ve tecrübeye sahip personelleri görevlendirilmesi,
- Eğitimler verecek görevli personelimizin sürekli kendilerini geliştirmesini sağlanması,
- Ulusal ve uluslararası yasal, mevzuat, yönetmelik ve standartlara bağlı kalınması
- Paydaşlara olası uyumsuzlukları anlayışı gerekli önlemleri alarak sistemsel bir biçimde etkilerini ortadan kaldırmayı ve kazaları önlemek suretiyle, çalışanlarımız, müşavirlerimiz, ziyaretçilerin ve komşularımızın sağlık ve güvenliklerinin sağlanması ve çevrenin korunması

POLİTİKA LARINI YÜRÜTÜM VE TÜM ÇALIŞANLAR OLARAK UYGULAYACAĞIZ.

11.11 Leakage Areas and Equipment For CTU and Packages, Input/Output Drawings,

It is located in the settlement plan.



11.12 Inventory of Port Service Vessels

	GARİP Y	**ZEYCAN Y**
GROS TONE	312	290,63
NET TONE	94	164,91
GENUS	OPEN SEA TUGBOAT	OPEN SEA TUGBOAT
ENGINE	CATERPILLAR 3516 C x 2	CATERPILLAR 3512 x 2
FUEL CONSUMPTION	2,790 m^3	10,7m^3
TRANSFER SPEED	8-12 MİL	8-12 MİL
POWER	2 x 2100 kW	2 x 1765 kW
ENGINE SPEED	1800	1800
LENGTH BETWEEN PERPENDİCULARS	23,07	20,06
MOULDED BEAM	11,25	11,25
FUEL CAPACITY	78000m^3	84000m^3
FIRE PUMP (WATER)	1 adet	2 adet
PULLING FORCE	70 MT	60 MT
	ULUDAĞ Y	**GEMLİK**
GROS TON	290	121,98
NET TON	87	60,53
GENUS	OPEN SEA TUGBOAT	OPEN SEA TUGBOAT
ENGINE	CATERPILLAR 3512 C x 2	CATERPILLAR 3512 BDI-TA x 2
FUEL CONSUMPTION	2,78m^3	6,5m^3
TRANSFER SPEED	8-12 MİL	8-12 MİL
POWER	2 x 1380 kW	2 x 1360 BHP
ENGINE SPEED	1700	1600
LENGTH BETWEEN PERPENDİCULARS	21,73	19,5
MOULDED BEAM	10,9	7,25
FUEL CAPACITY	61900m^3	35000m^3
FIRE PUMP (WATER)	1 adet	3 adet
PULLING FORCE	50 MT	40 MT

	MUDANYA	İZNİK Y
GROS TON	121,98	84,22
NET TONE	60,53	39,58
GENUS	OPEN SEA TUGBOAT	OPEN SEA TUGBOAT
ENGINE	CATERPILLAR 3512 BDI-TA x 2	CATERPILLAR 3508 B x 2
FUEL CONSUMPTION	6,5m^3	2m^3
TRANSFER SPEED	8-12 MİL	8-12 MİL
POWER	2 x 1360 BHP	2 x 1100 BHP
ENGINE SPEED	1600	1600
LENGTH BETWEEN PERPENDİCULARS	19,5	17,37
MOULDED BEAM	7,25	6,7
FUEL CAPACITY	35000m^3	22400m^3
FIRE PUMP (WATER)	3 adet	2 adet
PULLING FORCE	40 MT	30 MT

11.13 Maritime Coordinates of Port Authority Administrative Boundaries, Anchorage Places and Pilot Landing / Embarkation Points

A) Port Administrative Area Boundary (Amended: OG-6/8/2013-28730)

(Different phrase: OG-6/8/2013-28730) The port administrative area of the Kocaeli Port Authority is the sea and coastal area within the line formed by the following coordinates.

a) 40° 45' 24" K – 029º 21' 15" D (Cape Yelkenkaya)
b) 40° 43' 00" K – 029° 21' 18" D
c) 40° 43' 00" K – 029° 23' 24" D
d) 40° 44' 57" K – 029° 30' 57" D
e) 40° 44' 48" K – 029° 32' 30" D
f) 40° 41' 12" K – 029° 33' 36" D

B) Mooring Sites

a) Izmit mooring area: The mooring area of ships that do not carry dangerous cargo is the sea area formed by the following coordinates.

1) 40° 45' 00" K – 029° 52' 48" D
2) 40° 44' 00" K – 029° 52' 48" D
3) 40° 44' 00" K – 029° 55' 00" D
4) 40° 45' 00" K – 029° 55' 00" D

b) Yarımca anchorage area: Ships carrying dangerous cargo, nuclear-powered military ships and quarantine anchorage area are the sea area formed by the following coordinates.

1) 40° 46' 24" K – 029° 41' 00" D
2) 40° 45' 09" K – 029° 41' 00" D
3) 40° 44' 54" K – 029° 43' 00" D
4) 40° 46' 18" K – 029° 43' 00" D

c) Hereke mooring area: The mooring area of ships that do not carry dangerous cargo is the sea area formed by the following coordinates.

1) 40° 46' 36" K – 029° 38' 09" D
2) 40° 45' 24" K – 029° 38' 09" D
3) 40° 45' 12" K – 029° 40' 30" D
4) 40° 46' 27" K – 029° 40' 30" D

ç) Eskihisar mooring area: The mooring area of ships that do not carry dangerous cargo is the sea area between the line connecting the coordinates below and the coastline north of this line. Deckhouse is the sea area between the line connecting the coordinates below and the coastline to the north of this line. In this area, anchorage cannot be made within a distance of 2.5 gomino from the shore.

1) 40º 45' 12" K – 029º 23´ 27" D (Darıca Burnu)
2) 40º 46' 00" K – 029º 30´ 57" D (Kaba Burnu)

11.14 Emergency Response Equipment Against Marine Pollution in the Coastal Facility

As in the Approved Marine Pollution Emergency Response Plan.

11.15 Personal Protective Equipment (PPE) Usage Map

STANDARD TABLE OF PERSONAL PROTECTIVE EQUIPMENT				
Used Safety Equipment	**Picture**	**When To Use**	**Personal Protective Equipment Standard**	**Period of Change**
Work Clothes and Body Protectors		All Gemport and other personnel working in the field must wear the work clothes provided to them.	• EN 343 : Raincoat EN 341 : General work clothes EN467 : Apron for Liquid Chemicals EN 465 : Clothing against chemicals EN 471 : Reflective dress EN 469/351 : Protective clothing against heat and flame EN 412 : Apron against cutting EN 464 : Liquid-gas chemical protective clothing EN 1073 : Radioactive protective clothing	It is given 2 times every year for use in the summer and winter periods.
Work Shoes		In the port fields It is mandatory to use it if administrative personnel enter the port areas.	• EN 347 : Work shoes without a nose protector • EN 346: 100 J shoes with a protective toe against severe impacts • EN 345 : 200 j shoes with a protective toe against severe impacts	It is given 2 times every year for use in the summer and winter periods.
		It is mandatory for personnel working on electricity to wear electrically insulated work shoes.		
		It is mandatory to use it on wet floors, slippery floor work areas, working with chemicals.		There is no specific period.
General Use Hard Hat		It is mandatory to use it from the moment it enters any of the areas within the boundaries of the port area and external fields."	• EN 397 : Head protectors EN 443 : Fire helmets	When worn out and at the latest 1 in 2 years
High Working Helmet		it is mandatory to use it for work performed in places higher than 1 meter.	EN 397 + EN 12492 : Hard Hat and Belt	When worn out and at the latest 1 in 2 years
Reflector Vest		Everyone has to wear a reflective vest or a reflective work suit at the entrances to the port field or the outer fields and during the work.		When Worn Out

STANDARD TABLE OF PERSONAL PROTECTIVE EQUIPMENT

Used Safety Equipment	Picture	When To Use	Personal Protective Equipment Standard	Period of Change
Gloves		In all cleaning and maintenance works, material handling, hand tool handling, electrical maintenance and repair, it is mandatory to use work-appropriate protective gloves in chemical work	• EN 388 : Protection against mechanical risks • EN 374 : Protection against chemical risks • EN 407 : Protection against hot environment work EN 511 : Protection against cold environment work EN 6903 : protective gloves against electricity	It will be replaced when worn out.
Working Equipment at Height		it is mandatory to use it in all kinds of works to be performed at 1 meter and above	• EN 355 : Shock absorbing ropes • EN 358 : Waist type seat belt • EN 361 : Parachute type safety bel • EN 362 : Safety hook standard EN 353 : Safety hook standard • EN 360 : Rewinding reel standard	When Worn Out
Business Glasses Face Visor Welder's Facial Sperm/Glasses Fully closed glasses	   	It is mandatory to use it in jobs such as grinding, cleaning, working with chemicals, where there is a possibility of burrs escaping to the eye and the possibility of parts being fried	• EN 166 Technical performance standards • EN 167 - Administrations for optical tests • EN 168 - Tests other than optical tests • EN 169 - Welding filters • EN 170 - Ultraviolet filters EN 171 - Infrared ray filters • EN 172 - Brightness filters for industrial use • EN 175 - Face protection equipment in welding operations • EN 207 - Protective product against laser • EN 208 - Laser beam adjustment protectors	When Worn Out When It Breaks No later than 1 time per year

STANDARD TABLE OF PERSONAL PROTECTIVE EQUIPMENT

Used Safety Equipment	Picture	When To Use	Personal Protective Equipment Standard	Period of Change
Ear Protectors	 	It will be available when the noise level exceeds the value of 80 dB and will definitely be used in environments where it exceeds the value of 87 dB. For example, in tug maneuvering operations	• EN 352-1: Standard for headphones • EN 352-2 : Standard for Earplugs • EN 352-3 : Barete mote kulak koruyucuları için standart	When It Breaks/Wears Out

STANDARD TABLE OF PERSONAL PROTECTIVE EQUIPMENT

Used Safety Equipment	Picture	When To Use	Personal Protective Equipment Standard	Period of Change
Toz Maskesi		It should be used in mine site, dusty environments, sewage and road cleaning, vehicle maintenance filter cleaning works, welding works and wastewater treatment plant works..	EN 149	The filter is replaced when it is clogged, torn or worn out
Gas Masks		It should be used in work with chemicals. It is preferred in the light of the data specified in the Material Safety Data Sheet, which is found in the environment and is likely to be found and is harmful to human health	• EN137 – Masks with self-supply of air • EN 139 – Breathing devices with a compressed air line used with a mouthpiece or mask • EN 140 – Half face maks • EN 143 – Particulate holders used in gas mask filters • EN 145 – Is the standard that defines closed circuit breathing devices that clean the ambient air. • EN 148-1 – Is a standard developed for filter attachment types of face masks. • EN 402 – Masks with motorized air supply systems • EN 1146 – Escape masks with open circuit air system • EN 1827 – Fort he identification of gas masks with a detachhable filter	

STANDARD TABLE OF PERSONAL PROTECTIVE EQUIPMENT

Used Safety Equipment	Picture	When To Use	Personal Protective Equipment Standard	Period of Change
	  		• EN 12941 – Is the standard definition of air-fed filter devices. • EN 12942 – Filter of systems in which air is transmitted to the mask (half face or full face) with the help of a blower • EN 13794 – Escape masks operating independently of ambient air • EN 14387 – Filters used for half-face and full-face gas masks	

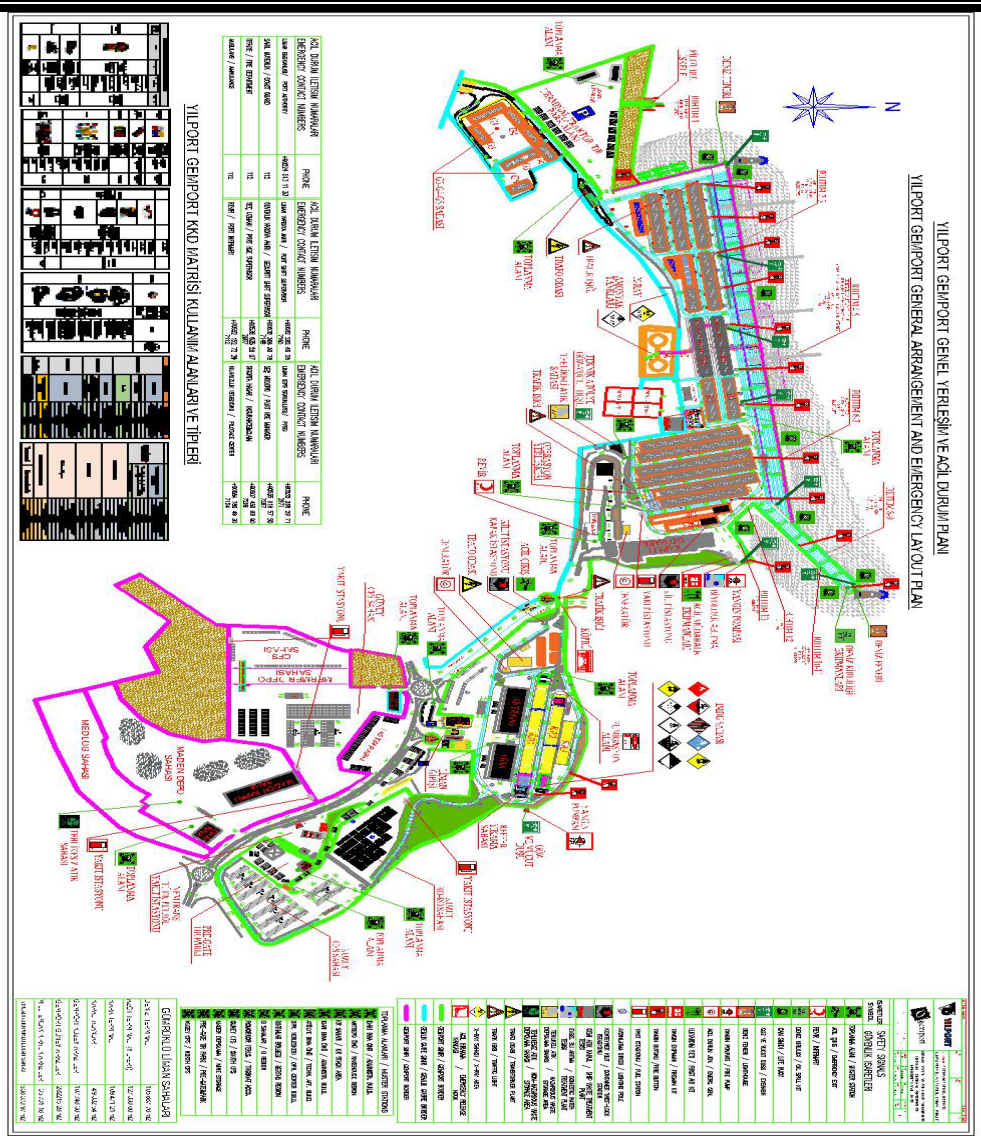
Personal protectors that should be used in our business according to the risks of business;

The following personal protective equipment will be used by the employees in the works in our enterprise.

USER/PLACE OF USE		PERSONAL PROTECTIVE EQUIPMENT
Maintenance Activities	All staff	Reflective Workwear (Summer/Winter Suit-Hat/Beret-Coat)
		Steel Toe work Shoes / Electrical personnel electrical insulated work shoes
		Hard hat/ Hard hat with electrical insulation for electrical personnel
	All maintenance personnel- when needed	Glasses
		Glove
		Raincoat
		Mask
	Source	Reflective Denim Business Suit (Summer/Winter Suit-Hat/Beret-Coat)
		Visors
		Leather Apron
		Leather Gloves
	High-Rise Studies	Seat belt
Port Services	All staff	Reflective Workwear (Summer/Winter Suit-Hat/Beret-Coat)
		Steel Toe Work Shoes
		Helmet
	Container Condition test / Dusty environment operation, Internal filling- internal emptying, use of hand tools	Mask
		Disposable coverall
		Glasses
		Glove
	High-rise studies	Seat belt
Mine site	All Staff	Reflective Workwear (Summer/Winter Suit-Hat/Beret-Coat)
		Steel Toe work Shoes / Electrical personnel electrical insulated work shoes
		Hard hat/ Hard hat with electrical insulation for electrical personnel
		Glasses
		Glove

USER/PLACE OF USE		PERSONAL PROTECTIVE EQUIPMENT
		Raincoat
		Mask
		Disposable coverall
Pilotage and Tugboat Services	All guidance services personnel	Reflective Workwear (Summer/Winter Suit-Hat/Beret-Coat)
		Helmet
		Steel Toe Work shoes
	All guidance services personnel-when needed	Raincoat
		Glove
		Life jacket
	Tugboat engine room maintenance	Headphone
		Glasses
Proje ve İnş.&Alt Yapı Hizmetleri	The whole Project and Construction.& Infrastructure staff	Reflective Workwear (Summer/Winter Suit-Hat/Beret-Coat)
		Steel Toe Work Shoes
		Helmet
	The whole Project and Construction.& Infrastructure staff-when needed	Glove
		Glasses
		Raincoat
		Mask
	High-rise studies	Seat belt
Container Washing		Reflective Workwear (Summer/Winter Suit-Hat/Beret-Coat)
		Steel Toe Work Shoes
		Helmet
		Glasses
		Raincoat/Boots
		Mask
Waste Collection		Work Clothes (Summer/Winter Suit-Hat/Beret-Coat))
		Glove
		Steel Toe Work Shoes
		Helmet
		Raincoat/Boots
		Mask
Material Storage		Work Clothes (Summer/Winter Suit-Hat/Beret-Coat)
		Reflective vest
		Steel Toe Work Shoes

USER/PLACE OF USE		PERSONAL PROTECTIVE EQUIPMENT
Garage Car Washing Activities		Helmet
		Glove
		Eldiven
		Work Clothes (Summer/Winter Suit-Hat/Beret-Coat)
		Boot
		Glove
All staff	In the field of operation	Helmet
		Reflective vest
		Steel Toe Work Shoes



11.16 Dangerous Cargo Incidents Notification Form

Number No- Date		
Company/Institution		
Sender		**CONTACT INFORMATION**
By Requirement		

PORT FACILITY **"NOTIFICATION OF DANGEROUS GOODS INCIDENT"** **HİSTORY:**
1. When the accident occurred,
2. If it is known how the accident occurred and the cause,
3. The place where the accident occurred (coastal facility and/or ship), position and area of influence, ç) Information if there is a ship involved in the accident (name, flag, IMO no, owner, operator, cargo and the amount, the name of the captain and similar information),
4. Meteorological conditions,
5. The UN number of the dangerous cargo, the appropriate transport name (the legislation specified in the definition of dangerous cargo will be based on) and the amount, **The hazard class of the dangerous goods or the lower hazard section, if any,** **If you have a dangerous cargo, the packaging group,** **If you have a dangerous cargo, additional risks such as marine pollutants,** **Sign and label details of dangerous goods,** **If there is a dangerous cargo, the characteristics and number of the packaging, cargo transportation unit and container in which it is transported,** **Manufacturer, sender, carrier and receiver of dangerous goods**
6. The extent of the damage/pollution caused,
7. Number of dead and injured in the accident (if any),
8. How the accident was intervened,
9. From which organizations assistance is requested,
10. Other ships or neighboring facilities that may be affected by the accident,
PREPARING THE FORM: **Name Surname:** **Task :** **Signature :**

11.17 Notification Form for Control Results for Hazardous Cargo Transportation Units (CTUs)

The following is the form containing the CTU control results requested by the administration to be sent to the port authorities with quarterly periods.

Yıl / Dönem .... /	Sayı	Yüzdelik
Kontrol edilen paketler:		
Kusurlu paketler: . toplam . yurt içinde doldurulmuş . yurt dışında doldurulmuş		
Kusurlar:		
Dokümantasyon: . Tehlikeli Yük Deklarasyonu . Konteyner/Araç Paketleme Sertifikası		
Plakalama ve markalama		
Konteyner Güvenlik Sözleşmesi onay levhası		
Ciddi yapısal kusurlar		
Kara tankerleri bağlama eklentileri		
Taşınabilir tank veya kara tankerleri *(uygunsuz veya hasarlı)*		
Etiketleme (paketler için)		
Paketleme *(uygunsuz veya hasarlı)*		
Yükün segregasyonu		
Paketin içinin istiflenmesi / bağlanması		

11.18 Other Required Attachments

No additional Attachments are required.

11.19 Dangerous Goods Handling Guide Additional Cargo Notification (When Necessary)

The cargo notification, which is not specified in the Dangerous Cargo Guide in force at the facility and is planned to be handled at the facility, is made to the relevant Port Authority by filling out the following form. The coastal facility shall ensure that the equipment required to be in the facility is available according to the code to which the cargo in question is subject and the attached safety information form, first aid, fire, safety, etc. that must be taken. it must show that all necessary measures have been taken and that the necessary updates have been made in the Dangerous Goods Handling Manual and other procedures.

Proper shipment name	
UN Number and Class ID/Groups in the characteristic table, if any	

The type of load and, of course, the code in which it is	Dangerous Liquid Bulk Cargoes (Petroleum and Petroleum Derivatives-MARPOL Annex-1)	
	Dangerous Liquid Bulk Cargoes (Chemical and Similar-IBC Code)	
	Dangerous Liquid Bulk Cargoes (Liquefied Gas-IGC Code)	
	Paketli Tehlikeli Yükler (IMDG Kod)	
	Dangerous Solid Bulk Cargoes (IMSBC Code)	

Appendix: Safety Data Sheet (SDS)

Hazardous Material Safety Consultan

Name /Surname / Signature

Coastal Facility Authority

Name /Surname / Signature

12 ABBREVIATIONS

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

13 DEFINITIONS

Interface, it means a dock, breakwater, breakwater, dock, pier, marine terminal or similar structure (floating or not) to which a ship can be attached. This includes any facility or property other than the ship that is used directly or indirectly for the loading or unloading of dangerous cargo.

Port Facility, means any person or institution that controls the operation of a port on a daily basis.

Collective, It means cargoes that are intended to be transported in a tank permanently fixed on or inside the ship, or without Decking for storage in the cargo area, which is a structural part of the ship.

Cargo companies, a sender who is involved in any of the following activities (ship), carrier, forwarder agency, groupage, packaging centre or any other person, company or institution means: the identification of dangerous cargo, preservation, packaging, packing, securing, labeling or documentation related to the receipt of the cargo at the port as installing plate, and require that all transportation by sea have no control over shipping time.

Certificate of Conformity, it means a document issued by the Administration or on behalf of the Administration in accordance with the relevant laws for the structure and equipment of the ship certifying that the structure and equipment of the ship are suitable for dangerous cargo to be transported on board.

Dangerous loads, within the scope of the following documents, packaged means any of the following cargoes, whether or not they are transported in bulk, bulk packaged or bulk:

- International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL) 73/78 October I, Lahika 1 petroleum and petroleum products,
- Packed transported items and objects given in IMDG Code Section 3,
- Of the loads given in IMSBC Code Lahika 1, bulk loads with the expression "B" and "A and B" in the group box in the characteristic table are,
- Liquid substances with the phrase "S" or "S/P" in column "d" of the table entitled "hazards" given in Section 17 of the IBC Code,

The term dangerous goods, filled with a substance that has not been classified as dangerous agents to neutralize the hazardous gas or any other hazardous cargoes cleaned and free from residues in the absence of a sufficient amount of pre-uncleaned packaging includes any dangerous cargo moved (tank-container storage, partition Dec bulk containers (IBCS), bulk containers, portable tanks or tank vehicles).

Certificate of Conformity , it means a document issued by or on behalf of the Administration to a ship carrying dangerous goods in solid or packaged form in bulk under the SOLAS regulation II-2/19.4, which constitutes evidence that the structure and equipment comply with the requirements of the regulation.

Flexible pipe, it means flexible hose and end connections containing tools with sealed ends used for the transfer of dangerous cargoes.

Handling, cargo transport within the supply chain for the transport of tools and methods, which constitute a part of the modification of the harbour and movement from point of origin for the purpose of temporary storage of dangerous cargoes in Port areas, such as transportation during the route, Dec possession proceedings to be involved in a ship, railroad car, vehicle, freight container or transport vehicle from the loading or unloading operations between ships or other transport methods Dec or move a ship or in a warehouse or in the terminal area includes the transfer.This term, it has been expanded to cover all of the many operations related to dangerous cargoes in the port area.

Hot job, open fire and flame, which may become dangerous due to the presence or proximity of dangerous loads, means electrical tools or hot rivets, grinding, welding, burning, cutting, welding or other repair work that involves heat or causes the formation of sparks.

Captain, it means the person who has the command of a ship. The pilot is not included.

Packaging, Dec bulk dangerous cargoes for transport to the recipients of containers (IBCS) the freight containers, tank containers, portable tanks, rail cars, bulk containers, vehicles, barges, loading and packing of cargo transport units transported by ship or any other means filling.

Pipeline, related to the loading of dangerous cargoes in Port or that is used for all pipes, connections, valves and other auxiliary facilities, apparatus and equipment means, but flexible pipe that connects to the pipes of the ship, apparatus or equipment of any ship except for the ends of the pieces of the pipe, a piece of equipment or apara, flexible pipe, which will include the loading arm.

Port area, it means the land and sea area determined by the legislation.

Note: Some port areas may overlap, and legal requirements should be taken into account for this situation. When creating the definition of the port area in legal legislation, careful treatment is required to ensure that the law applies to all facilities that may be involved.

Port Authority, it means any person or institution authorized for effective control practice in the port area.

Administration/Administrations, It means a national, regional or local administration that has the authority to enforce legal requirements and is authorized to enforce legal requirements in relation to a port area.

Responsible Person, for this purpose, or otherwise certified by the Regulatory Authority which is well known with sufficient knowledge and experience, possessing the ability to make all decisions in relation to a specific task of a ship captain or by an employer means a person that is assigned on the beach.

Ship, means any marine vessel used for the transport of dangerous cargoes, which is or is not suitable for going out to the open sea, including those used in inland waters.

Ship's rations, means the maintenance, storage, safety, use or navigation of the ship (excluding fuel and compressed air used for the primary propulsion machinery or stationary auxiliary equipment of the ship) or the materials on the deck of the ship for the safety or comfort of its passengers or crew.

It has been stated that the ship's rations contain these substances, which are specified as included in those for the comfort of passengers and crew that a ship may need for normal functioning, but the substances that a ship may carry for the purpose of performing specialized functions are not included in this scope, for example. explosives carried by a deep-sea rescue vessel or dangerous cargoes used by a well propulsion vessel.

Responsible person, it means a person who has up-to-date knowledge, experience and competence to perform a specific task.

Hoarding, the deck of the ship, warehouses, barracks, or other areas packets, intermediate bulk containers (IBCS), freight containers, tank containers, portable tanks and bulk containers, vehicles, ships, carried on barges, bulk cargo means cargo shipping other units and the positioning of.

Shipping, it means moving with one or more transport vehicles in the port areas.

Unstable matter, due to its chemical structure, it means a substance that tends to polymerize or otherwise give dangerous reactions under certain temperature conditions or when in contact with a catalyst. The reduction of this tendency can be carried out through special transport conditions or by using a sufficient amount of chemical inhibitors or stabilizers in the product.

14 PRESENTATION

This Guide applies to the entry and presence of dangerous cargoes in port areas, both on board and on the beach. These are intended to be made applicable to all ships visiting a port, regardless of their flag. It should not be applied to the provisions and equipment of ships or to troop transport ships and warships.

The purpose of this section is to help individuals and institutions preparing national legal requirements to ensure that these requirements are made as effective as possible by specifying all possible situations of dangerous goods located in cargo areas, but without establishing validity for exceptional cases.

It is important that the definitions are carefully studied and used in such a way as to avoid misunderstanding.