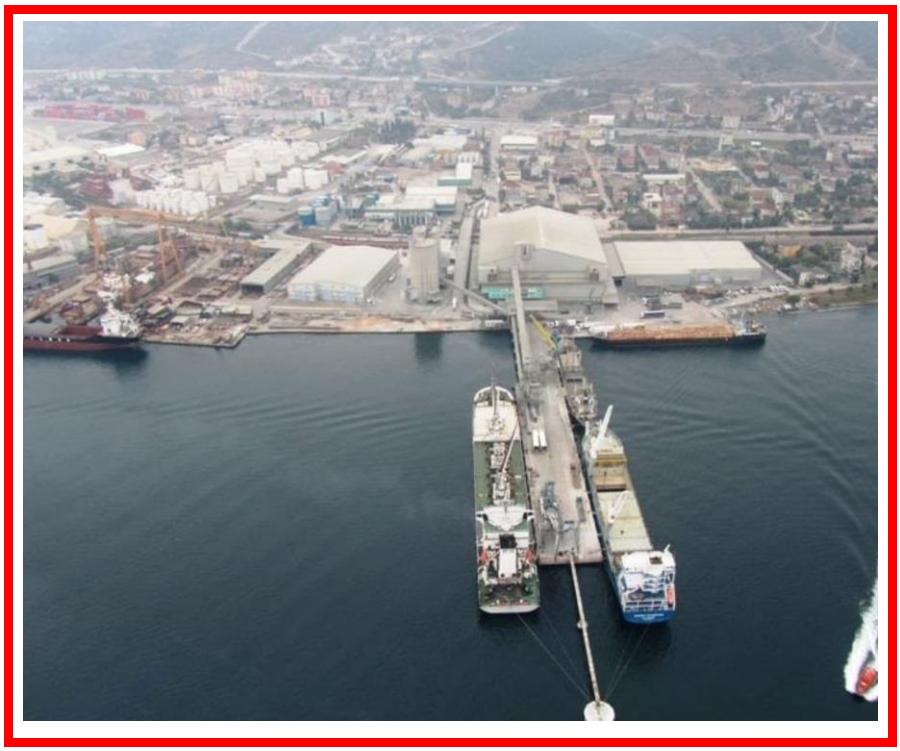
ROTA PORT FACILITIY

DANGEROUS CARGO SAFETY GUIDE



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REVISION PAGE

Sıra No	Revizyon No	Revizyonun İçeriği	Revizyon Tarihi	Revizyonu Yapanın	
				Adı Soyadı	İmzası
1	REV1	PUBLICATION OF REGULATION	01.04.2016	FATİH VARDAR	
2	REV2	RENEWAL	01.03.2017	FATİH VARDAR	
3	REV3	RENEWAL	25.06.2018	HİLAL TARAKÇI	
4	REV4	RENEWAL	05.02.2019	HİLAL TARAKÇI	
5	REV5	RENEWAL	30.01.2020	AYFER BARTAN	
6	REV6	IMSTRUCTION FOR DANGEROUS CARGO HANDLING GUIDE	25.05.2022	AYFER BARTAN	
7	REV7	REGULATION ON ISSUEING COASTAL FACILITY CARGO CONFORMITY CERTIFICATE	22.07.2022	HİLAL TARAKÇI AYFER BARTAN	

INDEX

1. INTRODUCTION

The entry and storage of dangerous cargoes at the Coastal Facility, the subsequent handling operations, the general safety and protection of the area, the protection of cargo and the protection of the safety of everyone at or near the coastal facility and the environment should be checked.

Safety of life at sea is also related to the safety and protection of a ship, its cargo and crew in a coastal facility, measures taken directly before the evacuation /unloading and during the handling of dangerous cargoes.

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 cargoes generally stored in the port area or used in the port area, but the Administration may want to check that these uses and storage operations comply with legal national requirements.

Safe transportation of dangerous cargoes is an important prerequisite for the facility and requires the proper identification of these cargoes, protection, packaging, packing, securing, marking, labeling, placarding and documentation to be made. This will apply regardless of whether the transactions are conducted at the coastal facility or at facilities away from the coastal facility.

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

The safe transportation and loading of dangerous cargoes is based on the correct and precise implementation of the regulations for the transportation and loading of these cargoes, and depends on the reasoning of everyone who knows the regulations in full and in detail and has information about the current risks related to these issues. This can only be achieved through properly planned and executed training and retraining of the people involved.

Laws, regulations and related publications are under constant evaluation and are regularly revised. It is vital to use only 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.

In the preparation of this guide, the IMDG Code and IMSBC Code documents were applied and the information was used.

1.1 Facility Information Form

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

1	Name/title of the facility operator	Rota Liman Hizmetleri San. A.Ş.
2	Contact information of the facility operator (address, phone, fax, e-mail and web page)	Atalar Mah. Sahil Cad. Liman Mevkii 41740 Yarımca-Körfez/Kocaeli, Tel:0262 528 10 07, Fax: 0262 528 61 99, www.yilport.com
3	Name of the facility	Rota Liman Hizmetleri San. A.Ş
4	The province where the facility is located	Kocaeli
5	Contact information of the facility (address, phone, fax, e-mail and web page)	Atalar Mah. Sahil Cad. Liman Mevkii 41740 Yarımca-Körfez/Kocaeli, Tel:0262 528 10 07, Fax: 0262 528 61 99, www.yilport.com
6	The geographical region where the facility is located	Marmara Bölgesi
7	The Port Authority to which the facility is connected and its contact details	Kocaeli Bölge Liman Başkanlığı; Atalar Mah. Sahil Yolu Cad. NO:26 Yarımca-Körfez/Kocaeli Tel: 0262 528 37 54 Fax: 0262 528 47 90
8	The Mayor's Office to which the facility is connected and contact details	Kocaeli-Körfez Belediye Başkanlığı Mimar Sinan Mah. Eşref Bitlis Cad. No:369 Körfez/Kocaeli Tel: 0262 528 23 02 Fax: 0262 528 54 22 bilgi@korfez.bel.tr

9	The name of the Free Zone or Organized Industrial Zone where the Facility is Located	Sanayi Alanı Industrial Area		
10	Date of validity of the Coastal Facility Operating Permit/Temporary Operating Permit Document	13.05.2023		
11	Operating Status of the Facility (X)	Own cargo and an additional 3. party (…)	Own cargo (…)	3. party (X)
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	Gökhan Altın Tel: 0262 528 51 44 Tel: 0530 602 06 26 gokhan.altin@yilport.com		
13	Name and surname of the facility's hazardous cargo operations officer, contact details (phone, fax, e-mail)	Mustafa KESKİN Tel: 0530 067 83 49 mustafa.keskin@yilport.com		
14	Name and surname of the facility's hazardous cargo safety consultant, contact details (phone, fax, e-mail)	Ayemis Tehlikeli Madde Güvenlik Danışmanlık /Ayfer Bartan Tel: 0530 567 62 89 Tel: 0312 231 31 92 ayfer.bartan@ayemis.com		
15	Sea coordinates of the facility	40 Degrees, 46 Minutes, 16 Seconds NORTH 29 Degrees, 43 Minutes, 23 Seconds EAST		
16	Types of dangerous cargoes handled at the facility (MARPOL Annex Appendix I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code cargoes covered by asphalt/bitumen and scrap cargoes)	Cargoes covered by IMSBC		

17	Dangerous cargoes handled at the facility (16.the cargoes other than the IMDG Code will be written separately in terms of the cargoes in the article. The request for additional cargo will be sent to the Appendix port authority via the Annex-1 form. It will be added to the TYER when found appropriate).	Under the IMSBC Code; Sulphur, Sulfur (Granular Form) Ferrosılıcon-UN 1408 UN 1910 Quicklime-FLOUR 1910 Coal
18	Classes for handled cargoes that are subject to the IMDG Code	In general, class 4, class 5.1, class 6.1, class 8 and class 9 cargoes can be handled in bulk. In recent years, Ferrosilicon-Class 4.3 (additional hazard class 6.1) has been handled as Solid Bulk Cargo.
19	Groups in the characteristic table for handled cargoes subject to the IMSBC Code	Group A, Group A (and B) and Group C cargoes are handled. Example; Ferrosicilicon UN 1408-Group B Coal- Group B (and A) Quicklime FLOUR 1910 - Group B
20	Types of ships that can dock at the facility	General Cargo, Bulk cargo
21	Distance to the property's carriageway (kilometers)	1 km
22	The distance of the facility to the railway (kilometers) or railway connection (Available/Not available)	There is a railway connection (inactive) within the enterprise.
23	The name of the nearest airport and the distance to the resort (kilometers)	Kocaeli Cengiz Topel Airport, The distance to the resort is 42 km
24	Cargo handling capacity of the facility (Ton/Year; TEU/Year; Vehicle/Year)	3000000tons/year

25	Whether scrap handling is carried out at the facility	There is no scrap handling at the facility.
26	Is there a border gate? (Yes/No)	No.
27	Is there a bonded site? (Yes/No)	Yes 250000 tons.
28	Cargo handling equipment and capacities	Gantry Crane (1 unit) 30 tons Dock crane (3 units) 250-600/ton/hour Forklift (17 units) 2-20 tons Cargoer (7 units) 750kg-9 tons Other (4 units) 500kg
29	Storage tank capacity (m^3)	-
30	Outdoor storage space (m^2)	34610 m^2 50 000 ton
31	Semi-enclosed storage space (m^2)	-
32	Closed storage area (m^2)	22575 m^2 200 000 ton
33	Designated fumigation and/or fumigation area (m^2)	It is not available.
34	Contact details of the name/title of the provider of guidance and towing services	Guidance Services: ANKAŞ (Anadolu Kılavuzluk A.Ş.) Towing Services: MARİNTUG (Marin Römorkör ve Kılavuzluk A.Ş.)
35	Has a Security Plan been created? (Yes/No)	Yes.
36	Waste Acceptance Facility capacity (This section will be organized separately according to the wastes accepted by the facility.)	Type Of Waste: The facility does not accept waste. Capasity (m^3): -
37	Berth/pier, etc. characteristics of the fields	

Berth/Pier No	Height (meters)	Width (meters)	Maximum water depth (meters)	Minimum water depth (meters)	The largest ship to dock is in tonnage and length

					(DWT or GRT - meter)
Berth No. 1	120	-	10	10	15000ton 150 metre
Pier No. 2	100	-	10	16	60000ton 230metre
Pier No. 3	110	-	16	18	
Pier No. 4	75	-	16	18	60000ton 225 metre
Pier No. 5	75	-	14	16	
Berth No. 6 (Not active)	130	-	6	10	10000ton 125metre

Name of the pipeline (If available at the facility)	Number (piece)	Length (meters)	Diameter (inch)
NOT AVAILABLE.	-	-	-

1.2 Assessment/evaluation, handling and storage procedures for dangerous cargoes handled and temporarily stored at the port facility

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 cargoes are dangerous cargoes which are absolutely not accepted. Generally, only solid dangerous cargoes are handled. There is no storage operation at the port. Within the scope of the IMSBC Code, bulk cargo is handled as mineral, coal, clinker, ammonium nitrate-containing fertilizers and solid bulk cargoes of this type. All kinds of bulk cereals are handled at the port site within the scope of the Grain Code. Project cargoes are also handled at the Port facility. The SDS reaches the port by mail before the cargo arrives, so that appropriate necessary measures are taken. Special personal protective equipment (overalls, dust/gas mask, etc.) is located in the port. The following cargoes have arrived at the port. Operations are planned according to the characteristics of the class.

Preparation before handling dangerous cargoes; The following considerations will be met in terms of the port facility, employees and the safety of ships in the port in terms of handling dangerous cargoes that will arrive at the port.

a. A coordination meeting will be held at least 1 day before the acceptance of dangerous cargoes to the port facility, and this meeting will be attended by Operations, Site planning, HSE, TMGD and other interested parties.

(The decision to hold this meeting for dangerous cargoes accepted into the port and handled may be made by the Operation Manager or HSE / TMGD.)

b. At the coordination meeting; in relation to Dangerous cargoes/s to be accepted to the port;

- The risk arising from the dangerous cargo
- Interaction with dangerous cargoes present in the port,
- Interaction with cargoes planned to be accepted to the port in the near future,
- Terms of the hoarding
- Decomposition conditions
- The need for materials and equipment in terms of Emergency Response
- Competence of Emergency Responders
- Interaction with neighboring facilities/ Neighboring facilities

Acceptance / rejection or executive decision is made by considering the issues within the scope of current IMDG CODE and IMSBC code documents.

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

d. If the Port Authority needs to be informed about the admission to the port, the Port Authority will be notified about the article together with the reasons for the situation.

e. The planning and preparations related to the handling of dangerous cargoes arriving at our coastal facility are made taking into account the information in the preliminary notification and the safety data sheet and the relevant personnel are informed.

f. In our coastal facility, the responsible unit requests the safety data sheet of dangerous cargoes from the cargo person, takes into account the precautions to be taken for first aid and emergency preparedness, as well as the information in the safety data sheet for handling and temporary storage applications. The safety

data sheet is provided by the cargo manufacturer to the safety data sheet preparer, and safety data sheets that do not meet these requirements are not accepted by our coastal facility.

Within the scope of the IMSBC code, the Cargo Notification Form is requested from the cargo subject for Solid Bulk Cargoes and the cargo information is obtained. If the cargo is dangerous, the "Ship/Coast Guard Checklist" Appendix in Annex-3 of the Blu Code is filled in appropriately for each bulk carrier.

g. If there is no possibility to make the cargo handling unit suitable for re-transportation in the coastal facility, it will not be accepted to the coastal facility.

h. Storage of notifications; notifications made to our coastal facility are stored in physical or electronic form for 3 years and are made available for inspections by the General Directorate of Maritime Affairs or the relevant Regional Port Authority.

i. The procedure for the operation of safe handling of dangerous cargoes in a solid state is carried out in our port facility, while dangerous cargoes in a solid state are handled at the pier. It will not be stored at the port facility.

1.2.1. Implementation

Cargoes are loaded and unloaded by means of grabs and spiral lifts with the help of conveyors and air compressors.

The loading and unloading schedule is prepared at the operation meeting 1 day in advance. At this meeting, the equipment, cranes, crews, the number of shifts and the berth to be used are determined. The personnel who will work in the operation are informed about the danger of the cargo and are equipped with the necessary personal protective equipment. Environmental safety is provided by HSE. Personnel are not assigned in the ship's hold and in the field without gas measurements.

Necessary warnings are given so that trucks do not load more than the limit of the vehicle, the responsible person pays the necessary attention to this issue. After loading, the top of the trucks must be closed/covered.

Drivers will be kept at the specified point away from the vehicle during the loading and unloading of the vehicle. It will be checked that the driver has the necessary personal protective equipment.

In the field of work, occupational safety, control of equipment, entry and exit of external persons, safe handling of cargo, environmental cleanliness and control of the proper performance of the work are in the responsibility of the shift supervisor.

The responsibility for unloading the cargo in accordance with the cargo plan belongs to the operators.

If the ship's unloading is partially completed, gas measurements will be made before the assignment is made to unload the cargo remaining in the ship's hold.

A tarpaulin is placed between the ship and the dock, and a responsible person for cleaning is determined for cargoes that may spill or scatter to the environment.

1.2.2. Documentation

Ships of 500 gross tons and above, built on or after September 1, 1984 and carrying dangerous cargoes, must comply with the requirements of regulation II-2/19 of SOLAS 1974. In this regard, such ships must carry a Document of Conformity in accordance with SOLAS 1974 regulation II-2/19.4 as a proof that the ship complies with the special requirements for ships carrying dangerous cargoes 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 regulation II-2/19 of SOLAS 1974, unless the relevant Administrations reduce the requirements to be applied, and this must be specified in the Document of Conformity.

The Document of Conformity must also provide information about the classes of dangerous cargoes that can be transported.

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

1.2.3. Compliance Responsibility

When transferring hazardous solid or packed bulk cargoes and when performing loading and unloading operations, the port facility or the ship's captain shall determine the correct BC code that is applicable, ensure the application of all principles relating to the handling of bulk cargoes and further ensure that all handling operations are carried out in accordance with the guide.

1.2.4. Emission of hazardous dust

The transport of dangerous cargoes, dry bulk, can cause dust emissions when transported or stored. In these cases it is necessary to prevent or minimize dust emissions and the facility will take all relevant measures that can be applied to protect people and the environment from said emissions.

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

1.2.5. Hazardous vapor emission/oxygen deficiency

The transport of bulk commodities which may give rise to hazardous, toxic or flammable vapor emissions when transported or stored, or in cases where the formation of vapor occurs, shall prevent or minimize these emissions, and will take all necessary measures to protect people and the environment that can be applied.

Measurement of the concentration of toxic or flammable vapor will be provided when dangerous solid bulk cargoes that may emit toxic or flammable vapor are transported, transported or stowed**.**

1.2.6. Requirements

Considerations related to additional safety and security measures that must be taken at coastal facilities, as well as these measures, will be provided by the Operations department.

Two people are assigned to be responsible for the handling of dangerous solid bulk cargoes, and their duties are defined in the quality management system.

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

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

The surroundings of the areas where dangerous cargoes are stored, which are self-burning like coal, but are not affected by water, should be equipped with water cannons and wetting operations will be carried out in such a way as 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.

Tarpaulins that will prevent solid bulk dangerous cargoes from falling into the sea during unloading or loading onto the ship will be located between the ship and the dock during operation.

The ship's captain, who will assess/evaluate dangerous solid bulk cargo, will receive a detailed loading/unloading plan with details about the location and amounts of this cargo on the ship by the operations officer before starting the assessment/evaluation process. A memorandum of understanding will be reached between the ship's captain and the operations officer regarding the loading/unloading plan in question.

The ship's captain and operations manager are, within their areas of responsibility, responsible for the operations of transporting, handling or loading/unloading in conformance with the “International Maritime Solid bulk cargoes 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 unloading cargoes handbook (IMO MSC/Circ.1160, MSC/Circ.1230, and MSC.1/Circ.1356)".

1.2.7. Explosive dust emissions

When dangerous solid bulk cargoes that may cause dust emissions that may flash or explode due to ignition are transported or transported, full fire hose(s) will be kept ready to prevent flash fire or explosion and minimize the effects if it occurs.

Precautions to be taken include preventing ignition sources and hosing rather than sweeping to limit the concentration of dust in the atmosphere.

1.2.8. Ignitable substances and substances that react with water at the same time

Hazardous solid bulk cargoes that, if in contact with water, can generate flammable or toxic vapors or cause a simultaneous explosion will be kept as dry as possible. Such cargoes will be transported only under conditions of dry weather.

1.2.9. Oxidizing agents

Hazardous solid bulk cargoes which are an oxidizing agent will be transferred, transported and stored 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.

1.2.10. Incompatible Substances

Dangerous solid bulk cargoes shall be transferred and transported in such a way as to prevent a dangerous interaction with inappropriate materials.

1.2.11. Cargoes according to the IMSBC CODE that can be handled at our facility

Group A cargoes (liquefiable cargoes)

Liquefaction is the transformation of a charge into a fluid (liquid). Cargoes that are prone to liquefaction retain a certain amount of moisture and are small-grained can appear relatively dry and granular.

Group A cargoes

Mineral concentrates

These are refined ores in which the most valuable components in mineral concentrates are enriched by eliminating the most waste substances. It includes copper concentrates, iron concentrates, lead concentrates, nickel concentrates and zinc concentrates.

Nickel ore

There are different types of nickel ores that vary in color, grain size and moisture content. Some of them may contain clay-like ores.

Coal

Coal (bituminous and anthracite) is a combustible substance consisting of natural, solid, amorphous carbon and hydrocarbons. It fits best into Group B in terms of its flammable and self-heating properties, but it can also be classified as Group A in terms of its liquefiability if it is too thin (for example, if 75% of it consists of particles smaller than 5 mm). In these cases, they are classified as both group A and group B.

Group B cargoes (cargoes containing chemical hazards)

Group B cargoes are classified in the IMSBC Code in two ways: ‘Solid dangerous cargoes in bulk’ (International Maritime Dangerous Goods (IMDG) code and ‘Dangerous cargoes in bulk only’ (MHB).

This information is found in the “properties” section of the cargo's plan, and solid cargoes that are classified as dangerous when bulk also have a ‘UN’ number called Bulk Shipping.

Solid goods that are dangerous in bulk

In the code, these cargoes are classified as follows:

Class 4.1: Flammable solids

Class 4.2: Substances with simultaneous combustion

Class 4.3: Substances that emit flammable gases when in contact with water

Class 5.1: Oxidizing agents

Class 6.1: Toxic substances

Class 8: Corrosive substances

Class 9: Various hazardous substances.

Substances that are dangerous only when in bulk

Substances that are dangerous only when bulk cargoes are substances that exhibit chemical hazards when transported in bulk and do not meet the above IMDG inclusion criteria. They present obvious risks when transported in bulk and require special attention. They are defined as follows:

Flammable solids: Substances that are ready to burn or that can be easily ignited

Self-heating solids: self-heating substances

Solids that emit flammable gases when wet: Substances that emit flammable gases when in contact with water

Solids that emit toxic gases when wet: Substances that emit toxic gases when in contact with water

Toxic Solids: Substances that are acutely toxic to humans when inhaled or in contact with the skin

Corrosive solids: they are corrosive substances to the skin, metals or respiratory system

Current risks of Group B cargoes

Large-scale risks associated with Group B cargoes are fire and explosion, toxic gas output and corrosion.

Coal

Coal is a combustible solid that releases combustible gases, is capable of spontaneously releasing heat, reducing the concentration of oxygen and corroding or otherwaise

damaging metal structures. Some types of coal can produce carbon monoxide or methane.

Petro Coke

Non-calcined petro coke is heat-resistant. It can burn at high temperatures. There is no special need for ventilation in the areas where they are stored. There are no special requirements for transportation, unloading and cleaning. It is mandatory to wear gloves, work clothes, boots, hard hats as protective clothing. Spray nozzles are prepared.

Direct reduced iron (DRI)

Directly reduced iron can react with water and air to produce hydrogen and heat. The generated heat can cause ignition. In confined spaces, the amount of oxygen may decrease.

Metal sulphate concentrations

Some concentrations of metal sulfates are prone to oxidation, and with their tendency to self-heating, they can cause a decrease in oxygen and the production of toxic gases. Some metal sulfate concentrations may exhibit corrosion problems.

Organic substances

Ammonium nitrate-based fertilizers promote combustion. If they are heated, cause contamination or are closely confined, they can explode or degrade to emit toxic gases.

Wooden products transported in bulk.

Wooden products transported in bulk are listed in the new appendix in the Code: Wooden Products– General. Logs, pulp, logs, saw logs and lumber. These cargoes reduce oxygen and increase carbon dioxide in the cargo area and nearby.

These are wooden products that are loaded and unloaded by methods such as elevators and buckets, and they are distinguished from other wooden products.

Group C Cargoes (cargoes that do not liquefy or pose a chemical hazard)

Although Group C Cargoes do not pose the dangers associated with Group A and Group B cargoes, they can still carry risks

Examples of Group C Cargoes

Iron ore and high density cargoes

Sand and fine particulate materials

Fine particulate materials can be abrasive. Silica sand can be inhaled with tin, and this can lead to respiratory diseases. Persons who may be exposed to cargo dust should wear glasses or equivalent other eye dust protection apparatus, dust filter masks and protective clothing.

Cement

Cement can slip when it is leveled during loading. Dust may also appear from this cargo. Persons who may be exposed to cargo dust should wear glasses or equivalent other eye dust protection apparatus, dust filter masks and protective clothing.

1.3. The procedure for the operation of handling Grain Code and TDC Code cargoes

Grain Code (International Code for the Safe Transportation of Bulk Cereals)

TDC Code 2011 (Code for the Safe Transportation and Handling of Timber Cargoes)

The TDC Code 2011 is not mandatory and applies to all ships of 24 m or longer carrying timber cargo. The provisions in this code are aimed at ensuring safe stacking and fastening for timber cargoes, thereby satisfactorily preventing slippage.

The International Code for the Safe transportation of Bulk Cereals applies to all ships transporting grain, regardless of their size, including ships smaller than 500 Groston, specified in Section VI - C of the SOLAS (Grain Code).

The term grain; wheat, corn (millet), barley, oats, rye, rice, and, of course, grains with properties similar to their properties, will refer to products processed with seeds.

2 RESPONSIBILITY

All parties involved in hazardous cargo transportation activities are obliged to take all necessary measures to ensure safe, secure and environmentally friendly transportation, prevent incidents and minimize damage as much as possible when there is an incident.

2.1 Responsibilities of the freight forwarder

i. To prepare all mandatory documents, information and documents related to dangerous cargoes and to ensure that these documents are present with the cargo during the transportation activity.

ii. To ensure that dangerous cargoes are classified, identified, packaged, marked, labeled, and placarded in accordance with the legislation.

iii. To ensure that dangerous cargoes are safely loaded, stowed, secured, transported and unloaded in an approved and compliant packaging, container and cargo handling unit.

iv. All relevant personnel, the risks of dangerous cargoes transported by sea, safety measures, safe working, emergency measures, provide training on security and similar issues, keep training records.

v. Ensure that the necessary safety precautions are taken for dangerous substances that are not in accordance with the rules, unsafe or pose a risk to people or the environment.

vi. To provide the necessary information and support to the relevant persons in case of emergency or incident.

vii. To notify the administration of dangerous cargo incidents occurring in the area of responsibility.

viii. Provide the information and documents requested during the checks carried out by the official authorities and ensures the necessary cooperation.

2.2 Responsibilities of the coastal facility operator

i. It cannot berth ships carrying dangerous cargoes at its facility without the permission of the port authority.

ii. It gives written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and related legislation.

iii. It does not handle dangerous cargoes that it does not have permission to handle from the administration, and it does not victimize ships that will dock by planning in this context.

iv. It requests mandatory documents, information and documents related to dangerous cargoes from the cargo person and ensures that they are included with the cargo. If the relevant documents, information and documents cannot be provided by the cargo person concerned, he/she is not obliged to accept or handle the dangerous cargo at his/her facility.

v. It performs the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's relevant person. The ship does not make changes to the operation without the knowledge of its owner.

vi. It determines the operating limits, taking into account the safe working capacity of its facility and weather forecasts, and takes the necessary measures to ensure that the ship is safely connected and handled at the dock.

vii. It checks the transport document containing information that dangerous cargoes arriving at its facility are properly classified, packaged, marked, labeled, marked and safely loaded into the freight transport unit.

viii. It ensures that the personnel involved in the handling of dangerous cargoes and the planning of this handling are certified by receiving the necessary trainings and does not assign personnel without documents to these operations.

ix. It ensures that the hazardous cargo handling equipment at its facility is in working order and that the relevant personnel are trained and certified regarding the use of these equipment.

x. It ensures that personnel use personal protective equipment in accordance with the physical and chemical characteristics of the dangerous cargo by taking occupational safety measures at the coastal facility.

xi. It carries out activities related to dangerous cargoes at docks, wharves and warehouses established in accordance with these works.

xii. It equips the docks and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with facilities and equipment of a suitable nature for this work.

xiii. It keeps an up-to-date list of all dangerous cargoes on ships berthed at its facility and in closed and open areas at its facility and provides this information to interested parties if requested.

xiv. It informs the port authority of the immediate risk posed by dangerous cargoes that it handles or temporarily stores at its facility and the measures it takes to do so.

xv. Notifies the port authority of incidents related to dangerous cargoes, including incidents at the entrance to closed areas.

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

xvii. It ensures the transportation of Class 1 (except Class 1 Compliance Group 1.4 S), Class 6.2 and Class 7 dangerous cargoes that are not allowed to be stored temporarily as soon as possible out of the coastal facility without waiting, and in cases where waiting is necessary, it applies to the Administration for permission.

xviii. It stores the cargo transportation units in which dangerous cargoes are transported temporarily in accordance with the separation and stacking rules and takes fire, environmental and other safety measures in accordance with the class of dangerous cargoes in the storage area. It keeps fire extinguishing systems and first aid units ready for use at any time in areas where dangerous cargoes are handled and conducts the necessary checks periodically.

xix. It receives permission from the port authority before hot work and operations may be carried out in areas where dangerous cargoes are handled and temporarily stored.

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

xxi. It ensures that the internal loading of the cargo-carrying units is carried out in accordance with the loading safety rules at the facility.

xxii. Ensuring proper, sheltered, safe berthing and connection of ships.

xxiii. To ensure that the entry/exit system between the ship and the shore is convenient and safe.

2.3 Responsibilities of the Hazardous Materials Safety Consultant (TMGD)

i. To monitor compliance with the requirements for the carriage of dangerous cargoes.

ii. To provide recommendations to the coastal facility regarding the transportation of dangerous cargoes.

iii. 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 stored for a period of 5 years and are submitted to the administration upon request.)

iv. To check the applications and methods mentioned below;

a. Procedures for controlling that the dangerous goods arriving at the facility are properly defined, the correct shipping names of the dangerous goods are used, certified, packaged/packaged, labeled and declared, loaded and transported safely in approved and legal packaging, container or cargo transport unit, and reporting the control results.

b. Assessment/evaluation procedure for dangerous cargoes that are handled and stored temporarily,

c. Whether the coastal facility takes into account the special requirements for the dangerous cargoes transported when purchasing transport vehicles related to the dangerous cargoes handled,

d. Methods of control of equipment used in the transportation, loading and unloading of dangerous cargoes,

e. In accordance with the amendments to the legislation, including whether the employees of the plant have received appropriate training and whether these training records are kept,

f. Suitability of emergency methods to be applied in case of an incident or an incident that will affect safety occurs during the transportation, loading or unloading of dangerous cargoes,

g. Compliance of reports prepared on serious incidents, accidents or serious violations that occur during the transportation, loading or unloading of dangerous cargoes,

h. Determining what are the necessary precautions against incidents, accidents, or serious violations occurring again and evaluating the application made,

i. To what extent are the rules for the selection of subcontractors or third parties and for the carriage of dangerous cargoes taken into account,

j. Determination of whether employees have detailed information about operational procedures and instructions for the transportation, handling, storage and loading/unloading of dangerous cargoes

k. Compliance with measures taken to be prepared for risks during transportation, handling, storage and loading/unloading of dangerous cargoes

l. Procedures on what are all mandatory documents, information and documents related to dangerous cargoes.

m. Procedures for safely berthing, connecting, loading/unloading, sheltering or mooring dangerous cargo ships at the coastal facility during the day and at night.

n. Procedures for additional measures necessary to be taken according to the seasonal conditions for the loading, unloading and limbo of dangerous cargoes.

o. Procedures for fumigation, gas measurement and degassing work and operations. Procedures for keeping records and statistics of dangerous cargoes

p. Accuracy of considerations regarding the possibility, ability and capacity of the coastal facility to respond to emergencies,

q. Procedures for handling and disposal of damaged hazardous cargoes and wastes contaminated by hazardous cargoes,

r. TMGDs authorized under the IMDG Code prepare reports on the Transportation of Dangerous Cargoes by Sea And Loading Safety at quarterly intervals in accordance with their responsibilities set out in the Regulation and report this report to the Administration.

2.4 Responsibilities of third parties operating at the port facility, freight /ship agent, etc.

i. To provide the trainings specified in the circular No. 79462207/315 dated 27.03.2013 to the personnel who will work at the port facility,

ii. To act in accordance with the rules specified in the IMDG Code at the port facility,

iii. To act in accordance with the Dangerous cargoes Handling Guide created by the coastal facility and the procedures related to dangerous cargoes

iv. To report the situation to the facility concerned when it detects any impropriety in the handling, transportation and storage of dangerous cargoes at the port facility,

v. The (SDS) Form, which is an important part of the efforts to eliminate the Occupational Health and Safety risks that may occur during the use and storage of dangerous goods, and which is prepared to inform the user accurately and adequately, contains the dangers and risks of the relevant dangerous goods and other information, to the coastal facility management and send to administration.

2.5 Responsibilities of the shipowner

i. It ensures that the cargo that the ship will carry is certified as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are in a condition suitable for cargo transportation.

ii. 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.

iii. It ensures that the documents, information and documents that must be present on board related to dangerous cargoes in accordance with legislation and international conventions are appropriate and up-to-date.

iv. It checks the transport document containing information that the cargo handling units loaded on board are properly marked, marked and safely loaded.

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

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

vii. Ensures that the facility program, if any, is approved and certified on board and that it is kept operational.

viii. It informs the port authority and the coastal facility of the immediate risk posed by dangerous cargoes on board the ship berthing at the coastal facility and the measures it has taken to address this.

ix. It does not accept to carry the dangerous cargo if there is a leak in the dangerous cargo or if there is such a possibility.

x. It informs the port authority of dangerous cargo incidents that occur on its ship during the cruise or while it is at a coastal facility.

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

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

xiii. It allows ship people involved in the handling of dangerous cargoes to use personal protective equipment that meets the physical and chemical properties of the cargo during handling.

xiv. It provides the requirements for the safety of loading the cargo loaded on its ships.

2.6 Responsibilities of the carrier

i. 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.

ii. It checks the compliance of dangerous cargoes classified, packaged, marked, labeled and marked by the freight person with the legislation.

iii. It checks that dangerous cargoes are packed in accordance with the rules using approved packaging and cargo-carrying units, safely loaded into the cargo-carrying unit and securely connected.

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

The rules and measures set out in this section are set out in Section 1,4,6,7,8,9,10 of this guide. In its sections, the details of the Hazardous Materials Emergency plan and the Incident Prevention Policy are set out. Infrastructural requirements have been provided by our port facility.

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3.1 Docking

3.1.1 Provides adequate and safe mooring facilities and

3.1.2 Provides adequate and safe access between the ship and the shore.

3.2 Review

3.2.1 He/She makes sure that no one opens or interferes with vehicles containing any dangerous cargoes for no reasonable reason. When vehicles are opened by a person authorized for inspection, he makes sure that the person concerned is aware of the possible dangers arising from the presence of dangerous cargoes.

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

3.3 Identification, marking, labeling or labeling and certification

3.3.1 Port facility operators must ensure that dangerous cargoes entering the facility are properly identified, marked, labeled or tagged, duly approved by those concerned to comply with the provisions of the IMDG Code or, alternatively, appropriate national or international legal requirements that may be applicable in the mode of transportation. or make sure that it is declared.

3.4 Safe loading and separation

3.4.1 Appoints at least one responsible person who has sufficient knowledge about transportation and national or international legal requirements for the transportation of dangerous goods, including the separation of incompatible cargoes..

3.5 Emergency operations

3.5.1 Ensures that appropriate emergency arrangements have been made and that relevant persons have been notified of these arrangements include the following

3.5.1.1 Provision of appropriate emergency alarm operating points;

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

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

3.5.1.4 Procurement of emergency vehicles suitable for the hazards of dangerous cargoes to be handled;

3.5.1.5 Coordinated arrangements for the separation of a vessel in the event of an emergency and;

3.5.1.6 Arrangements that will ensure adequate access/exit at all times.

3.5.2 Taking into account the nature of hazardous cargoes and all their special conditions, the need to organize a safe and quick emergency escape plan is taken into account.

3.5.3 In order to properly provide the necessary medical first aid to people affected by the damages of dangerous cargoes and health problems caused by incidents involving these cargoes, the "Medical First Aid Guide (MFAG)" contained in the IMDG Code Appendix is used.

3.5.4 "Emergency Plans (EmS)" appendix in the IMDG Code annex are used for emergencies involving dangerous cargoes.

3.5.5 First aid supplies to be used for intervention in case of emergencies or incidents are stored by the personnel in places that are known to the location and within easy reach.

3.6 Emergency information

3.6.1 Port facility operators, including quantities, proper shipping names, the correct technical names (if any), UN number, class, or when it is assigned, the part, Class 1, the compatibility group letter, additional 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 cargoes.

3.6.2 The responsible person for warehouses and areas where hazardous cargo handling is carried out is informed of the availability of dangerous cargo in his area and has information ready for use in case of emergency.

3.6.3 It makes sure that the responsible person for cargo loading operations involving dangerous cargoes has the necessary information about the measures to be taken to address incidents involving dangerous cargoes and that this information is available for use in emergency situations.

3.6.4 It uses electronic or other automated information processing or transmission techniques to ensure access to information.

3.6.5 The data sheets of hazardous cargoes are normally obtained from the manufacturers of chemicals. Electronic databases with emergency response information are also available and are used when direct access to data is provided.

3.6.6 It ensures that port or dock emergency response operations and port or dock emergency phone numbers are located within warehouses and areas where hazardous cargo transportation and operations are performed, or in important locations of these places.

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

3.6.8 It provides the captain of the vessel loading or transporting dangerous cargoes with information about the current emergency operations in force and the available services on its interface.

3.7 Fire precautions

3.7.1 It makes sure of the following:

3.7.1.1 Emergency services are always ready to access the mooring places on the pier where the ships are docked

3.7.1.2 Audio or visual alarms are provided within the area for emergency use and communication tools are available for emergency services

3.7.1.3 All areas used for handling and storing dangerous cargoes are kept clean and tidy

3.7.1.4 The ship's captain is informed about the location of the nearest means of calling the emergency services before loading dangerous cargoes, and

3.7.1.5 Lighting and other electrical equipment that is safe to use in a flammable or explosive environment are stored in areas where dangerous cargoes are located

3.7.1.6 Determining the places where smoking is prohibited; and

3.7.1.7 The warnings in the form of an icon prohibiting smoking are clearly visible at all points and are kept at a safe distance from places where smoking areas will pose a danger

3.7.1.8 Equipment used in a flammable or explosive environment or in an area or space in an environment 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

3.7.1.9 Considering the fire and explosion hazards that may occur as a result of transporting dangerous cargoes, cargo-carrying units that are kept empty may still contain residues and flammable vapors and will pose a danger

3.7.1.10 Electrical appliances plugged into portable plugs with extension cables are not used in areas or spaces that may create a flammable atmosphere

3.8 Fire fighting

3.8.1 It ensures that adequate and properly tested fire extinguishing equipment and facilities on board are available in accordance with the requirements of the Administration in areas where dangerous cargoes are transported or loaded.

3.8.2 Provides training for the personnel involved in the transport or loading of dangerous goods on the use of fire extinguishing equipment in accordance with the requirements of the Administration and conducts fire drills.

3.9 Environmental precautions

3.9.1 It ensures that dangerous cargoes are transported only in areas that comply with the requirements of the Administration

3.9.2 A damaged package containing dangerous cargoes ensures that the unit load or cargo transport unit is managed in accordance with the requirements of the Administration, and such dangerous cargoes are not allowed to be handled or transported unless they are properly repackaged and made suitable and safe for transport and handling in all respects.

3.9.3 Damaged packaging containing dangerous cargoes ensures that the unit cargo or the cargo-carrying unit is transported to the designated area for these cargoes if necessary.

3.9.4 Dangerous cargoes spilled on the dock/pier are not thrown overboard by being swept away or washed away. These cargoes are prevented from going to the sea together with rainwater.

3.9.5 During the loading and unloading of bulk cargoes on the ship, it takes the necessary measures to ensure that no cargo is spilled into the sea from the ship or from the dock, so as not to spill. These measures are also taken during limbo operations.

3.9.6 Necessary measures are taken to prevent the contamination of dangerous cargoes handled at the coastal facility with soil, water or areas where water is discharged. These measures are also applied to areas with pipe circuits and conveyor systems used to handle hazardous materials.

3.10 Fighting pollution

3.10.1 It provides sufficient equipment to minimize damage that may occur if dangerous cargoes are spilled.

3.10.2 The equipment includes cleaning supplies and portable collection basins, as well as oil spill containment fences, condensate caps, absorbent and neutralizing agents.

3.10.3 It ensures that the personnel involved in the transportation and handling of hazardous cargoes are trained and experienced in the use of anti-pollution equipment and facilities in accordance with the requirements of the Administration.

3.11 Reporting of incidents

3.11.1 During the transport of dangerous cargoes within their area of responsibility, the harbor, the ships in the harbor, another property, the environment or the responsible person for the transport task is likely to endanger the security and safety if an incident occurs, immediately stop the operation and appropriate security measures are taken before operations may be permitted to restart. All personnel are required to report this to the responsible person for the operation in case of an incident during the transportation of dangerous cargoes.

3.11.2 In order to provide a quick and effective response; for the treatment of injured personnel and the reduction of damage that may occur, a short and accurate description of the incident should be sent to the emergency center as quickly as possible.

3.11.3 During the transport of dangerous cargoes, the harbor, the ships in the harbor, another property, the environment or the people in charge of transport of dangerous cargo is likely to endanger the security and safety if an incident occurs-related incidents and incidents, the main search and Rescue Coordination Centre of the ministry in the shortest period of time to the Port Authority and the relevant first by phone, by fax or electronic mail administration then also deniz.tmkt@uab.gov.tr notifies you via email. ”DANGEROUS CARGOES INCIDENTS NOTIFICATION FORM" is filled in and the report is given to the Port Authority no later than twelve hours.

3.11.4 A damaged or leaky package containing dangerous cargoes, the unit immediately notifies the port authority of the cargo or cargo handling unit.

3.12 Audits

3.12.1 The Port Officer, where appropriate:

3.12.1.1 Checks the documents and certificates related to the safe transportation, transportation, packaging and stacking of dangerous cargoes upon arrival at the port

3.12.1.2 They are marked, labeled or placarded in accordance with the provisions of the IMDG Code and the national and international legal requirements applicable to the mode of transport, and that unnecessary labels, banners and signs have been removed and loaded and packaged in accordance with the IMO/ILO/UN Guidelines for Packaging of cargo transport units. and checks packages containing dangerous goods, unit loads and cargo transport units to verify that they are safe;

3.12.1.3 Each cargo vehicle containing dangerous cargoes is checked by external inspection for any damage that affects its physical condition, strength or packaging integrity, and for signs of leakage of its contents.

3.12.2 It makes sure that the relevant security measures are taken in the port area and checks this process regularly for a safe transfer process.

3.12.3 Dangerous cargo transported or transported safely in the controls mentioned above in the case of deficiencies which may affect identified as the port operator will immediately notify all relevant parties and the people of the shortcomings that arise from dangerous moving of cargoes to be corrected prior to transplant or demands.

3.12.4 It ensures that all necessary support is provided to the port authority or other persons or institutions authorized to carry out the inspection of dangerous cargoes.

3.13 Hot work and other repair or maintenance work

3.13.1 Ensures that repair or maintenance work in the absence of emergency/fire equipment is not carried out without the prior permission of the port authority.

3.13.2 A company that will perform repairs after consulting the Port Operator and the captain of the ship for hot work that may be done on board is confirmed to have a work permit issued by the port authority before performing a repair or maintenance job, including hot work, or any other work that may cause a hazard due to the presence of dangerous cargoes.

3.13.3 The estimated duration of the work permit due to the need for hot work 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 hot work that will be performed in closed areas near the ship's hold or warehouse, conducts a detailed field inspection by experts who can determine whether special safety measures should be taken.

3.14 Access to confined spaces

3.14.1 As long as the relevant area is not free of hazardous vapors and the oxygen in the area is not sufficient, no one enters the closed or covered areas such as the cargo area, the cargo tank, the empty space around this tank, the cargo carrying area, which contain or may contain dangerous vapor or oxygen-consuming loads, and that Ensures that access to areas is approved by a responsible person who is trained in the use of the relevant equipment and can correctly interpret the results obtained. Responsible person records the actions to be taken.

3.14.2 If it is necessary to enter an area that cannot be cleared of hazardous vapors within a reasonable period of time for operational purposes, or if the area will not be

cleared of hazardous vapors, the entrance to this area is made only by people with 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 independent breathing apparatus, protective equipment and rescue equipment. The respirator, protective equipment and rescue equipment must be of a type that does not introduce a source of ignition into the area.

3.14.3 It is ensured that the entry to the relevant field is made by following the procedures specified in international laws and guides.

3.15 Contaminated wastes

3.16.1 It ensures the immediate collection and disposal of waste contaminated with hazardous cargoes in accordance with the requirements of the Administration.

3.16 Alcohol and drug use

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

3.17.2 Such persons are always kept away from areas where dangerous cargoes are transported or transported.

3.17 Weather conditions

3.17.1 It does not allow dangerous cargoes to be transported within its area of responsibility in weather conditions that may significantly increase the risk.

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

3.18 Lighting

3.18.1 It ensures that the areas and entrances where dangerous cargoes are handled and prepared for handling are adequately illuminated within its area of responsibility.

3.19 Handling equipment

3.19.1 It ensures that all equipment used to transport dangerous cargoes within its area of responsibility is suitable for its intended use and is used only by experienced people.

3.19.2 It ensures that all cargo handling equipment within its area of responsibility is of the approved type, Decently maintained and tested in accordance with national and international legal requirements.

3.20 Protective equipment

3.20.1 It ensures that all officials involved in handling dangerous cargoes within the scope of their responsibility are provided with adequate amounts of appropriate personal protective equipment when necessary.

3.20.2 This equipment is checked to be of the approved type, which provides sufficient protection against hazards specific to the dangerous cargoes being transported.

3.21 Signs

3.21.1 The Administration must decide on the need to show any special visual signs during the day or at night when a ship is transporting or loading some specified dangerous cargoes in the port area.

3.21.2 The reason why the sign is displayed during the day or at night is to inform the maritime traffic and personnel within the port area about the increased danger posed by dangerous cargoes. Vessels exhibiting such signs may be subject to special requirements and special instructions of the port authorized body.

3.21.3 The following four scenarios should be considered:

- The ship docks or is moored during the day;
- The ship docks or is moored at night;
- The ship is cruising during the day; or
- The ship is cruising at night.

3.21.4 A special ship mooring dock or port fee may be applied from ships that must exhibit such signs by transporting dangerous cargoes, although it must be provided. Special restrictions may apply in the following cases:

- Entering/accessing ships;
- Radio radar transmissions;
- The ship is in transit at the anchorage; and
- Passing through the moored or anchored ships

3.21.5 The port authority should pay attention to the separation of ships under course, which must exhibit the necessary signs. The port authority may also impose certain separation distances and regulate the movement of ships to prevent the passage of such ships in narrow channels or crossings.The signs that need to be displayed should be made as follows:

3.21.6 In the daytime, the beacon code flag is the International Beacon Code "B"; and

3.21.7 At night, a completely constant red light.

3.22 Communication

3.22.1 The port authority should ensure that each ship transporting dangerous cargoes maintains effective communication with the port authority authorities. In accordance with the provisions of Regulation SOLAS IV/7 on the implementation of such communications/communications, and IMO Session A. It should be carried out with VHF radio devices in accordance with the performance standards established in resolution 609(15) and the conditions of the Administration.

3.23 Areas

3.23.1 Hazardous cargo areas

3.23.1.1 The necessary monitoring and alarm system shall be established in order to ensure that the areas handled with hazardous substances are under constant supervision by the relevant facility personnel and/or security guards.

3.23.1.2 In areas of temporary storage of dangerous cargoes, separation and stacking requirements are provided.

3.23.1.3 Hazardous cargo handling areas shall be equipped with the necessary equipment and equipment to prevent the possible harmful effects of such hazardous cargoes.

3.23.1.4 In order to make the necessary intervention in case of emergency, adequate entrance and exit opportunities are provided to the dangerous goods handling areas, or if dangerous goods are stacked or stored in the whole area, the access roads to the cargo transport units containing dangerous goods are kept open and emergency facilities and equipment that can intervene in a short time in the field are provided.

3.23.2 Truck parking areas

3.23.2.1 Separate areas may be assigned for certain dangerous cargoes.

3.23.2.2 The allocation requirements of the administration are provided when assigning areas.

3.23.2.3 In case of an emergency, handling equipment and emergency services, etc. it is taken into account that it is necessary to provide appropriate access to it.

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

3.23.3 Fumigation areas

There is no fumigation process at the port. If permission is obtained and performed:

3.23.3.1 Separate areas are dedicated for the ships and/or cargoes that are subject to fumigation.

3.23.3.2 These areas are fenced to prevent unauthorized persons from entering, or appropriate means of communication are provided for personnel when a checkpoint is established.

3.23.4 Special areas for damaged hazardous cargoes and wastes contaminated by hazardous cargoes

3.23.4.1 For damaged dangerous cargoes and waste contaminated by dangerous cargoes, special areas are prepared where damaged dangerous cargoes can be stored and repackaged, or where contaminated waste can be separated and stored until it is eliminated.

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

3.23.4.3 These areas are fenced to prevent unauthorized persons from entering, and when the checkpoint is put up, it must contain the appropriate means of communication for security personnel.

3.23.5 Repair/cleaning facilities

3.23.5.1 Ships or cargo transport units for repair or cleaning facilities become available when they are handled or transported as far away as possible from any area where dangerous cargoes is positioned. This area should not be an obstacle to carrying out minor navigational repairs at the cargo handling interface and cleaning cargo tanks at tanker terminals from the outside.

3.23.5.2 Cleaning facilities, environmentally hazardous substances When the products are used in the cleaning process or are involved in this process, the necessary measures should be taken to protect the environment.

3.23.6 Receiving activities

3.23.6.1 Facilities should be properly equipped for the reception and shipment of bilge water, waste, ballast and slop contaminated with hazardous cargoes. If it is exempt, it must notify the relevant organizations.

3.24 Training

3.24.1 Emergency situations (fire, explosion, leak, etc.) in accordance with the job descriptions and work areas of the personnel involved in the work and operations of the collection / evacuation of hazardous cargoes at the port facility.) and intervention, occupational health and safety, ISPS code safety awareness training, vocational trainings, IMDG code trainings and safety training will be provided.

3.25 Facility safety rules

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

3.25.2 In order to ensure the safe loading of cargo on board, the provisions of the BLU Code and the BLU Manual, the Safe Code of Practice for Cargo Stowage and Safety (CSS Code) and the Code of Practice for the Packaging of Cargo Handling Units (CTU Code) should be followed according to the type of cargo.

3.25.3 The stacking of cargo should be carried out in accordance with the relevant legislation and international conventions to which we are parties.

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

3.25.5 Before the handling operation, the loading-unloading plan, and before the ship departs, the results of the draft survey or weighbridge survey should be submitted to the port authority by the ship's relevant person to determine the amount of cargo loaded.

3.25.6 Measures should be taken to prevent the ship's stability from being adversely affected by ensuring that the cargo on bulk carriers, especially single-warehouse bulk carriers, is loaded in such a way that it spreads to the bottom of the warehouse (by spraying).

3.25.7 In order to ensure that the structure of the vessel is not subjected to excessive stress, it is necessary to monitor the cargo and ballast water layout throughout the loading or unloading operation.

3.25.8 Attention is paid to the fact that the vessel is inclined, but if a slope (tilting) is required during loading, it can be ensured that it is as short as possible. In order to avoid structural damage to the vessel, balanced loading and unloading should be ensured in accordance with the approved stability package

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

3.25.10 In order to prevent situations such as placing a heavy cargo on a light cargo, placing a liquid cargo on a dry cargo, and the smell of foul-smelling cargoes on other cargoes, cargoes with characteristics that can damage other cargoes should be loaded by following the separation rules.

3.26 Rules for dangerous cargoes under the IMSBC Code

3.26.1 (In accordance with Rule 7.2.1 of Part VII Part A of SOLAS, the use of the "bulk cargo shipping name" is mandatory in all documents related to the transportation of dangerous solid bulk cargo, the trade name of the cargo alone is not sufficient.

3.26.2 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 Part VII of the SOLAS Part A.

3.26.3 According to SOLAS Part XII Rule 10, the density of solid bulk cargoes is declared by the cargo person concerned in addition to SOLAS Part VI Part A Rule 2 before the cargo is loaded on board. Appendix 10, the density of solid bulk cargoes is declared by the cargo person in addition to SOLAS Part VI Part A Rule 2. 1.780 kg/m3 and density of solid bulk cargo requirements for ships under SOLAS Chapter XII Rule 6 as long as it does not provide density 1.250 kg/m3 with 1.780 kg/m3 in density between solid bulk cargoes by an authorized testing all of the measurement should be made firm. This cargo density test can be performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO /IEC 17025: 2017).

3.26.4 Within the scope of the IMSBC Code, the following conditions are required for the handling and transportation of cargoes of Group A (and Groups A and B) at the coastal facility within the scope of the IMSBC Code:

3.26.5 The maximum portable humidity (TML) certificate for the cargo and the moisture content (MC) certificate or declaration of the cargo, which are issued by organizations authorized by the competent administration 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 obtained and stored by the relevant port authority and coastal facility.

3.26.6 Group A cargoes can only be loaded on the ship if the actual MC value at the time of loading is lower than the TML value of that cargo. Group A cargoes with an MC value higher than the TML value can only be transported on ships with the characteristics specified in IMSBC Code Section 7.3.2.

3.26.7 Group A cargoes can only 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 cargoes with an MC value greater than a TML value, but it can be moved on ships with the properties specified in Section 7.3.2 of the IMSBC Code.

3.26.8 The TML test is carried out within six months prior to the date of loading of the Group A cargo on board. If there is a change in the cargo composition or characteristic for any reason, a new test is performed.

3.26.9 Group A sampling and testing for MC testing of the cargo should be as close as possible to the date of loading the cargo on board, and this period should never be more than seven days. If there is a heavy rain or snowfall during the time between the test and Dec loading, the moisture content test is repeated to confirm that the MC value of the cargo does not exceed the TML value.

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

3.26.11 According to the procedures of the General Directorate of Maritime Affairs regarding the transportation and notification of a solid bulk cargo that is not included in the IMSBC Code, it should be acted upon.

4 CLASSES OF DANGEROUS CARGOES, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SEPARATION, STACKING AND STORAGE

Dangerous Cargo means;

1) Petroleum and petroleum products included in the International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL) 73/78 Annex I, Attachment 1,

2) Packaged goods and objects given in Part 3 of the IMDG Code,

3) Among the cargoes given in the IMSBC Code Attachment 1, the bulk cargoes with the words "B" and "A and B" in the group box in the characteristic table,

4) Liquid bulk substances with the phrase "S" or "S/P" in the "d" column titled "hazards" of the table given in Chapter 17 of the IBC Code,

5) Gaseous substances given in IGC Code Chapter 19.

Hazardous substance classes have been evaluated within the scope of the IMDG code.

4.1 Classes of dangerous cargoes

4.1.1 Dangerous cargoes Types

Dangerous cargoes 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 manufactured and loaded either as end-consumption products or by-products for industrial use. The latter account for most dangerous cargoes transported, and if not handled properly, they can cause great harm to people, transport and the environment.

Minerals – Minerals such as coal, sulfur, mineral concentrates and other metals or asbestos that can cause different diseases, injuries, poisoning or fires.

Products of animal or vegetable origin – products such as fishmeal, oilseeds and cotton press cakes that can cause spontaneous combustion, fires or explosions.

Radioactive materials - Materials used in various industrial and medical processes, as well as in military applications, that can cause sudden damage in high doses or cause cancer and other diseases in humans, even in small doses, when exposed for a long time.

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

Before safe stacking, sorting, marking, labeling and storage of dangerous cargoes, it is necessary to know what damage this dangerous cargo carries for the user. The term 'harm' in this text refers to a source or situation that could potentially cause harm to People, the Environment, Property and Reputation (PEAR Concept).

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

4.1.2 Classification of dangerous cargoes

Classification is done by the shipper/shipper or the appropriate competent authority. The IMDG Code classifies dangerous cargoes as follows (simplified form):

Class 1: Explosives

Section 1.1: Substances and articles with a mass explosion hazard

Section 1.2: Substances and articles which are not a mass explosion hazard but have a scattering/ejection hazard

Division 1.3: Substances and articles which present a fire hazard or a minor explosion hazard or a minor ejection hazard, or both, but not a mass explosion hazard

Section 1.4: Substances and articles not presenting an obvious hazard

Part 1.5: Substances with a mass explosion hazard but very low sensitivity Part 1.6: Extremely low sensitivity articles without a mass explosion hazard

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-reactive substances, solid desensitized explosives and polymerizing substances

Class 4.2: Substances liable to spontaneous combustion

Class 4.3: Substances which, in contact with water, emit flammable gases

Class 5: Oxidizing substances and organic peroxides

Class 5.1: Oxidizing substances

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 divisions does not indicate the degree of danger.

Class 1		
	**1**	Explosive substances and products used to produce explosions or pyrotechnic effects
Sub-Classes		
	**1.1**	Explosives with a mass explosion hazard
	**1.2**	Explosives with severe projection hazard
	**1.3**	Not presenting a fire, explosion or projection hazard but explosives with mass explosion hazard
	**1.4**	Explosives with minor fire or projection hazard
	**1.5**	Shock-insensitive substances that pose a mass explosion hazard
	**1.6**	Extremely insensitive to impact materials
Class 2		
	**2.1**	Flammable gas
	**2.2**	Non-flammable compressed gas

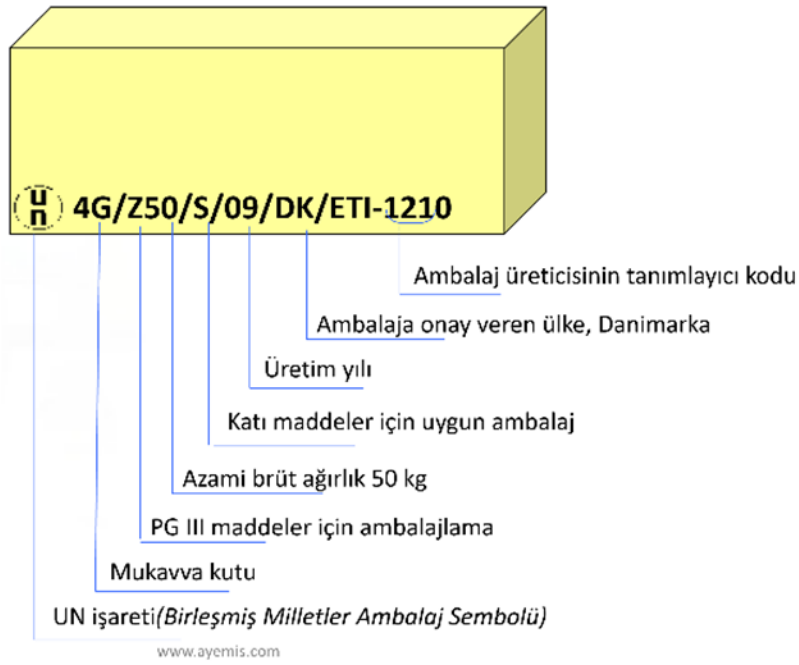
	**2.3**	Toxic or poisonous gas
Class 3		
	**3**	Flammable Liquids
Class 4		
	**4.1**	Flammable solids
	**4.2**	Spontaneously flammable solids
	**4.3**	Substances that burn in contact with water
Class 5		
	**5.1**	Combustive (Oxidizing) substance
	**5.2**	Organic peroxide (5.2 new ADR 2007)
Class 6		
	**6.1**	Toxic substances

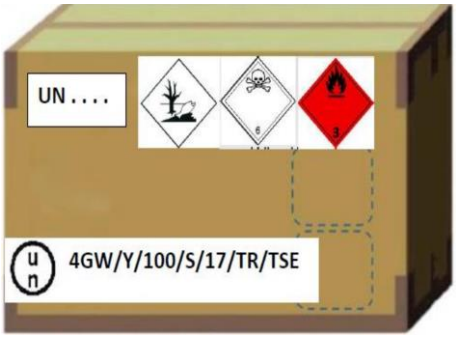
	**6.2**	Infectious substances
Class 7		
	**I**	Category I – White (symbol 7A)
	**II**	Category II – Yellow (symbol 7B)
	**III**	Category III – Yellow (symbol 7C)
	**Fissile**	Criticality safety index label (symbol 7E)
Class 8		
	**8**	Corrosive
Class 9		
	**9**	Various Hazardous Compounds
	**9A**	

4.2 Packages/packaging of dangerous cargoes

Packaged handling of dangerous cargoes is not carried out. Therefore, brief information is not provided below.

The packages to be used in the transport of dangerous cargoes must have the UN united miller packaging symbol.





4.3 Placards, plates, brands and labels for dangerous cargoes

4.3.1 Placards

The IMDG Code states that all "cargo handling units" containing dangerous cargoes must be placarded. In this context, freight transport units are containers, containers for liquids, tank vehicles, land transport vehicles, railway wagons, tanks for goods

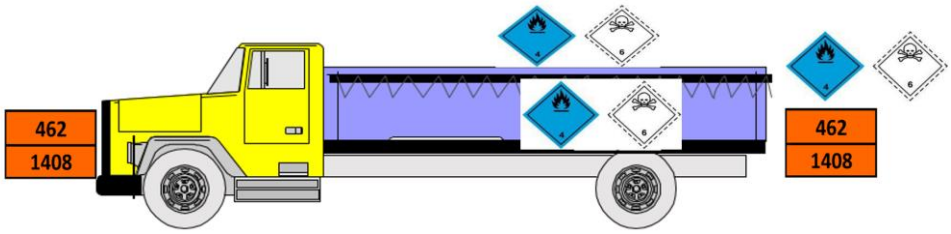
shipped for intermodal transport. The banners have the same shape, color and symbols as labels, but their dimensions are 25 x 25 cm. Containers carrying more than 4000 kg of dangerous cargoes must have a kilogram and all liquid and gas tanks must have a "United Nations number". The UN number is a four-digit number assigned by the United Nations for all goods identified and classified as dangerous.

Containers carrying dangerous cargoes must have at least one on each side and one at each end of the unit (that is, on all four sides).

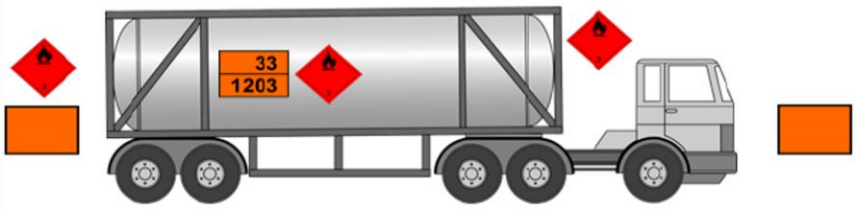
Rail cars must be placarded on at least both sides.

Freight containers, trailers and portable tanks must be placarded on all four sides.

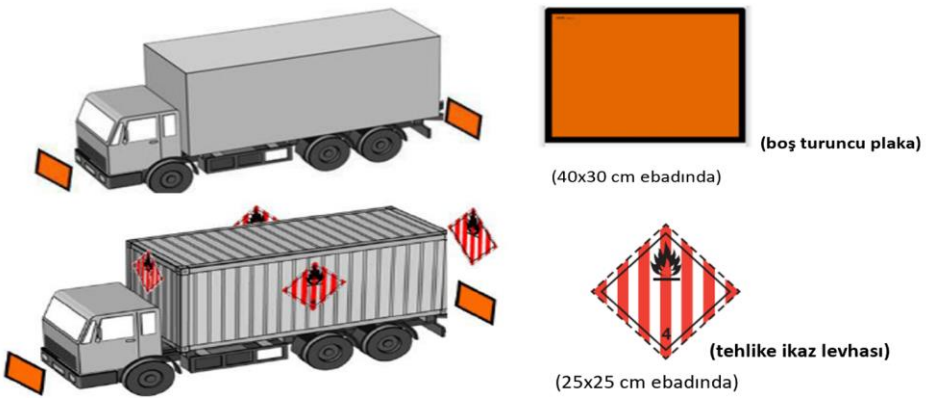
Road Vehicles must have appropriate plaques on both the rear and both sides.



(Bulk transport)



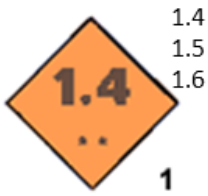
(tank container transport)



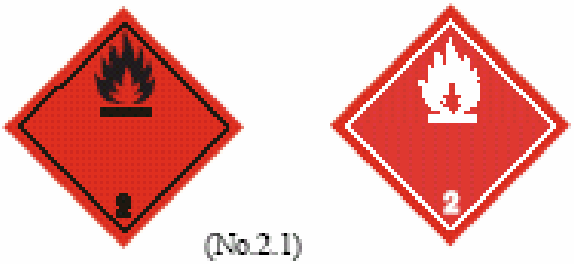
(package transport)

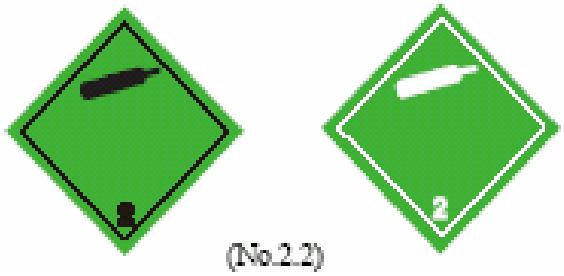
Shapes and Colors of Labels and Placards

Class 1 – Explosives

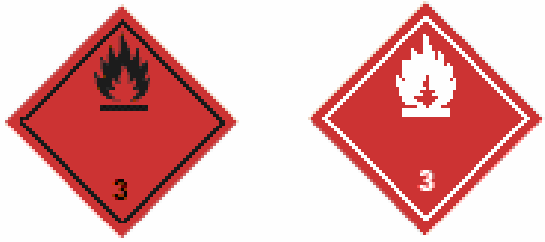
	Section 1.1 / 1.2 / 1.3 Symbol – explosion in black Background color – orange Text – Explosive (optional) * * Location of Division and/or Compatibility Group * Location of Compatibility Group or Text Number 1 - in the bottom corner
	Section 1.4 / 1.5 / 1.6 Background color – orange Subclass numbers –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

Class 2 – Gasses

	Section 2.1 Combustible gases Symbol – Black or white colored flame Background color – red color Text – Combustible gas (optional) Number 1 - in the bottom corner

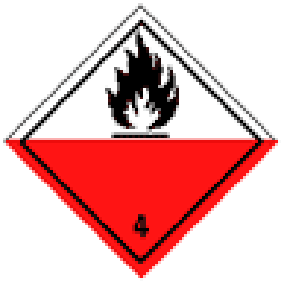
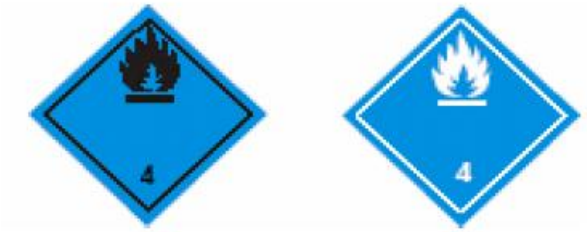
 (No 2.2)	Section 2.2 Non-flammable gases Symbol – Gas cylinder in black or white Background color – in green Text – Non-flammable compressed gas (optional) Number 2 - in the bottom corner
	Section 2.3 Toxic gases Symbol – Black skull and crossbones denoting danger Background color – in white color Text – Toxic (optional) Number 2 - in the bottom corner

Class 3 – Flammable Liquids

	Symbol – Black and white colored flame Background color – red color Text – Flammable liquid (optional) Number 3 - in the bottom corner

Class 4 - Combustible Solids; Spontaneously flammable substances; Substances which, in contact with water, emit flammable gases

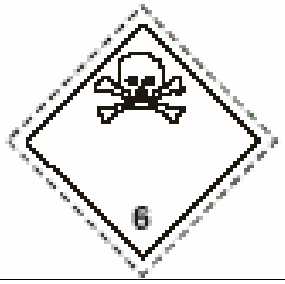
	Section 4.1 Combustible Solids Symbol – flame in black Background color – white with seven red vertical bands Text – Combustible Solids Number 4 - in the bottom corner

	Chapter 4.2 Spontaneously flammable substances Symbol – Black and white colored flame Background color – blue color Text – Spontaneously flammable substances (optional)
	Section 4.3 Substances Emitting Flammable Gases in Contact with Water Symbol – Black and white colored flame Background color – blue color Text – Spontaneously flammable substances; Substances which, in contact with water, emit

Class 5 – Oxidizing agents and organic peroxides

	Section 5.1 Oxidizing agents Symbol – Flame with black circle Background color – yellow color Text – Oxidizing Agent (optional) Number 5.1 - in the lower corner
	Section 5.2 Organic peroxides Symbol – White colored flame Upper Half – red Lower Half – yellow Metin – Organic Peroxide (optional) Number 5.2 - in the lower corner

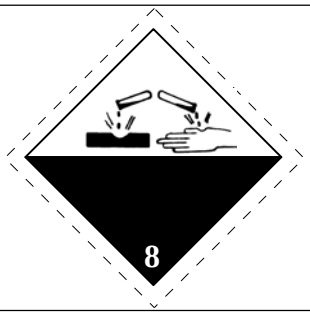
Class 6 – Toxic or Infectious Substances

	Section 6.1 Toxic Substances Symbol – black skull and crossbones Background color – White color Text – Toxic (optional) Number 6 - in the lower corner
	Section 6.2 Infectious Substances Symbol – Three crescents and black phrases joined in a circle Background color – white color Text – Infectious Substance, report to Public Health Directorate (optional) Number 6 - in the lower corner

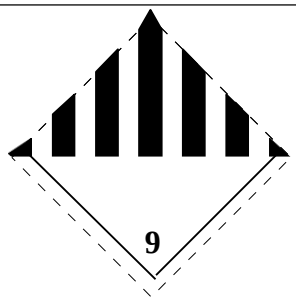
Class 7 – Radioactive Substances

	Category I – White Symbol – black clover Background color – white color Black (mandatory) Text – “Radioactive I”, “Contents…”, “Activity…” and “Shipping Index” box in the lower half of the
	Category II – Yellow Symbol – black clover Background color – yellow upper half with white border, white lower half Black text - "Radioactive I" in the bottom half of the label,
	Category II – Yellow Symbol – black clover Background color – yellow upper half with white border, white lower half Black text - "Radioactive I" in the bottom half of the label,

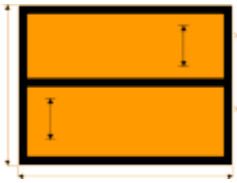
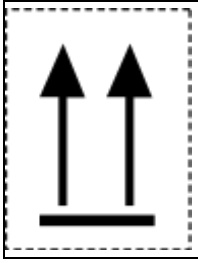
Class 8 – Corrosive Substances

	**Symbol -** Liquids falling from two test tubes into a hand and black piece of metal **Background color** – White upper half and black lower half with white border, **Text –** Abrasive (optional) **Number 8 -** in the lower corner

Class 9 – Various Hazardous Substances and Products Potentially Harmful to the Environment

	**Symbol –** seven vertical bars in black in the upper half **Background color** – white color **Number 9 -** in the bottom corner

Other Labels

	Indicates elevated temperature (liquid at a temperature equal to or greater than 100^{O}C, or solid at a temperature equal to or greater than 240^{O}C)
	Orange-colored plates with hazard-identification number and UN number
	Black and red directional arrows

Placards on marine pollutants

	Packages and cargo transport units containing dangerous substances classified as "Marine pollutants" by the IMDG Code must bear the markings shown here and must be durable. These should be placed close to the risk labels or risk placards of the goods. The dimensions of marine pollutant markings should be a minimum of 10 cm per side of packages and 25 cm per side of cargo transport units.

4.4 Package label signs and packing groups of dangerous cargoes

Packaged dangerous cargoes are not handled. These are considered within the scope of the IMDG code. General information is presented below.

Packaging Groups;

Packing group I: Highly dangerous cargoes;

Packing group II: Substances of medium danger;

Packing group III: Substances of low danger;

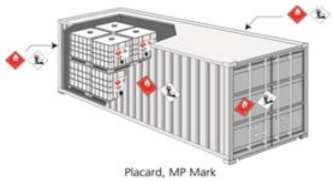
The letter on the packaging of the packaging group(s) for which the design type has been successfully tested:

X for packing groups I, II and III;

Y for packing groups II and III;

Z for packing group III only;

On packaging; It should follow the UN number, Danger label, Proper Shipping name (PSN).



Hazard warning sign on all four sides of the container should be put.

Applied in combined small quantities transport.

Limited Quantity Exceptional Quantity Packaging

4.5 Separation tables on the ship and in the port according to the classes of dangerous cargoes

One of the most important elements of the transport of dangerous cargoes is the stacking and separate storage of the cargo. Dangerous cargoes should not be stored together with materials that may interact and cause danger. There is no storage at the port.

Incompatible dangerous cargoes should be placed separately from each other during transportation and storage. Improper stacking of dangerous cargoes can cause toxic fumes, fire, spillage and deterioration of product quality. For this reason, the IMDG Code outlines the rules on stowage and segregated storage in Chapter 7 of Volume 1 entitled "Rules for Handling Operations".

4.5.1 Principles of segregated storage and stacking

Dangerous cargoes are not temporarily stored at the port.

4.5.2 IMDG Code separate storage, stacking and Dangerous cargoes list

General segregation is applied to all cargo areas above or below deck of all types of ships and cargoes in transport units and incompatible goods should be stored separately from each other. For separate storage purposes, the IMDG Code has grouped similar chemical properties in the dangerous cargoes list. In the dangerous cargo list, group cargoes are grouped as follows:

1. Acids
2. Ammonium Compound
3. Bromates
4. Chlorates
5. Chlorides
6. Cyanide
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. Powder metals
16. Peroxides
17. Azides
18. Alkaline

If cargoes are shipped under Not Otherwise Specified (N.O.S.) entries, the shipper will decide on the appropriate separate storage group.

In the 16th column of the numeric list of dangerous cargoes, the IMDG code can be found in Volume 2, listing the stowage conditions for each of the dangerous cargoes.

In the following paragraph, the five stacking categories stipulated by the IMDG Code are given.

Stacking Categories

Category	**A**	**B**	**C**	**D**	**E**
Cargo ship carrying up to 25 passengers	Above or below deck	Above or below deck	deck top only	deck top only	Above or below deck
Cruise ships carrying more than 25 passengers	Above or below deck	deck top only	deck top only	Forbidden	Forbidden

There are the following 5 categories for ship stowage:

Stacking category 01	cargo ships	On deck or below deck in a closed cargo transport unit

	(up to 12 passengers) cruise ships	On deck or below deck in a closed cargo transport unit
Stacking category 02	cargo ships (up to 12 passengers) cruise ships	On deck or below deck in a closed cargo transport 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 (up to 12 passengers) cruise ships	On deck or below deck in a closed cargo transport unit
		Prohibited except in compliance with 7.1.4.4.5.
Stacking category 04	cargo ships (up to 12 passengers) cruise ships	On deck or below deck in a closed cargo transport unit in closed cargo transport unit Prohibited except in compliance with 7.1.4.4.5.
Stacking category 05	cargo ships (up to 12 passengers) cruise ships	On deck in closed cargo transport unit only
		Prohibited except in compliance with 7.1.4.4.5.

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

How the dangerous cargoes are safely stowed on the ship is the sole responsibility of the Ship Planner. Port Terminals are not responsible for the planning of the dangerous cargoes to be stacked on the ship; It is only responsible for stowing the 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 of dangerous cargoes in warehouse storage.

4.6.1 Separating packaged dangerous cargoes and bulk materials with chemical hazards

Unless otherwise required in the IMDG Code or IMSBC Code, the separation between packaged dangerous cargoes and bulk cargo materials with chemical hazards will be according to the table below.

	Paketli hâldeki tehlikeli maddeler																
Dökme yük malzemeleri (tehlikeli madde olarak sınıflandırılmış)	**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

Numbers and symbols relate to the following terms as defined in this section:

1 - "away"

2 - "reserved"

3 - "separated by a complete partition or warehouse"

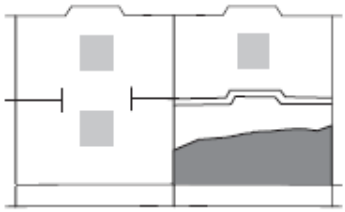
4 - "separated longitudinally by a complete partition or warehouse in between"

X — separation, if any, is shown in the Dangerous cargoes List in this Code or in individual entries in the IMSBC Code.

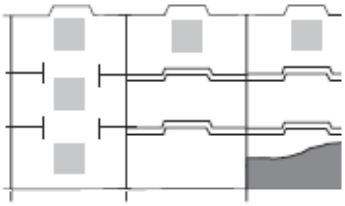
4.6.2 Definitions of separation terms

Away: Ability to be transported on the same bulkhead, hold or deck provided that a minimum of 3 m of horizontal separation is maintained that is effectively separated but vertically protruding so that incompatible materials can interact dangerously in the event of an incident.

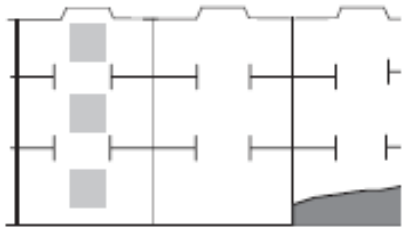
Separated: In different holds when stowed below deck. A vertical separation in different compartments may be considered equivalent to this separation, provided that the deck in between is fire and liquid resistant.



Separated by a complete partition or warehouse: either a vertical or a horizontal separation. Longitudinal separation with a full partition in between is acceptable if the decks are not fire and liquid proof.



Longitudinally separated by a full partition or warehouse in-between: Vertical separation alone does not fulfill this requirement.



Legend:

Reference bulk material..... 

Package containing incompatible goods …….

Fire and liquid resistant deck……

Note: The vertical lines represent transverse waterproof bulkheads between cargo spaces.

4.6.3 Separation of Cargo Transport Units

Dangerous cargoes that must be kept separate from others should not be stacked in the same cargo transport unit (container). However, the shipment of goods that need to be separated and kept “away” can be carried out within the same cargo transport unit, upon the authorization of the relevant authority. In such a case, the equivalent level of security should be maintained.

4.6.4 Segregated Storage in Port Areas

There is no storage at the port.

5 HANDBOOK ON DANGEROUS CARGOES HANDLED ON COASTAL FACILITY

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

Dangerous cargo classes,

tags,

marks and packing groups,

Separation tables on the ship and in the port according to the classes of dangerous cargoes,

Separation distances of dangerous cargoes in warehouse storage,

parsing terms,

Dangerous cargo documents,

Dangerous cargoes emergency response action flow chart

Emergency contact information

Emergency equipment locations and operating instructions

Including the subjects of coastal facility rules,

A Dangerous Cargoes Handbook has been prepared in dimensions that can be carried in a pocket. Attached is a visual with brief information.

6 OPERATIONAL SUBJECTS

6.1 Procedures for safe berthing, mooring, loading/unloading, sheltering or anchoring of ships carrying dangerous cargoes day and night.

6.1.1 Guiding a ship with any dangerous cargo on its deck where and when to anchor, moor, berth and stay in the port area, taking into account the nature and quantity of dangerous cargoes, environment, population and weather conditions. is the responsibility of the presidency.

6.1.2 In an emergency, directing the transportation of a ship with any dangerous cargo on board in the port area or its removal in the port area for the safety of the ship and crew can be done with the approval of the ship's captain, the port operator's decision and the port authority.

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

6.1.4 Port facility operators should ensure that:

6.1.4.1 Ensuring adequate and secure lashing facilities; and

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

6.2 Procedures for additional measures to be taken according to seasonal conditions for loading and unloading of dangerous cargoes

6.2.1 Dangerous solid bulk cargoes, which may turn into flammable or toxic vapors or cause simultaneous explosion in contact with water, should be kept as dry as possible. Such cargoes should only be handled under dry weather conditions.

6.2.2 Seasonal conditions should be taken into account in the loading/unloading of dangerous cargoes. Handling of cargoes should be postponed or stopped for a while in extremely hot, extremely cold, extremely rainy weather, poor visibility, storm, lightning and electrically loaded weather.

6.2.3 Storm action table and wind protocol SEC T 11

6.3 Procedures for keeping flammable, combustible and explosive cargoes away from processes that create/can create sparks and not to operate tools, equipment or tools that create/can create sparks in dangerous cargoes handling, stacking and storage areas

6.3.1 Before performing hot work at our facility, the responsible company officer who will perform the hot work shall have a written authorization issued by the port administration to perform this hot work. Such authorization will include details of the hot workplace as well as the safety measures to be followed.

6.3.2 In addition to the security measures required to be taken by the port administration, additional security measures required by the ship and/or interface will be taken, together with the ship and/or interface responsible(s) responsible for the hot work, before starting the hot work.

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 testing by approved testing organizations to ensure that areas remain free and free of flammable and/or explosive atmospheres and that there is no oxygen deficiency;

6.3.3.2 Removal of dangerous cargoes and other combustible materials from work areas and adjacent areas. Substances to be removed from the said areas; including lime, sludge, sediment and other potentially flammable materials;

6.3.3.3 Effective protection of combustible building materials (eg beams, wood partitions, floors, doors, wall and ceiling linings) against incidental ignition.

6.3.3.4 In order to prevent the spread of flames, sparks and hot particles from work areas to adjacent or other areas; sealing and sealing open pipes, pipe passages, valves, joints, cavities and open parts.

6.3.4 A copy of the hot work authorization and safety precautions will be posted in the area adjacent to the work area, as well as at the entrance to each work area. Authorization and security measures to be taken will be posted in a place where all employees who will take part in the hot work can see it, and this will be clearly understood by the employees.

6.3.5 When performing hot work,

6.3.5.1 Checks will be made to ensure that conditions have not changed; and

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

6.3.6 Upon completion of this work during the hot work and for a sufficient period of time after its completion, an effective fire control shall be carried out in the hot work area as well as in adjacent areas where a hazard from heat transfer may occur.

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

6.3.8 Port Facility Occupational Safety Procedure will also be applied.

6.4 Obtaining Maritime Surveillance Service

In the case of marine surveillance services stated below, Marine surveillance operation authorization certificate obtained from the General Directorate of Transport Services Regulation and Dangerous cargoes Marine Inspection Officer will be sought if dangerous cargoes (IMO cargoes) are received. The procedures will be carried out according to the "Maritime Surveillance Services Activities Instruction".

a) Ship's surveillance services;

1) Ship purchase-sale survey,

2) The ship's charter entry-exit survey,

3) Fuel and oil measurement survey,

4) Cargo quantity survey,

5) Dismantling survey.

b) Supervision services for loading and unloading operations;

1) Ship loading, unloading and transfer survey,

2) Port and tank site survey,

3) Container stock control and stowage safety survey at the port area and coastal facility,

4) Check before loading.

6.5 Cargo Safety Instruction

It is to ensure that the transported cargoes are transported to the targeted point at the planned time without any damage. In this context, "CARGO SAFETY INSTRUCTION" will be used to determine the criteria for loading in accordance with the technical capacity, correct positioning of the cargo, suitable fixing and the selection of the appropriate transport unit according to the cargo to be transported.

7 DOCUMENTATION, CONTROL AND REGISTRATION

7.1 All mandatory documents, information and documents related to dangerous goods, procedures for their supply and control by those concerned.

7.1.1 The following documents regarding Dangerous Goods are kept up-to-date.

IMDG Code International Code of Dangerous Goods Transported at Sea

IMSBC Code International Code for Solid Bulk Cargo Transported at Sea

BLU Code

International Convention for the Prevention of Pollution from Ships, 1973/78 as amended MARPOL 73/78

International Convention for the Safety of Life at Sea, 1974, as amended S O L A S 74

Safe Practice Code for Cargo Stowing and Security (CSS Code) as modified CSS

IMO/ILO/UNECE Guidelines for filling cargo transport units (CTUs)

TDC Deck Load Safe Timber transport code 2011

GRAIN Code Grain Code

7.1.2 Operations Department regarding Dangerous Goods handled at our port;

- arriving at the port,
- sent from the port,
- stored in the port,
- temporarily stored in the port

It will create all records regarding dangerous cargoes completely and keep them in a way that can be shown when requested.

Dangerous cargo records are limited to personnel who need to know.

There is no dangerous cargo temporary storage.

7.2 Procedures for keeping up-to-date list and other relevant information of all dangerous cargoes in the coastal facility area regularly and completely

7.2.1 Records of Dangerous goods handled at our port will be kept by the Operations department, including the following information.

- UN Number,
- PSN name, (Proper Post Name)
- Class, (with sub-hazards)
- Packing Group,(Class 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
- Whether it is a Marine Pollutant,
- Buyer,
- Sender,
- Additional Information, (Ignition degree, etc.)

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

7.2.3 Inspection and control results that the dangerous goods arriving at the facility are properly identified, the correct shipping names of the dangerous goods are used, certified, packaged/packaged, labeled and declared, loaded and transported safely in the approved and legal packaging, container or cargo transport unit reporting procedures.

7.2.4 They check the accuracy of the following information on the Dangerous cargo documents issued by the Shipper of the Dangerous goods to be accepted to the Port in coordination with the Planning and Operation;

- UN Number,
- PSN name, (Proper Post Name)
- Class, (with sub-hazards)
- Packing Group, (Class 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
- Whether it is a Marine Pollutant,
- Additional Information, (Ignition degree, viscosity, etc.)

7.2.5 This information is conveyed to the timekeepers, Field Supervisors, Warehouse officers, HSE, and the personnel who need to know, via Terminals / Documents, and the control of the incoming Dangerous cargo is ensured.

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

7.3 Procedures for checking that the dangerous goods arriving at the facility are properly identified, correct shipping names are used, certified, packaged/packaged, labeled and declared, loaded and transported safely in approved and legal packaging, container or cargo transport unit, and reporting the control results.

7.3.1 They check the accuracy of the following information on the Dangerous Cargo documents issued by the Sender of the Dangerous Goods to be accepted to the Port in coordination with Planning and Operation;

- UN Number,
- PSN name, (Proper Post Name)
- Class, (with sub-hazards)
- Packing Group, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)

- Whether it is a Marine Pollutant,
- Additional Information, (Ignition degree, viscosity, etc.)

7.3.2 This information is transmitted to the clerks, Field Supervisors, Warehouse officers, HSE, and the personnel who need to know, via Terminals / Documents, and the control of the incoming Dangerous cargo is ensured.

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

7.4 Procedures for obtaining and maintaining a safety data sheet (SDS).

7.4.1 As of 1 January 2014, a Dangerous Goods Safety Data Sheet (SDS) containing the following information must be kept together with the dangerous goods to be transported in all modes of transport (Land, Railroad, Airway and Seaway) by the laws of our country.

- UN Number,
- PSN name, (Proper Shipping Name,) (Required for sea freight.)
- Class, (with sub-hazards)
- Packing Group, (Class 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
- Whether it is a Marine Pollutant,
- Tunnel Restriction Code (Required for road transport)

7.4.2 For all Dangerous goods to be accepted to the port, it is checked that this document is included with the Dangerous cargo.

7.5 Procedures for keeping records and statistics of dangerous goods

7.5.1 The Administration requested that a report containing information about the dangerous goods handled in 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 Dangerous Goods handled annually in our port are made by the Departments of Commerce, Operations.

7.5.3 Dangerous Cargo monthly count and control reports stored in our Port Area are prepared by the operations department and presented to the Management.

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

7.6 Information on the Quality Management System

7.6.1 Within the scope of IMS, there are ISO 9001:2015 / 14001:2015 / 45001:2018 10002:2014 certificates in our terminal. EYS documents respectively; It is valid until 18.07.2024 and 18.09.2022.

7.6.2 IMS documents are accessed via SharePoint and updated**.**


SGS
YILPORT HOLDİNG A.Ş.
ISO 45001:2018
UKAS


SGS
YILPORT HOLDİNG A.Ş.
ISO 9001:2015
UKAS


SGS
YILPORT HOLDİNG A.Ş.
ISO 14001:2015
UKAS


SGS
YILPORT HOLDİNG A.Ş.
ISO 10002:2014

8 EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1 Intervention procedures for dangerous cargo that pose/may create risks to life, property and/or the environment and dangerous situations involving dangerous cargo

8.1.1 The preventive action options for a given situation depend on a number of factors. In some cases, evacuation may be the best option. In other cases, shelter in place may be the best option. Sometimes these two actions can be used together. In any emergency, authorities need to issue public instructions quickly. The public will constantly need to hear information and instructions while being guarded or evacuated at the scene.

8.1.2 Proper evaluation of the following items will determine the degree of effectiveness of evacuation or on-scene containment. The degree of importance of these factors may vary depending on the emergency conditions. In specific emergencies, other elements may need to be identified and considered. This list shows what kind of information may be needed to make the initial decision.

8.1.2.1 Dangerous Cargo

8.1.2.1.1 Degree of harm to health

8.1.2.1.2 Chemical and physical properties

8.1.2.1.3 Amount included

8.1.2.1.4 Control of hold/release

8.1.2.1.5 Rate of vapor movement

8.1.2.2 Threatened Population

8.1.2.2.1 Location

8.1.2.2.2 Number of people

8.1.2.2.3 Time available to evacuate or contain in place

8.1.2.2.4 Possibility to control evacuation or on-site protection

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 Impact on vapor and cloud motion

8.1.2.3.2 Potential for change

8.1.2.3.3 Impact on evacuation or on-site protection

8.1.3 Protective Actions

8.1.3.1 Protective Measures refers to the steps to be taken to protect the health and safety of the emergency teams and the public in the event of an event involving the release of dangerous cargo.

8.1.3.2 Isolation of Danger Area and Prohibition of Entry means that anyone not directly involved in emergency response operations is kept out of the area. Unprotected emergency response teams should not be allowed to enter the isolated area.

8.1.3.3 The purpose of this “isolation” is primarily to provide control over the area where the operations will be carried out. This is the first step for any protective action that can be taken later.

8.1.4 Evacuation

8.1.4.1 Evacuate: Indicates that everyone should be transferred from a threatened area to a safer location. In order for an evacuation to take place, there must be sufficient time for people to be alerted, prepared, and to leave the area. If there is enough time, then evacuation is the best measure of protection.

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

8.1.4.3 Transport evacuees to a certain distance, on a special route and at a distance where they do not need to be evacuated again when the wind blows.

8.1.5 On-Scene Protection

8.1.5.1 It expresses that people should be taken under protection inside a building and they should stay inside until the danger passes. An on-scene containment measure is applied when trying to evacuate people poses a greater risk than staying where they are, or when evacuation is not possible. Instruct occupants to close all doors and windows and to turn off all ventilation, heating and cooling systems.

8.1.5.2 On-scene containment is not the best measure when:

8.1.5.2.1 If the vapors are flammable;

8.1.5.2.2 Where it will take a long time to degas the area.

8.1.5.2.3 Where buildings cannot be tightly closed.

8.1.5.2.4 Vehicles can provide some protection for a short time if windows are closed and ventilation systems are closed. However, vehicles are not as safe as buildings in terms of on-site protection.

8.1.5.3 It is vitally important to maintain communication with the competent people present inside the building in order to be able to advise on changing conditions. Persons under guard in situ should be warned to stay away from windows, as in the event of a fire and/or explosion there is a risk of being struck by glass or metal pieces.

8.1.5.4 Every event related to dangerous cargo differs from each other. There are separate problems and concerns related to each of these. The form of action to protect people must be chosen carefully.

8.2 Emergency response of the coastal facility – information on the ability, capability and capacity to intervene.

8.2.1 The facility has an approved fire plan. Fire fighting teams have been formed for each shift. At planned and unplanned times training, drills and exercises are carried out within the scope of various scenarios; reports and records are created. The fire fighting equipment stipulated in the approved plan is kept in full, and maintenance controls and tests are carried out.

8.2.2 The facility has an approved Environmental and Marine Pollution Plan. Pollution fighting teams have been formed for each shift. Training and exercises are carried out within the scope of a planned scenario twice per year; reports and records are created. Equipment related to Environmental and Marine Pollution is stored in the facility and counted and checked. The facility also has a protocol for material stored in the area to receive support in case of unsatisfactory conditions.

8.2.3 Response teams will be assigned against the spillage of dangerous cargo in line with this guideline and in accordance with the IMDG CODE and Emergency Management System guide.

8.3 Arrangements regarding the first response to accidents involving dangerous cargo (First aid procedures, first aid possibilities and capabilities, etc.)

8.3.1 In case an Emergency Situation occurs or its signs are detected in the port, the Emergency Coordinator initiates taking appropriate measures in accordance with the Emergency Management System in accordance with the relevant plans. The Emergency Management Group reviews and implements the decisions regarding the measures to be taken within the scope of the ISGOTT and IMDG Code. Developments are constantly monitored by the Emergency Management Group, and if necessary, higher-level measures or assistance is decided upon.

8.3.2 The Emergency Management Group will work in the Emergency Management Center or in an area equivalent to this center. Emergency management at different levels depending on the severity of the emergency:

- Facility / Site
- Institutions
- District Emergency Management Center
- Provincial Emergency Management Center

It can be managed by the central administration.

8.3.3 Facility-level Emergency Management; A well-designed organization will be maintained by using personnel equipped with training and exercises, Emergency Plans containing procedures and documentation, and secure, fast internal and external communication facilities. In Emergency Management, the following measures will be implemented and the process will be monitored and controlled.

ACTIONS TO BE TAKEN	Related Sections
WARNING: Notification of the occurrence/probability of an emergency and unexpected situation	All Personnel and Ships
CALL FOR HELP: Reaching the relevant institutions and transferring the necessary information	All Staff
RESPONSE: Responding to the Emergency as soon as possible with the right equipment and trained personnel determined in the Plan	Response Teams
FIRST AID: Carrying out first aid activities until the professional support teams arrive.	All First Aid Trained Personnel
RESCUE: Recovering materials, vehicles, information, documents and other important documents belonging to the Port Facility	First Aid Personnel
PROTECTION: Protecting the recovered material, vehicles, information, documents and other important documents	Security Personnel
INFORMATION: Sending necessary explanations to customers, other business relations and the press	Press and Public Relations
MANDATORY NOTIFICATIONS: Sending required notifications to public authorities in accordance with the legislation	Management

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

a) When the accident occurred,

b) If the accident is known, how it occurred and the reason,

c) The place where the accident occurred (coastal facility and/or ship), its position and area of influence,

d) Information, if any, of the ship involved in the accident (name, flag, IMO number, owner, operator, cargo and quantity, name of the captain and similar information),

e) Meteorological conditions,

f) UN number of dangerous cargo, proper transport name (based on the legislation specified in the definition of dangerous cargo) and amount,

g) Danger class of dangerous cargo or sub-hazard division, if any,

h) Packing group if you have dangerous cargo,

i) Additional risks such as marine pollutants, if any, of the dangerous cargo,

j) Sign and label details of the dangerous cargo,

k) The characteristics and number of the package, cargo transport unit and container in which the dangerous cargo is transported, if any,

l) Manufacturer, sender, carrier and receiver of dangerous cargo,

m) The extent of the damage/pollution,

n) Number of injured, dead and missing, if any,

o) Emergency response applications made by the coastal facility for the accident.

Notifications are made according to the accident notification form.

8.5 Procedures for reporting accidents

8.5.1 Communication

8.5.1.1 Communication channels in order to determine the communication methods inside the port and outside the facility in case of emergency that may occur at the port facility and to manage emergency situations effectively;

- Fixed and Mobile Phones
- Computers
- Radio
- Siren
- Dedicated messengers.

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

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

8.5.2 Reports

8.5.2.1 Emergency Management Center; It will operate the reporting system that will accurately inform the relevant authorities of the Emergency that will occur in the port as soon as possible. It will create a proper record of these reports, which contain the information that should be reported in an emergency.

8.5.2.2 Dangerous cargo accidents will be reported to the Port Authority. The report format will be the accident event form and will fully cover article 8.4 related to the accident.

8.6 Coordination, support and cooperation method with official authorities

8.6.1 All accidents related to Dangerous cargo will first be coordinated with the Port Authority. By informing the Port Authority, support and cooperation will be provided with the Provincial/District Fire Department, AFAD and the aid units of the neighboring facilities.

8.6.2 In case of a possible explosion, fire or emergency in the adjacent facility;

- First of all, measures will be increased at the facility,
- Preparation of teams to assist the neighboring facility

will be provided,

8.6.3 Considering the urgency of the situation and the extent of the danger, when it is evaluated that there is no opportunity or time to seek help, aid and support teams will be assigned to respond to the incident.

8.6.4 The dangerous cargo area and the class, quantity and danger risk of the cargoes in the field will be evaluated and preparations will be made for measures such as discharging and dilution of the cargo, and sending the ship to anchorage if there is a ship at the interface.

8.7 Emergency evacuation plan for the removal of ships and marine vehicles from the Port facility in case of emergency

8.7.1 Emergency disconnect system preparation

8.7.1.1 All emergencies should be reported to the Port Authority authorities.

8.7.1.2 If it is decided the ship is to leave urgently, the safe places where the ship can be transported under controlled conditions should be specified by the Port Authority.

8.7.1.3 The master of the ship and the port facility will initiate the emergency departure process by mutual agreement in cases where urgent separation is required and will notify the Port Authority as soon as possible. In cases where the severity of the emergency and time permits, a representative from the Port Authority or the Harbor Master, Terminal Manager/Operation Officer, Ship Captain, Guide Captain will agree on the time and manner of the separation before the emergency separation is made.

8.7.1.4 The ship's machinery, steering gear and Marine System breakout equipment should be ready for immediate use.

8.7.1.5 All cargo unloading, ballast operations should be stopped and prepared for separation.

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 venting to the atmosphere is required, engine room personnel should be available, all non-essential receiving inputs should be closed, all safety precautions related to normal operation should be taken and a warning notice should be issued.

8.7.1.8 In all emergencies, if the required response exceeds the terminal facilities, the local police or fire department should be informed immediately.

8.7.1.9 The decision that the ship will be sent away under control is based on the principle of life safety.

It should also cover the following conditions.

- Qualification of tugs
- The ability of the ship to take off under its own power
- Availability of safe places to proceed or tow a ship in an emergency
- Fire fighting competence
- Proximity of other ships
- Fire Ropes

8.7.1.10 As long as the ship is in the port facility, fire ropes should be kept on the head and shoulder of the ship on the sea side. The eye of the ropes should be lowered to sea level and the part above the side should be tightened by wrapping at least five turns on the bollard. The part of the rope above the side must be taut from the bollard. A rope that can support 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. While the ship is in the port facility, the eye of the rope should be kept at this level all the time.

8.7.2 Realization of emergency separation

8.7.2.1 If all the above preparations are examined and deemed appropriate, the operation of sending the ship away will begin immediately.

8.7.2.2 Emergency Separation will be achieved by performing the following procedures in order.

8.7.2.3 A close coordination and cooperation is required between Terminal, Ship and Port Authorities at each stage.

8.7.2.4 Emergency Separation Procedures are below:

- Alarm sounding
- VHF, giving information about the emergency via telephone
- Making the first situation assessment between the ship's captain and the port facility officer
- Stopping the operation
- Implementation of port facility and ship emergency plan measures
- Deterioration of the current situation and the aforementioned emergency separation
- availability of conditions.
- Evaluation of the situation between the ship's master, the port facility officer, the port authority or the Harbor Master, the pilot
- Deciding on an emergency separation
- Informing surrounding facilities and other ships
- The tugboats are deployed for emergency separation around the ship, complete their preparations and indicate readiness
- The captain of the ship completes the preparations for the ship and states that it is ready.
- Approval to open the release hooks by the authorized person

CAUTION !

APPLICATION OF THE SHIP EMERGENCY SEPARATION PROCESS SHOULD BE CONSIDERED AS A LAST REMEDY

AND THE SEPARATION HOOKS SHOULD NOT BE RELEASED UNTIL ALL PRECAUTIONS ARE TAKEN AND THE ABOVE CONDITIONS FOLLOWED.

8.7.3 After emergency separation

8.7.3.1 After the ship separation process, the decision and declaration of the ship to be backed up and the location to be taken.

8.7.3.2 Transfer/mooring of the ship in the allocated area, accompanied by tugboats or with its own machinery.

8.7.3.3 Port Facility Detection of a possible damage or deficiency by examining the Port Facility

8.7.3.4 Evaluation of when the ship and port facility will be ready for cargo handling again

8.7.3.5 Sharing the negative factors, if any, that occur during the Emergency Departure

An agreement has been made between the pilotage and tugboat organization and the coastal facility authorities for fire, explosion and similar emergencies that may occur during loading/evacuation.

In accordance with the protocol signed with the authorized company, tugboats with sufficient towing power and number equipped to fight fires according to the weather and sea conditions reach the scene as soon as possible in case of emergency in order to quickly move the ship away from the facility and tow it to a safe point.

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

8.8.1 Waste collection and transport

8.8.1.1 The generated wastes are collected separately in waste bins according to their types, transported and stored appropriately. Wastes generated as a result of maintenance activities are also considered within this scope.

8.8.1.2 If an additional waste class is determined outside of the existing waste classes, it is integrated into the system.

8.8.2 Disposal of waste

8.8.2.1 According to whether the collected wastes are non-hazardous or hazardous wastes, the wastes are sold and removed from the facility with contracted organizations in accordance with legal recovery/disposal methods.

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

8.8.2.3 If contracting services are received for the transportation, sale and/or disposal/recovery of wastes, it is evaluated in terms of whether they fulfill their legal obligations and the methods of performing waste recycling and disposal operations without harming the environment.

8.8.2.4 It is mandatory to keep all records of waste disposal.

8.8.3 Contaminated packaging;

8.8.3.1 These wastes are empty drums. When it occurs, it is left in the contaminated packaging area at the waste site and within the period determined by the legislation, the Environmental Consultancy Firm and the Environmental Management System Officer contact the contracted and licensed company and ATF (Waste Transport Form) is filled and sent. The relevant form of the ATF and other documents are stored in the environmental folder.

8.8.3.2 Contaminated Waste; These wastes are used gloves, rags and workpieces. When it is formed, it is collected in the barrel with the name of the waste at the exit of the production-warehouse and taken to the waste area. Within the period specified in the legislation, the Environmental Consultancy Firm and the Environmental Management System Officer contact the contracted and licensed firm and the ATF is filled and sent. The relevant form of the ATF and other documents are stored in the environmental folder.

8.9 Emergency drills and their records

8.9.1 Practice scenarios;

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

8.9.2 Training scenarios;

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

8.9.3 Emergency drills to be carried out within the port facility;

8.9.3.1 The port should be specified in the annual training plans.

8.9.3.2 It can be planned as a Local or General intervention,

8.9.3.3 Safety, Spill etc. can be combined into exercise scenarios,

8.9.3.4 Drills can be made with or without notice.

8.9.3.5 The drills are based on various emergency scenarios.

8.9.3.6 Drills can be done practically as well as desk-top seminar style,

8.9.3.7 Different time, day, season and event scenarios are prepared for each drill.

8.10 Information on fire protection systems

8.10.1 Emergency and fire equipment is as follows:

Fire Hydrants, Fire Extinguishers, Fire Cabinets and Fire Hoses, Field Fire Alarm Detectors, Electric and Diesel Fire Pumps

In case of fire related to dangerous cargo, IMDG CODE SUPP fire tables will be used.

FIRE CHARTS	DESCRIPTIONS
F – A	GENERAL FIRE SCHEDULE
F – B	EXPLOSIVES AND ARTICLES
F – C	NON-COMBUSTIBLE GASES
F – D	FLAMMABLE GASES

F – E	FLAMMABLE LIQUIDS THAT DO NOT REACT WITH WATER
F – F	HEAT CONTROLLED ORGANIC PEROXIDES
F – G	OBJECTS REACTING WITH WATER
F – H	OXIDIZING OBJECTS WITH EXPLOSIVE POTENTIAL
F – I	RADIOACTIVE MATERIAL
F – J	NON-HEAT CONTROLLED SELF-REACTIVE ORGANIC PEROXIDES

The fire inventory is the same as in the Emergency Plan.

8.11 Procedures for approval, inspection, testing, maintenance and availability of fire protection systems

8.11.1 Fire water tanks and fire water

8.11.1.1 In order to prevent algae and sludge formed at the bottom or sides of the tank from creating a hazard during a fire, it should be emptied and cleaned at least once a year. During the emptying of the pools, the intake valve, check valve and filters are maintained.

8.11.1.2 In case of rapid drops in the water level, the leak location should be investigated and the malfunction, if any, should be corrected due to the possibility of leakage.

8.11.1.3 As a result of the annual checks to be made, internal cleaning and maintenance should be carried out in closed warehouses, if necessary.

8.11.2 Fire water pumps

8.11.2.1 In addition to the planned maintenance, the issues to be considered regarding the operation of fire pumps and the elimination of possible malfunctions are listed below.

8.11.2.2 It should be checked that the thrust bolts of the shaft seal bearings of the pumps are mutually tight so 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 to prevent this water from flowing to the floor, it should be connected to the drainage with a thin pipe from the threaded mouth under the bearing console.

8.11.2.3 Fire water pumps are operated for at least 1 hour per week and recorded.

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

8.11.2.5 Pump motors will draw more than normal current due to inrush current at the first moments of operation. When all pumps start working at the same time, due to the high current to be drawn, disjunctors may trip or major malfunctions may occur in the diesel generator. For this reason, the time relays that regulate the transition from star to delta in the protective switches that drive the pump motors should be adjusted according to different and appropriate time intervals according to the number of pumps and the amount of pumps to be activated at the same time, and the pumps should be activated sequentially.

8.11.2.6 After the above preparation and controls are done, 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 amperage draw is high in normal operation, the causes should be investigated and corrected. There may be a fault or mechanical stress in the pump or motor. Voltages below normal can be dangerous to the motor.

8.11.2.7 Manometers should be kept under constant control and one or more of the pumps should be stopped in case of excessive pressure rises.

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

8.11.2.9 Check valve in the discharge pipe of the pump that does not work; If materials such as paper, garbage, stone pieces, moss and slime are jammed and prevent the check valve from closing completely, some of the water pumped by the other pumps is pumped back into the pool while passing through these inoperative pumps and suction pipes. This fault, which restricts the required water flow in the event of a fire, must be eliminated. If a rotation is observed in the couplings of some of the non-operating pumps during the operation of some pumps, it should be considered as an indication of the existence of the above-described fault in these pumps.

8.11.2.10 It must be ensured that the pump and motor rotate in the right direction during operation. For this reason, the direction of rotation must be drawn on the couplings and the control must be done accordingly.

8.11.2.11 During the operation of the pumps, the temperature of the pump and motor bearings can become too hot to touch by hand. If the temperature is high, it may be due to internal mechanical stress or coupling misalignment. In such cases, the pump must be stopped immediately and the fault must be corrected.

8.11.2.12 In pumps driven by a diesel engine, the engine must be started in accordance with the special instructions.

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

8.11.3 Fire hydrant installation

8.11.3.1 Rain water should be prevented from entering the fire hydrant hose cabinets, the hoses should be intact, strong and tightened sufficiently. At least one of the hoses should always be kept connected to the fire valve.

8.11.3.2 Fire valves must be fault-free and leak-proof. Defective nozzles, valves and hoses will be promptly replaced with new ones, and faults should be repaired and backed up. For this reason, a sufficient amount of hoses, nozzles, fire valves, clamps, couplings and spare materials should be available in each facility. In the fire installation, it is not allowed to wait for the fault for any reason.

8.11.3.3 While fixing the malfunctions detected following the drills, working fire hoses are wet and contain water.

Under no circumstances should they be placed in cabinets. 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 sea water has been pumped with hoses, they should be washed with fresh water first and dried in a cool-windy place.

8.11.3.4 All pipes of the fire hydrant and sprinkler installation should be inspected every three months, the rusted parts should be painted, corroded or rotted parts should be replaced with new ones, valves and check valves should be checked and faults should be fixed.

8.11.3.5 All fire hydrants, hoses and nozzles are repaired by the responsible persons if any deficiencies or malfunctions are detected as a result of the control.

8.11.4 Portable fire extinguishers

8.11.5 Sufficient spare devices should always be available in plant warehouses for malfunction, control or maintenance. For the above purposes, spares should be put in place of the extinguishers taken from their places in order.

8.11.6 All fire extinguishers are visually examined and checked on a monthly basis. After the control, the extinguishers are marked. During the control, especially dry powder extinguishers are turned upside down and tapped lightly on the base, thus allowing the powder in the tube to move. Otherwise, the powder inside the extinguishers, which remain in the same position for a long time, may settle to the bottom and solidify. If any deficiencies or malfunctions are detected as a result of the control, they are corrected by the relevant responsible persons.

8.11.7 Fire extinguishers are subjected to a general control once per year by the supplier company, according to the TS ISO 11602-2 Fire Protection: Portable and Wheeled Fire Extinguishers standard. Fire extinguishers are tested by the relevant company at intervals not exceeding 10 years, and chemical powder is checked at the end of the 4th year.

8.12 Frost protection

8.12.1 Protection of Generators

8.12.2 When the outside temperature drops below +4C in winter, the water may start to freeze. For this reason, the radiators of generators with water-cooled engines should be secured with antifreeze.

8.12.3 Protection of Fire Water Pumps

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

8.12.5 Protection of Fire Water Distribution Pipes

8.12.6 The exposed main and branch pipes must be protected against freezing up to the hydrant taps. Therefore, the lines are protected against freezing either by means of insulation or by laying them underground.

8.13 Precautions to be taken when fire protection systems do not work

8.13.1 Facility fire fighting equipments are systems that back up each other and are installed as alternatives to the other.

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

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

8.13.3 The conditions under which assistance and support will be provided, and

8.13.4 It may be necessary to make a protocol specifying the scope.

8.13.5 Marine firefighting tugboats or marine vehicles in the Region capabilities should 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 employees from being affected by these substances when working with dangerous chemical substances, to minimize this if it is not possible, and to protect the employees from the dangers of these substances.

9.1.1 Risk assessment

9.1.1.1 The Port Facility Management, in order to determine whether there are dangerous chemicals in the port facility and to determine the negative effects in terms of the health and safety of the employees in case of dangerous chemical substances, should follow the Occupational Health and Safety Services published in the Official Gazette dated 29/12/2012 and numbered 28512. It is responsible for making a risk assessment in accordance with the provisions of the Safety Risk Assessment Regulation.

9.1.2 In the risk assessment to be made in working with chemical substances, the following points are particularly taken into account:

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

9.1.2.2 Turkish-language material safety data sheet (SDS) to be obtained from the manufacturer, importer or seller.

9.1.2.3 Type, level and duration of exposure.

9.1.2.4 Amount of chemical substance, conditions of use and frequency of use.

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

9.1.2.6 The effect of preventive measures taken or to be taken.

9.1.2.7 Results of previous health surveillance, if any.

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

9.1.3 Port Facility Management obtains additional information required for risk assessment from the supplier or other sources. This information also includes special risk assessments of chemicals, if any, included in the current legislation for users.

9.1.3.1 A new activity involving dangerous chemicals can only be started after taking all relevant types of precautions determined by risk assessment.

9.1.3.2 Precautions to be taken when working with dangerous chemical substances

9.1.3.2.1 Risks in terms of health and safety of employees working with hazardous chemical substances are eliminated or minimized by the following measures:

9.1.3.2.2 Appropriate arrangement and work organization is made at the port facility.

9.1.3.2.3 Working with hazardous chemicals is done with a minimum number of employees.

9.1.3.2.4 It is ensured that the amount of substances to which the workers will be exposed and the duration of exposure are as low as possible.

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

9.1.3.2.6 Workplace buildings and annexes are kept neat and clean at all times.

9.1.3.2.7 Appropriate and sufficient conditions are provided for the personal cleaning of the employees.

9.1.3.2.8 Necessary arrangements are made for the most appropriate processing, use, transportation and storage of hazardous chemicals, waste and residues at the Port facility.

9.1.3.2.9 By applying the substitution method, non-hazardous or less dangerous chemicals are used instead of hazardous chemicals in terms of health and safety of employees. If the substitution method cannot be used due to the nature of the work, the risk is reduced by taking the following measures according to the result of the risk assessment and in order of priority:

9.1.3.2.10 Appropriate process and engineering control systems are selected and appropriate machinery, materials and equipment are used in working with hazardous chemicals, including maintenance and repair works that may pose a risk to the health and safety of employees, and taking into account technological developments.

9.1.3.2.11 In order to prevent the risk at its source; collective protection measures such as proper work organization and establishment of adequate ventilation systems are implemented.

9.1.3.2.12 In cases where the measures taken for the collective protection of employees from the negative effects of hazardous chemicals are not sufficient, personal protection methods are applied together with these measures.

9.1.3.3 Adequate control, supervision and surveillance is provided to ensure the effectiveness and continuity of the measures taken.

9.1.3.4 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 are evaluated by taking into account the occupational exposure limit values specified in the annexes of this Regulation.

9.1.3.5 The Port Facility Management also considers the specified measurement results. In all cases where occupational exposure limit values are exceeded, the Port Facility Management takes protective and preventive measures to eliminate this situation as soon as possible.

9.1.3.6 Without prejudice to the provisions of the Regulation on the Protection of Employees from the Hazards of Explosive Environments, published in the Official Gazette dated 30/4/2013 and numbered 28633, the Port Facility Management shall submit the risk assessment results and risk prevention principles, in order to protect the employees from the dangers arising from the physical and chemical properties of chemical substances, including the processing, storage, transportation of these substances and the prevention of contact of chemical substances that may affect each other, in accordance with the nature of the work performed, in the order of priority given below. takes measures and makes administrative arrangements:

9.1.3.6.1 In the port facility, dangerous concentrations of flammable and explosive substances and chemically unstable substances are prevented from being present in dangerous quantities. If this is not possible,

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

9.1.3.6.3 Necessary precautions shall be taken to prevent or minimize the injury of employees in case of fire or explosion caused by flammable and/or explosive materials or from the harmful physical effects of chemically unstable substances and their mixtures.

9.1.3.7 The design, manufacture and supply of protective systems provided for the protection of work equipment and employees are carried out in accordance with the legislation in force in terms of health and safety. The Port Facility Management ensures that all equipment and protective systems to be used in explosive atmospheres comply with the provisions of the Regulation on Equipment and Protective Systems Used in Possible Explosive Environments (2014/34/EU) published in the Official Gazette dated 30/06/2016 and numbered 29758, updated on 30/06/2020 and numbered 31168.

9.1.3.8 Arrangements are made to reduce the effect of burst pressure.

9.1.3.9 It is ensured that the facility, machinery and equipment are kept under constant control.

9.1.3.10 Minimum safety distances are observed in the placement of storage tanks with liquid oxygen, liquid argon and liquid nitrogen in workplaces.

9.1.4 Emergency situations

9.1.4.1 Port Facility Management, without prejudice to the issues specified in the Regulation on Emergencies at Workplaces published in the Official Gazette dated 18/6/2013 and numbered 28681, in emergency situations that may arise from dangerous chemicals in the port facility, the following issues are particularly taken into account:

9.1.4.1.1 Preventive measures to reduce the negative effects of emergencies are taken immediately and employees are informed of the situation. Necessary work is carried out to ensure that the emergency situation returns to normal as soon as possible, and only employees assigned in emergencies for maintenance, repair and mandatory works and teams from outside the workplace are allowed to enter the scene.

9.1.4.1.2 Persons who are allowed to enter the affected area are given appropriate personal protective equipment and special safety equipment and are provided to use them as long as the emergency continues. Persons without appropriate personal protective equipment and special safety equipment are not allowed to enter the affected area.

9.1.4.1.3 Information on hazardous chemicals and emergency response and evacuation procedures are available for use. Employees assigned in emergencies at the port facility and organizations operating in areas such as first aid, emergency medical intervention, rescue and firefighting outside the workplace are provided with easy access to this information and procedures. This information;

9.1.4.1.3.1 The hazards, precautions to be taken and works to be done so that the employees assigned in emergencies at the port facility and the organizations operating in areas such as first aid, emergency medical intervention, rescue and fire fighting outside the workplace can be prepared in advance and make appropriate interventions,

9.1.4.1.3.2 Information about the special hazards and the work to be done in an emergency,

9.1.5 Training and informing of employees

9.1.5.1 The Port Facility Management provides the training and informing of the employees and representatives, without prejudice to the issues specified in the Regulation on the Procedures and Principles of Occupational Health and Safety Training of Employees dated 15/5/2013 and numbered 28648. These trainings and briefings include in particular the following:

9.1.5.1.1 Information obtained as a result of risk assessment.

9.1.5.1.2 Information on the identification of dangerous chemical substances, health and safety risks, occupational diseases, occupational exposure limit values and other legal regulations related to dangerous chemical substances that are present or that may arise in the port facility.

9.1.5.1.3 Necessary measures and actions to be taken so that employees do not endanger themselves and other employees.

9.1.5.1.4 Information on material safety data sheets in Turkish provided from the supplier for hazardous chemicals.

9.1.5.1.5 Information on labeling/locking in accordance with the legislation on sections, containers, piping and similar installations containing hazardous chemicals.

9.1.5.2 The training and information to be given to the representatives will be in the form of training supported by verbal instructions and written information, depending on the degree and nature of the risk arising as a result of the risk assessment. This information is updated according to changing conditions.

9.2 Information on personal protective clothing and procedures for using them

Personal Protective Devices of Response Teams

Level A

Area of use : Events requiring high level of protection of skin, respiratory, eye, etc. – Gas-tight.

Positive pressure Scuba Breathing apparatus – SCBA

Fully protective clothing against chemicals

Gloves, chemical resistant inside

Glove, outside chemical resistant

Boots or boots, chemical resistant, steel heels

Underwear, cotton, long sleeves and long legs

Hard Head

long sleeve

Two-way radio communication (Non-Sparking)

Level B

Minimum level required for entry and exit to the scene, but rather for spillage of liquids.

Positive pressure Scuba Breathing apparatus – SCBA

Chemical protective clothing

Gloves, chemical resistant inside

Glove, outside chemical resistant

Boots or boots, chemical resistant, steel heels

Hard Head

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 harmed. However, continuous measurement should be made.

→Full mask, air-purifying filter

→ Protective clothing against chemicals

→Gloves, chemical resistant inside

→Gloves, chemical resistant on the outside

→Boots or boots, chemical resistant, steel heels

→Hard Head

→Two-way radio communication (Non-Sparking)

→Face Mask

Level D

Work clothes (emergency responders). Requires long sleeves and safety shoes/boots. Other Personal protective equipment varies according to the situation. If there will be a problem in contact with the skin, such clothes should not be entered into the scene.

9.3 Confined space entry clearance measures and procedures

Indoor work is carried out in accordance with the "SEC-P-10 WORK PERMITS PROCEDURE". There is no temporary storage of dangerous cargo.

Indoor studies;

9.3.1 Before the study, gas measurement in the area where the study will be carried out is made in accordance with the SEC-T-08 gas measurement instructions for use. The measuring device is positioned to analyze from a height of 35cm-50cm from the ground and the measurement is made.

9.3.2 Explosive vapors that may form may be heavier than air or lighter than air may accumulate above the enclosed space. For this reason, if the vapor density of the chemical is unknown, it is taken from at least two points.

9.3.3 Explosive gas, oxygen VOC measurements are made before entering the confined space. If the oxygen amount is 20.9%, the LEL is 0% and the VOC is 0 ppm, the entrance to the closed area is allowed. SEC-F-06 applies.

9.3.4 Depending on the nature of the work to be done, other measures are specified by the occupational safety expert in the SEC-F-06 form.

9.3.5 Pressurized cylinders, whether flammable or not, are never kept inside during the work to be done in a closed area.

9.3.6 Lighting and electrical connections are checked. If possible, operate at low voltage.

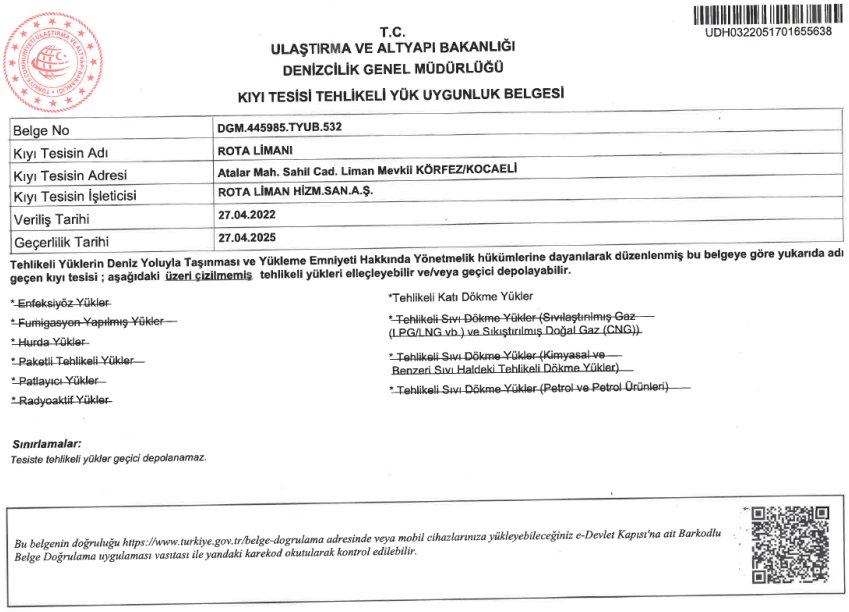
9.3.7 When the work is interrupted, it is not left in the closed area, but taken out. Electrical connections are closed from the panel.

9.3.8 The forced fan must be operated continuously during the working period.

9.3.9 More about this source textSource text required for additional translation information

10 OTHER SUBJECTS

10.1 Validity of Dangerous Cargo Document of Conformity



T.C.
ULAŞTIRMA VE ALTYAPI BAKANLIĞI
DENİZCİLİK GENEL MÜDÜRLÜĞÜ

UDH0322051701655638

KIYI TESİSİ TEHLİKELİ YÜK UYGUNLUK BELGESİ

Belge No	DGM.445985.TYUB.532
Kıyı Tesisin Adı	ROTA LİMANI
Kıyı Tesisin Adresi	Atalar Mah. Sahil Cad. Liman Mevkii KÖRFEZ/KOCAELİ
Kıyı Tesisin İşleticisi	ROTA LİMAN HİZM.SAN.A.Ş.
Veriliş Tarihi	27.04.2022
Geçerlilik Tarihi	27.04.2025

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~~
~~*Fumigasyon Yapılmış Yükler~~
~~*Hurda Yükler~~
~~*Paketli Tehlikeli Yükler~~
~~*Patlayıcı Yükler~~
~~*Radyoaktif 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:
Tesiste tehlikeli yükler geçici depolanamaz.

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 Tasks defined for Dangerous Cargo Safety Advisor

As in Section 2.3.

10.3 Issues for those carrying dangerous cargo that will arrive/leave the port facility by land (documents required to be kept by road vehicles carrying dangerous cargo at the entrance/exit of the port or coastal facility area, equipment and equipment that these vehicles must have; speed limits in the port area, etc.)

10.3.1 Documents required

Dangerous Cargo Declaration, Dangerous Cargo Transport Waybill,

Multi-Mode Dangerous Cargo Form,

Dangerous Cargo Manifesto,

Safety Data Sheet,

Transport document showing exemption for transport within the scope of ADR/RID/IMDG Code 3.4 and 3.5, transport document showing exemption for transports within the scope of ADR 1.1.3.6,

In transports within the scope of ADR;

SRC 5 certificate suitable and valid for transport, ADR written instruction, Vehicle Document of Conformity suitable for transport or valid transport document, transport

authorization certificate, dangerous cargo activity certificate, interim/periodic inspection of the cargo unit,

As a result of the risk assessment of the cargo transport units arriving at the port facility and those containing harmful gas or fumigated in the cargo transport units leaving the port facility, or, if gas measurement has been made, a Document of Conformity for transportation,

Dangerous cargo arriving and leaving the port facilities cannot be transported without the mandatory documents regarding the transportation listed above. Loads that are not properly secured within the scope of the IMDG Code are also treated as dangerous cargo.

10.3.2 Speed Limit at Port Facility

The speed limit in our Port Facility is 20 km/h.

10.4 Issues for those carrying dangerous cargo that will arrive/leave the port facility by sea (day/night signs to be displayed by ships and sea vehicles carrying dangerous cargo at the port or port facility, cold and hot working procedures on ships, etc.)

10.4.1 Arrival by sea

10.4.1.1 Packaged dangerous cargoes:

10.4.1.1.1 Ship's name and ship's IMO number, agency and estimated time of arrival (ETA), normally no later than 24 hours from arrival;

10.4.1.1.2 Proper shipping name of dangerous cargo, UN number, class 1 or designated part of products, conformity group letter (where applicable), sub-risk, if any, number and type of parcel, packing group, flash point range (as applicable), quantity and additional information required by section 5.4 of the IMDG Code;

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

10.4.1.1.4 Stowage of dangerous cargo in a way that indicates the ones to be unloaded and left on the ship;

10.4.1.1.5 Dangerous cargo to remain on board should be specified by referring to their numbers in the list (see above).

10.4.1.1.6 The status of dangerous cargo in case of any inappropriate danger; and

10.4.1.1.7 Any known defect that could 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 Ship's name and ship's IMO number, agency and estimated time of arrival (ETA), normally no later than 24 hours from 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 For the cargo, an International Document of Conformity for the Bulk Transport of Hazardous Chemicals or a valid Document of Conformity for the Transport of Hazardous Bulk Chemicals, as appropriate, the International Pollution Prevention Certificate for the Carriage of Liquid Bulk Substances Harmful to Health (NLS Certificate) and/or International Fuel Pollution Prevention Certificate;

10.4.1.2.4 Dangerous cargo to remain on board should be indicated by referring to their numbers in the list;

10.4.1.2.5 Consolidated carriers entering a dry cargo terminal should also indicate the nature of the last three cargoes and, where applicable, their flash points and the current state of the tank/cargo holds (such as whether they are gasless), the condition of the dangerous cargo and any known defect in the cargo containment and handling system, bulk cargo related equipment and instrumentation, in the event of any potential for improper hazard to occur; and

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

10.4.1.2.7 Additional information that can be submitted to the port administration before dangerous cargoes are brought to or removed from the port area may be those specified in ISPS Code Part B. Examples of other information required by regulatory bodies regarding packaged dangerous cargo are:

- Container number
- Shipping license number or reference (if IMDG Code class 1 or 7);
- Recipient or local carrier name and contact details (if applicable).

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 time of departure (ETD) as required by regulatory bodies;

10.4.2.1.2 Proper shipping name of dangerous cargo, UN number, class 1 or designated part of products, conformity group letter (where applicable), sub-risk, if any, number and type of parcel, packing group, flash point range (as applicable), quantity and additional information required by section 5.4 of the IMDG Code;

10.4.2.1.3 Stacking place of dangerous cargo on the ship.

10.4.2.2 Dangerous bulk cargoes (liquid or solid):

10.4.2.2.1 Ship's name and ship's IMO number, agency and estimated time of departure (ETD) as required by regulatory bodies;

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

10.4.2.2.3 For the cargo, an International Document of Conformity for the Carriage of Hazardous Bulk Chemicals or a valid Document of Conformity for the Carriage of Hazardous Bulk Chemicals, as appropriate, the International Pollution Prevention Certificate for the Carriage of Liquid Bulk Substances Harmful to Health (NLS Certificate) and/or International Fuel Pollution Prevention Certificate;

10.4.2.2.4 Stacking or location of dangerous cargo on board.

10.5 Additional considerations to be added by the coastal facility

10.5.1 Education

10.5.1.1 Management

10.5.1.1.1 Management should ensure that all deck and shore personnel involved in the transport or handling of dangerous cargo or their supervision are properly trained in proportion to their responsibilities in their organisation.

10.5.1.1.2 Management at all levels should exercise their day-to-day 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 cargo should receive training on the safe transportation or handling of dangerous cargo in proportion to their responsibilities.

10.5.1.3 Coastal personnel, must receive general awareness, task-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 cargo in proportion to their duties. The training should be designed to provide familiarity with the general hazards and legal requirements of the relevant dangerous cargo. This training includes defining the types and classes of dangerous cargo, labeling, marking, packaging, separation and compliance with the requirements; definition of purpose and content of shipping documents; and descriptions of existing emergency response documents.

10.5.2.2 Mission-Oriented training

10.5.2.2.1 Everyone should receive detailed training on the specific requirements for the safe transportation or handling of dangerous cargo 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 in the storage of dangerous cargo and the functions they perform:

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

10.5.2.3.3 Security training for personnel with duties related to the transportation and handling of dangerous cargo 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). As a private, the special training requirements for the safety of dangerous cargo given in the IMDG Code Section 1.4 should also be mentioned.

10.6 Accident prevention policy

ROTA LIMAN SERVICES INDUSTRY INC. As the management, we are aware that the operations carried out in our port have the potential to cause accidents due to their nature. However, we believe that all accidents can be prevented. For this reason, we are committed to managing the operations in the best way to prevent accidents and to protect employees, subcontractors, visitors, neighbors and the environment at the highest level. ROTA LIMAN SERVICES INDUSTRY INC. in line with Quality

Management Systems, we, as ROTA Port, aim to prevent accidents and reduce their effects;

• Taking high-level safety and risk control measures for people and the environment around the port facility and providing all necessary resources for this purpose.

• Carrying out a risk assessment based on quantitative analysis of ordinary and extraordinary operations in order to identify and evaluate accidents and keeping these assessments up-to-date.

• Making arrangements regarding the identified risks, including maintenance, repair and temporary stops, and preparing the necessary procedures.

• To follow technological developments in order to prevent accidents and reduce their effects and to ensure confidence in the facilities.

• Providing the necessary support for the continuous improvement of safety measures.

• With the planned changes, necessary arrangements and controls for the new plant and process design are made and risk assessments are made and the acceptability of them is evaluated before they are carried out.

• Identification of emergencies that can be detected in advance with systematic analysis, preparation of emergency plans for these emergencies and their regular inspection and review in exercises.

• Monitoring the performance of the system within the framework of procedures in order to evaluate the compliance with the targets determined by the Quality Management Systems, and investigating the corrective actions in case of non-compliance.

• Periodically and systematically evaluating the effectiveness and suitability of Quality Management Systems, documenting it, reviewing it as senior management, and supporting the continuous improvement of Quality Management Systems.

• Assigning personnel with appropriate knowledge, skills, training and experience for positions that will affect operational business processes, safety and security within the organization,

• Ensuring the continuous improvement of our personnel by providing trainings,

• Adhering to national and international laws, regulations, regulations and standards

• Ensuring the health and safety of employees, contractors, visitors and neighbors and protecting the environment by systematically eliminating their effects and preventing accidents by investigating potential non-compliances with the policy and taking the necessary measures.

WE WILL IMPLEMENT POLICIES AS MANAGEMENT AND ALL EMPLOYEES.

10.7 Hot work procedure

Hot work on the ship is not allowed. However, in obligatory cases, it will be carried out under the control of the port facility by obtaining permissions in accordance with the legal regulations by the ship agency.

Written permission shall be obtained from the port authority that the said hot works can be carried out before starting the hot works and operations to be carried out in the places where dangerous cargo is stored and during the handling of dangerous cargo in our port facility. In the said permit, the details of the hot work and the place where the processes will be carried out, as well as the safety measures to be applied, will be specified in the Hot work form.

Hot Work Form includes the following.

- Frequent inspection of the work area and adjacent areas, including tests performed by accredited testing institutions, in order to ensure that the areas where the work will be carried out are not flammable and/or explosive atmospheres and are not inadequate in terms of ventilation and oxygen,
- Removal of dangerous cargoes and other combustible materials from the working areas and adjacent areas, (Lime, sludge, residue and other possible combustible materials are included in the substances to be removed from the said areas.)
- Effective protection of combustible building materials (e.g. beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignition,
- In order to prevent the spread of flame, spark and hot particles from work areas to adjacent areas or other areas; sealing and sealing open pipes, pipe passages, valves, joints, gaps and open parts,

A plate with the permission certificate of the hot work to be done and the safety precautions to be taken will be hung in the work area and at all work area entrances. The permit and safety measures should be easily visible and clearly understood by anyone who will do the hot works.

Attention should be paid to the following points when performing hot works:

- Controls will be made to verify that the current conditions in the working environment have not changed.
- At least one fire extinguisher or other suitable fire extinguishing equipment, together with all its apparatus, shall be made available in an easily accessible place for immediate use during hot works.

During hot works and processes, when the said works are completed and for a sufficient time after completion; Effective fire control will be carried out in the area where the hot work is carried out and in adjacent areas where danger may arise due to heat transfer.

For additional more detailed information and procedures regarding hot works and processes, it will always be considered that the document "International Safety Guidelines for Oil Tankers and Terminals (ISGOTT)" should be consulted.

SICAK İŞ FORMU

Risk Değerlendirmesi

Sıcak Çalışma Alanı: .....

Giriş Sınırlamaları: .....

Sıcak İş nedeni:

Çalışma etkinliği açıklaması: .....

Muhtemel tutuşturma kaynağı türleri:

☐ Alev (kaynak, lehim, vb) ☐ Kıvılcım veya cüruf (taşlama, kesme, kaynak, vb)

☐ Sıcak Nesne (metal yüzey vb) ☐ Diğer: .....

Tehlike tanımlama, risk analizi ve kontrol önlemi seçimi:

Sıcak Çalışma İle İlgili Sorumluluk: (Uygun olanı işaretleyiniz)	☐	Sıcak iş sadece aşağıda ayrıntıları verilen sıcak iş konularında göre taşeron personeli tarafından yapılacaktır. Kişi/Kişiler belirlenmiş ve ayrıntılı çalışma detayları ve daha önce hazırlanıp bu formun sonuna eklenmiştir.	Dokümanları ekle ve risk değerlendirmesi yapmadan Sıcak İş İznine geç.
	☐	Sıcak iş sadece aşağıda ayrıntıları verilen sıcak iş konularında göre tesis personeli tarafından yapılacaktır.	Aşağıdaki risk değerlendirmesini tamamla

Risk Değerlendirme Rehberi

Adım 1 – Sonucunu düşün	Adım 2 – Olasılığı Düşün	Adım 3 – Riski Hesapla
Bu tehlikenin meydana gelebilecek sonuçları nelerdir? Bu tehlike çalışma ile ilgili (aşağıda) en olası sonucu nedir düşünün	Adım 1 de kararlaştırılan tehlike sonucunun meydana gelme olasılığı (aşağıda) nedir.	1. Adım 1. puanı alın ve doğru sütunu seçin. 2. Adım 2. puanı alın ve doğru satırı seçin. 3. İki değerlendirme aşağıda matris üzerinde çapraz risk skoru kullanın **Y = YÜKSEK, S = CİDDİ, O = ORTA, D = DÜŞÜK**

Aşırı	Birden fazla ölüm veya kalıcı yaralanmalar
Kritik	Tek ölüm yada kalıcı hasar
Büyük	Medikal tedavi veya kayıp zaman yaralanması
Küçük	İlk yardım tedavisi
Önemsiz	Olay veya ramak kala – hiç bir tedavi

Mümkün	Çoğu durumda ortaya çıkması bekleniyor
Olasılıklı	Muhtemelen bir kez oluşacak
Muhtemel	Olay bir zamanda ortaya çıkabilir
Olası Değil/ Nadir	Olay beklenmiyor sadece istisnai durumlarda ortaya çıkabilir.

Olasılık \ Sonuçlar	Önemsiz	Küçük	Büyük	Kritik	Aşırı
Mümkün	O	C	Y	Y	Y
Olasılıklı	O	O	C	Y	Y
Muhtemel	D	O	O	C	C
Olası Değil / Nadir	D	D	O	O	C

Olasılık \ Sonuçlar	Önemsiz	Küçük	Büyük	Kritik	Aşırı
Mümkün					
Olasılıklı					
Muhtemel					
Olası Değil / Nadir					

Tehlike (İşe ilişkin tehlikeleri listeleyin)	Kontroller (Bütün Tehlikelerin yönetmek için kontrolleri liste)	Kişisel Koruyucu Kıyafetler	Sorumlu Kişiler (Kontrolleri uygulanmasından sorumlular)	Risk Değerlendirmesi (Yerinde Kontroller ile: Yüksek, Ciddi, Orta yeya Düşük)
1.				
2.				

Riski Değerlendiren Personel :

İsim: ..... İş Veren: ..... Tarih: .....

İsim: ..... İş Veren: ..... Tarih: .....

SICAK İŞ İZNİ

Risk Değerlendirilmesinde açıklanan sıcak iş yöntemi ve konumuna göre, aşağıda ilgili bölümlerde kontrol gereksinimlerini belirlemek.

SICAK İŞ VE TUTUŞTURMA KAYNAKLARI KONTROLÜ

Sıcak çalışmalarının bir parçası olarak gerçekleştirilecek sıcak iş ve tutuşturma kaynaklarının kontrollerini belirlemek:	EVET	N/A	Kontrol
	☐	☐	Tesis / yüklenici tarafından sağlanan Yangın söndürücüler sıcak çalışma alanı ve hemen bitişiğinde 10 metrede yer almaktadır (sabit konum yangın söndürücüler hariç)
	☐	☐	Yakalama hasırları veya levhalar kıvılcım ve cüruf yakalamak için uygun yerlere konumlandırılmıştır.
	☐	☐	Yanıcı ve parlayıcı malzemelerin sıcak iş alanından temizlemesi gerekmektedir. (burada uygulanabilir sıcak çalışma alanı etrafında 15m alanı düşünün ve aşağıdaki çalışma alanının yüzeylerinde dahil edilmesi gerekir.)
	☐	☐	Kanalizasyonlar, kablo rafları, elektrik kabloları ve diğer ısı / yangına hassas ürünler dikkate alınacaktır. (15 metrelik bir alanda yanmaz battaniye, yakalama levhaları veya mevcut ise onaylı kaplamalar kullanın)
	☐	☐	Yangın hortumu sıcak iş alında kullanıma hazır tutulacaktır
	☐	☐	Bir Yangın gözlemcisi sıcak iş sırasında yangın riskini, kıvılcım, cüruf, sıcak nesneleri devamlı izlemesi ve / veya iş boyunca belli periyodlar için gereklidir. ☐ Tüm İş Boyunca, ve/veya ☐ İş Boyunca Belli Periyodlarda (…… dakikada bir)

Belirli Sıcak İş / Tutuşturma Kaynaklarının Kontrolleri	Evet	N/A	Evet İse Ek Kontrol Ayrıntıları Belirtilecektir
Sıcak iş esnasında izolasyon yapılması gereken bitişik alanlarda alınması gerekli önlemler (boru, tank, basınçlı kaplar gibi)	☐	☐	
Sabit yangın koruma ve algılama sistemi hizmet dışı bırakılması gerekmektedir.	☐	☐	
Çalışma alanı özel temizlik yapılması, yıkanması, havalandırması veya çalışma öncesi atmosferik izleme gerektirir. (çalışma alanında yanıcı / patlayıcı buharlar, tozlar, sıvılar ya da katı atıklar)	☐	☐	
Çalışma alanı çalışmalar sırasında ön temizleme, sökme, yüzey hazırlığı yapma ve atmosferik izleme gerektirir. (Yüzeyler ve kaplamalar ısıtılırken veya kesilirken zararlı emisyonları oluşturabilir)	☐	☐	
İşin niteliği özel solunum cihazı giyilmesini gerektirir	☐	☐	
İşin niteliği gaz ve diğer hassas ürün için uygulanacak özel kontroller gerektirir.	☐	☐	
Sıcak işte elektrik kaynağı kullanılacak ise elektrik güvenliğini sağlamak için özel kontroller gereklidir.	☐	☐	

Kapalı Mekanlar için ek Sıcak Çalışma Kontrolleri

☐ N/A (Uygulanmaz)

Kontroller:	Evet	N/A
Dışarıda uygun bir yere cihazlar konumlandır. (yangın söndürücü, hortumlar, solum cihazları gibi)	☐	☐
Havalandırma fanını kirlenme kaynağının mümkün olduğu kadar yakına konumlandır.	☐	☐
Kirletici maddeler hava boşluğuna tahliye edilmesi (böylece devri daim edilirler ve diğer işçileri zarar vermezler)	☐	☐
Elektrik kaynağı önemli bir sure askıya alındığında Elektrik kaynaklarından elektrotlar çıkartılır ,takıldıktan sonra tekrar enerji verilir. Böylece kazara kontak yada ark oluşmaz.	☐	☐
Gaz kaynaklı kesme faaliyetleri önemli bir sure askıya alındığında, meşale ve silindir valfleri kapatılır. Meşale ve hortum bağlantısı çıkarılır ve basınçlaştırılır.	☐	☐

Sıcak İşin Tamamlanması

☐ N/A (Uygulanmaz)

Kontroller:	Evet	N/A
İşin bitiminden sonra alan en az yarım saat süreyle kontrol edilir.	☐	☐
Alan en az sekiz saat süre ve birer saat ara ile kontrol edilir.	☐	☐
Sıcak çalışma sonrası yapılacak kontrolle gerek yoktur.	☐	☐

İzin İsteyen

İsim: …… İmza: ……

10.8 Responsibilities of personnel in charge of the operation

10.8.1 Operations manager

10.8.1.1 Acts according to the checklists in clause 10.9.

10.8.1.2 Will hold a coordination meeting at least 1 day before the acceptance of dangerous cargo to the coastal facility and ensures the participation of Operation, Site planning, HSE, TMGD and other relevant persons to this meeting.

10.8.1.3 If a decision is made to accept the dangerous cargo at the meeting, the management, operation, storage, security, emergency response units are informed and the preparation and acceptance process starts.

10.8.1.4 In case of the need to inform the Port Authority of the cargoes that will not be accepted to the coastal facility, notify the Port Authority in writing, together with the reasons.

10.8.1.5 Announces the equipment, crane, crew, number of posts and berth determined at the meeting.

10.8.1.6 Organizes the working order with the 2nd Captain.

10.8.1.7 Together with the Planning Specialist, ensures the loading/unloading according to the approved cargo plan.

10.8.1.8 Ensures that everyone involved in the transport of dangerous cargo takes due care to prevent damage to the cargo transport units.

10.8.1.9 Takes necessary precautions to prevent unauthorized persons from accessing the transport areas while dangerous cargoes are being transported.

10.8.1.10 If there is a problem in the containment of dangerous cargo, ensures that the necessary steps are taken to minimize the existing risks for people and their negative effects on the environment.

10.8.1.11 Takes measures to protect packaged cargoes and bulk cargoes containing Class 4.3 cargo from being affected by rain, sea water and similar factors.

10.8.1.12 In case the ship's unloading is partially finished, gas measurements will be made before the assignment is made for the discharge of the cargo remaining in the ship's hold.

10.8.1.13 During the handling of dangerous solid cargoes, it ensures that a tarpaulin is laid between the ship and the quay and appoints a responsible person for a cleaning for the cargoes scattered around.

10.8.1.14 In areas where dangerous solid bulk cargoes that release toxic or flammable gas are handled, the concentration of toxic or flammable gas that they may generate and their possible spread will be regularly checked with gas measuring devices and the measurements will be recorded.

10.8.2 Shift supervisor

10.8.2.1 Acts according to the checklists in clause 10.9.

10.8.2.2 Checks the personnel equipped with the necessary protective equipment before the operation.

10.8.2.3 Makes necessary warnings and controls to prevent trucks from loading excessively.

10.8.2.4 Drivers check that the driver is waiting for the specified point away from the vehicle during loading and unloading and that the driver has the necessary protection equipment.

10.8.2.5 It controls the occupational safety in the working area, the control of the equipment, the entrance and exit of the external persons, the safe handling of the cargo, the environmental cleanliness and the proper execution of these works.

10.8.2.6 Organizes the working order with the 2nd Captain.

10.8.2.7 Coordinates with the Planning Specialist, ensures the loading/unloading is carried out according to the approved cargo plan.

10.8.2.8 Performs the necessary separation according to the classes of dangerous cargo.

10.8.2.9 Ensures that everyone involved in the transport of dangerous cargo takes due care to prevent damage to packages, unit loads and cargo transport units

10.8.2.10 Takes necessary precautions to prevent unauthorized persons from accessing the transport areas while dangerous cargo are being transported.

10.8.2.11 If there is a problem in the containment of dangerous cargo, it ensures that the necessary steps are taken to minimize the existing risks for people and their negative effects on the environment.

10.8.2.12 Packages and bulk cargoes containing Class 4.3 cargo shall take measures to prevent them from being affected by rain, sea water and similar factors.

10.8.2.13 In case the ship evacuation is partially finished, gas measurements are made before the assignment is made for the discharge of the cargo remaining in the ship's hold.

10.8.2.14 It ensures that a tarpaulin is laid between the ship and the quay during the handling of dangerous solid cargoes and identifies a responsible person for a cleaning for the cargoes scattered around.

10.8.2.15 In the areas where dangerous solid bulk cargoes that release toxic or flammable gas are handled, the concentration of toxic or flammable gas they may form and their possible spread are regularly checked with gas measuring devices and the measurements are recorded.

10.8.2.16 It ensures that the areas where dangerous cargo are stored, which burn by themselves but are not affected by water, such as coal, are equipped with water cannons and irrigation operations are carried out in a way that prevents burning.

10.8.3 HSE Responsible

10.8.3.1 acts according to the checklists in clause 10.9.

10.8.3.2 Informs the personnel who will work in the operation about the danger of the load and equips them with the necessary protective equipment.

10.8.3.3 Environmental safety is ensured.

10.8.3.4 Ensures that personnel are not assigned in the ship's hold and in the field without gas measurements.

10.8.3.5 Takes necessary fire precautions and checks that the system is working.

10.8.3.6 Checks the presence of necessary warning and warning signs.

10.8.3.7 Packages containing Class 4.3 cargo and bulk cargoes shall take measures to prevent them from being affected by rain, sea water and similar factors.

10.8.3.8 In case the ship unloading is partially finished, gas measurements are made before the assignment is made for the discharge of the cargo remaining in the ship's hold.

10.8.3.9 During the handling of dangerous solid cargoes, ensures that a tarpaulin is laid between the ship and the quay and identifies a responsible person for a cleaning for the cargoes scattered around.

10.8.3.10 In areas where dangerous solid bulk cargoes that release toxic or flammable gas are handled, the concentration of toxic or flammable gas they may form and their possible spread are regularly checked with gas measuring devices and the measurements are recorded.

10.8.3.11 Ensures that the areas where dangerous cargoes are stored, such as coal that burn by itself but are not affected by water, are equipped with water cannons and irrigation operations are carried out in a way that prevents burning.

10.9 Safe handling of dangerous cargo operation procedure checklist

GENERAL

Step	Action	HSE	Ops Mgr	Shift Sup.
ACCEPTANCE OF CARGO				
1.	An operation meeting is held at least 1 day before loading or unloading.	X	X	
2.	The cargo's SDS is obtained.		X	
3.	For a ship carrying packaged dangerous cargo, a special list or manifest is requested showing the type and location on the ship of dangerous cargo(s) and marine pollutants. (IMO FAL Form 7)		X	
4.	The Document of Conformity associated with the ship carrying dangerous cargoes shall be checked.		X	
5.	The approved cargo loading/unloading plan is requested		X	
6.	Regarding the Dangerous cargo/s to be accepted to the port; 1. Risk arising from dangerous cargo 2. Interaction with dangerous cargoes present in the coastal facility, 3. Interaction with the cargoes planned to be accepted to the coastal facility in the near future, 4. Stacking conditions 5. Separation conditions 6. Material and equipment needs in terms of Emergency Response 7. Adequacy of Emergency Response teams 8. Interaction with/from neighboring facilities		X	

	The subjects are handled within the scope of the current IMDG CODE documents and an acceptance / rejection or management decision is taken.			
7.	If a decision is made to accept the dangerous cargo, the preparation and acceptance process is initiated by informing the management, operation, storage, security, emergency response units.		X	
8.	The equipment, crane, crew, number of posts and berth to be used are determined.		X	
9.	The personnel who will work in the operation and in the emergency response are informed about the danger of the load and the necessary protective equipment is provided.		X	
	Necessary warnings and warning signs are placed around the handling area.			
Note: Meeting is optional for standard handled loads. Previous meeting resolutions may be enforced.				

Safe Handling of Dangerous cargo in Solid State Operation Procedure Checklist

Dangerous cargo in solid state will be loaded/discharged in our coastal facility.

Step	Action	HSE	Ops Mgr	Shift Sup.
HANDLING				
1.	Necessary warnings are made so that the trucks do not exceed the load limit. After loading, the trucks must be covered.	X	X	X
2.	Drivers will be kept at the specified point away from the vehicle during vehicle loading and unloading. It will be checked that the driver has the necessary personal protective equipment.	X	X	X
3.	Occupational safety, control of equipment, entrance and exit of external persons, safe			X

	handling of cargo, environmental cleaning and control of these works will be carried out in the working area.			
4.	Loading and unloading controls will be carried out in accordance with the cargo plan.			X
5.	In case the ship unloading is partially finished, gas measurements will be made before the assignment is made for the discharge of the cargo remaining in the ship's hold.	X	X	X
6.	A tarpaulin is laid between the ship and the quay and a responsible person is determined for cleaning of any cargoes scattered around.	X	X	X
7.	While determining the areas to be handled according to the risks of dangerous cargo; Administrative buildings, other facilities adjacent to the facility, the types of cargo handled in these facilities, the characteristics of other loads temporarily stored and handled at the facility, and the fastest and safest access possibilities for emergency response will be taken into account.	X	X	X
8.	The concentration of toxic or flammable gas and their possible spread will be regularly checked with gas measuring devices and the measurements will be recorded in the areas where dangerous solid bulk cargoes that release toxic or flammable gas are handled.	X		
9.	The surrounding areas where dangerous cargoes are stored, such as coal, that burns on its own but are not affected by water, will be equipped with water cannons and irrigation operations will be carried out in a way to prevent burning. While declaring the temporary storage area, it will be taken into account whether the surrounding of the area has a drainage system to collect dirty water.	X	X	X

10.		Tarpaulins that will prevent solid bulk dangerous goods from falling into the sea during unloading or loading onto the ship will be kept between the ship and the pier during the operation.	X	X	X
11.		The master of the ship that will load/unload the dangerous solid bulk cargo shall take the detailed loading/unloading plan, which includes the details of the position and quantities of the cargo in question on the ship, by the operation manager before starting the loading/unloading process. An agreement will be reached between the ship's master and the operation manager regarding the loading/unloading plan in question.		X	X

10.10 EmS (Emergency Procedures for Ships Carrying Dangerous cargo) and MFAG (Medical First Aid Guide)

In emergency situations it is important to use IMSBC, IBC or IGC Codes for bulk cargo as well as all available information from IMDG Code, EMS and MFAG.

10.10.1 EMS

EMS includes procedures for actions to be taken when a fire or spillage of dangerous cargo occurs.

EMS includes specific action procedures for some products as well as general procedures applicable to a whole class of substances.

The necessary protective equipment and types of extinguishing agents that can be used to extinguish fires involving dangerous cargo can be found in the EMS guide "in case of emergency action".

EMS is divided into two for spills and fires. In column 15 of the Dangerous cargo list, there are EMS reference numbers for each UN number. The EMS number is not required to be specified in the Dangerous cargo Declaration.

FIRE CHARTS	DEFINITIONS
F – A	GENERAL FIRE SCHEDULE

F – B	EXPLOSIVES AND ARTICLES
F – C	NON-COMBUSTIBLE GASES
F – D	FLAMMABLE GASES
F – E	FLAMMABLE LIQUIDS THAT DO NOT REACT WITH WATER
F – F	HEAT CONTROLLED ORGANIC PEROXIDES
F – G	OBJECTS REACTING WITH WATER
F – H	OXIDIZING OBJECTS WITH EXPLOSIVE POTENTIAL
F – I	RADIOACTIVE MATERIAL
F – J	NON-HEAT CONTROLLED SELF-REACTIVE ORGANIC PEROXIDES
LEAKAGE CHARTS	**DESCRIPTIONS**
S – A	TOXIC OBJECTS
S – B	ABRASIVE OBJECTS
S – C	FLAMMABLE CORROSIVE LIQUIDS
S – D	FLAMMABLE LIQUIDS
S – E	FLAMMABLE LIQUIDS ON WATER
S – F	WATER-SOLVENT MARINE POLLUTANTS
S – G	FLAMMABLE SOLIDS AND REACTIVE OBJECTS
S – H	FLAMMABLE SOLIDS (FLAMMABLE MATERIAL)
S – I	FLAMMABLE SOLIDS (RE-PACKAGING POSSIBLE

S – J	EXPLOSIVE OBJECTS THAT ARE WET AND SELF-HEATING

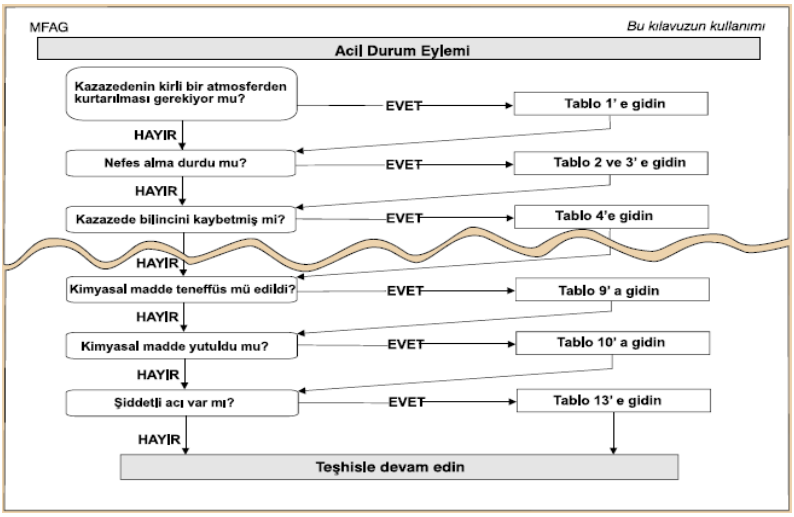
10.10.2 MFAG

MFAG table numbers do not have to be specified in the Hazardous Substances Declaration.

MFAG creates a flowchart of procedures that should be taken according to syndromes when a person is exposed to some type of hazardous substance. However, it is important that Employees are pre-trained to use MFAG to work in an emergency.

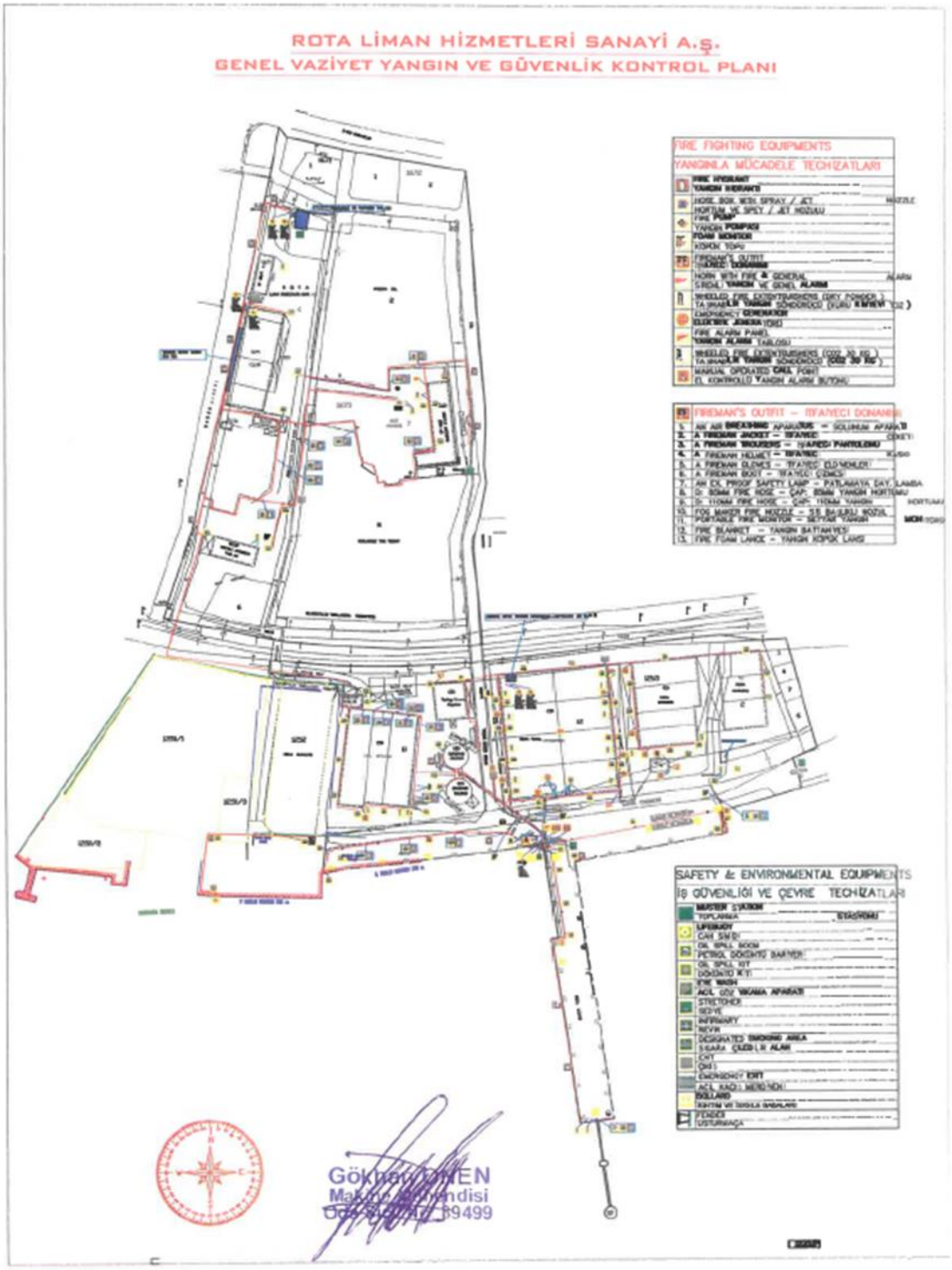
Employees should also contact a doctor for assistance in treating an injured person.

Usage information is below.

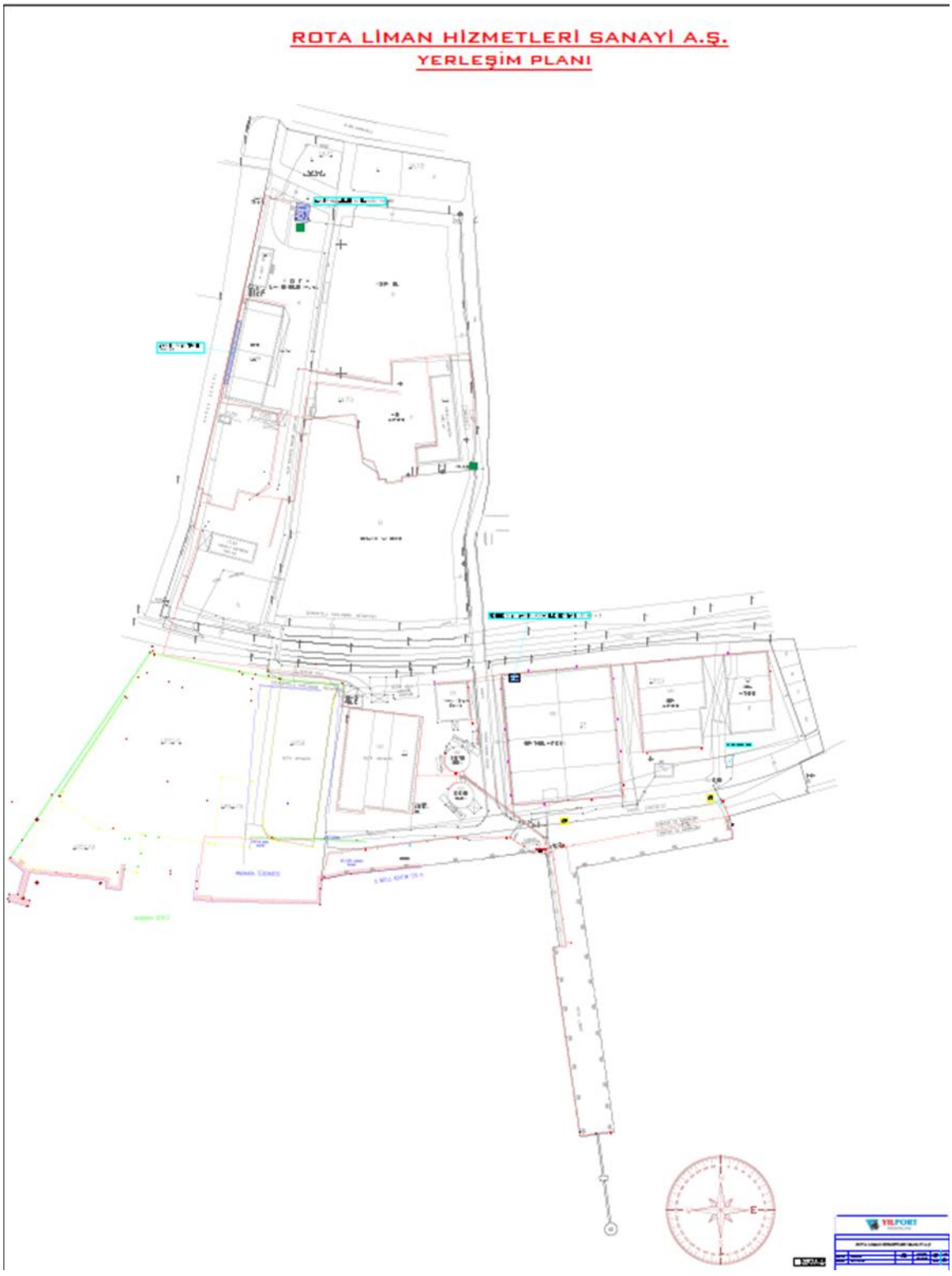


11 ANNEXES

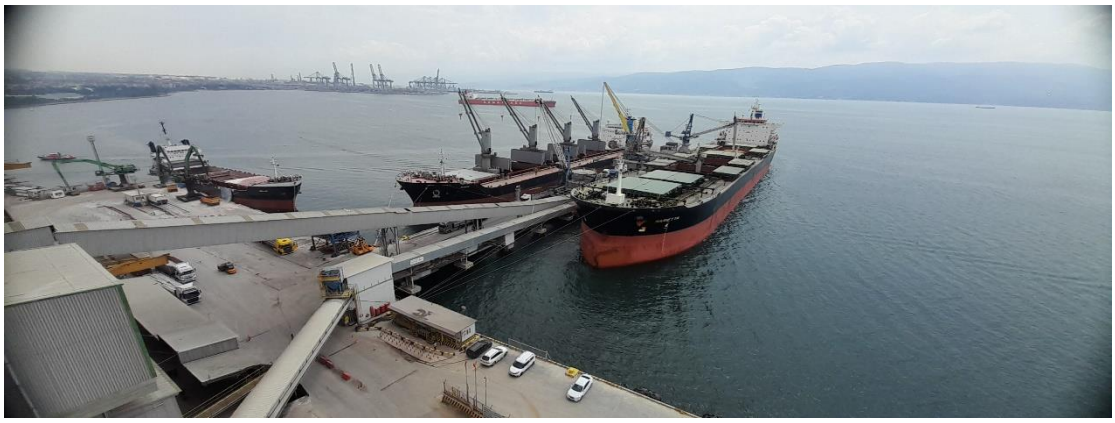
11.1 General Layout of Coastal Facility




ROTA LİMAN HİZMETLERİ SANAYİ A.Ş.
YANGIN VE GÜVENLİK KONTROL PLANI
FIRE FIGHTING & SAFETY PLAN



11.2 General View of Coastal Facility



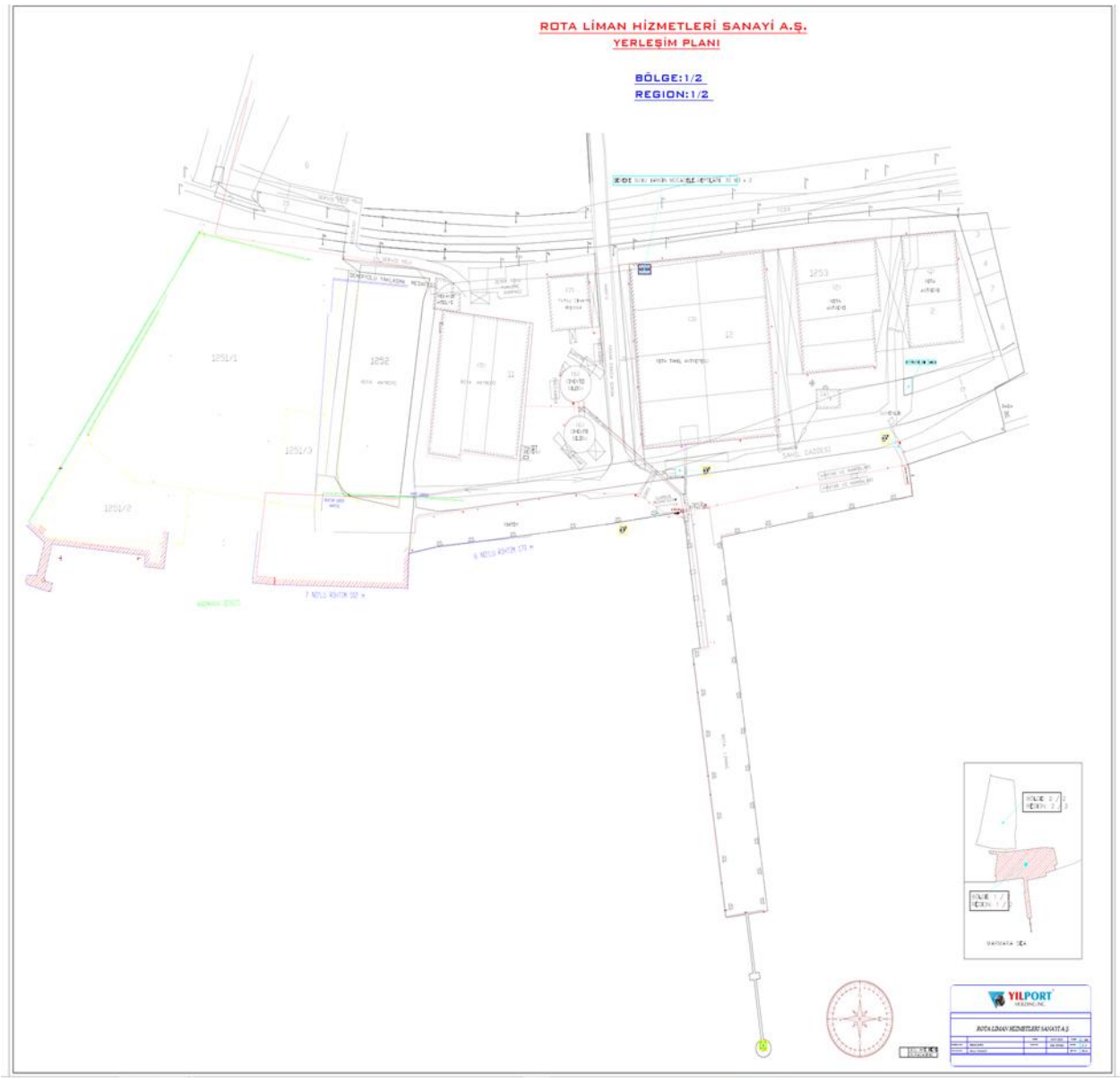
11.3 Emergency Contact Points and Information

EMERGENCY SITUATION CONTACT INFORMATION					
Authority	Telephone	Fax	Authority	Telephone	Fax
Local Authority	(0262) 311 11 62		YARIMCA Polis Karakolu	(0262) 528 10 63	
Provincial Police Department	(0262) 229 66 66		YARIMCA Gendarmerie Station	(0262) 528 15 11	
Provincial Gendarmerie Command	(0262) 335 21 32		Körfez Coast Guard Boat Command		
Regional Coast Guard Command	(0262) 414 66 01		Kocaeli Competent Authority for Fire Department	(0262) 527 99 59	
KÖRFEZ District Prefecture	(0262) 528 85 48		KÖRFEZ STATE HOSPITAL (Competent Authority for Ambulance)	(0262) 526 66 66	
Kocaeli Customs Directorate	(0262) 528 84 71		POLICE	112	
KOCAELİ Port Authority	(0262)528 37 54		GENDARME	112	
Coast Guard Group Command	(0212) 823 36 17		COAST GUARD	112	
KÖRFEZ District Police Department	(0262) 528 23 33		CUSTOMS	136	
KÖRFEZ District Gendarmerie Command	(0262) 528 15 11		FIRE DEPARTMENT	112	
Kocaeli Customs Enforcement Smuggling and	(0262)528 84 71		AMBULANCE	112	

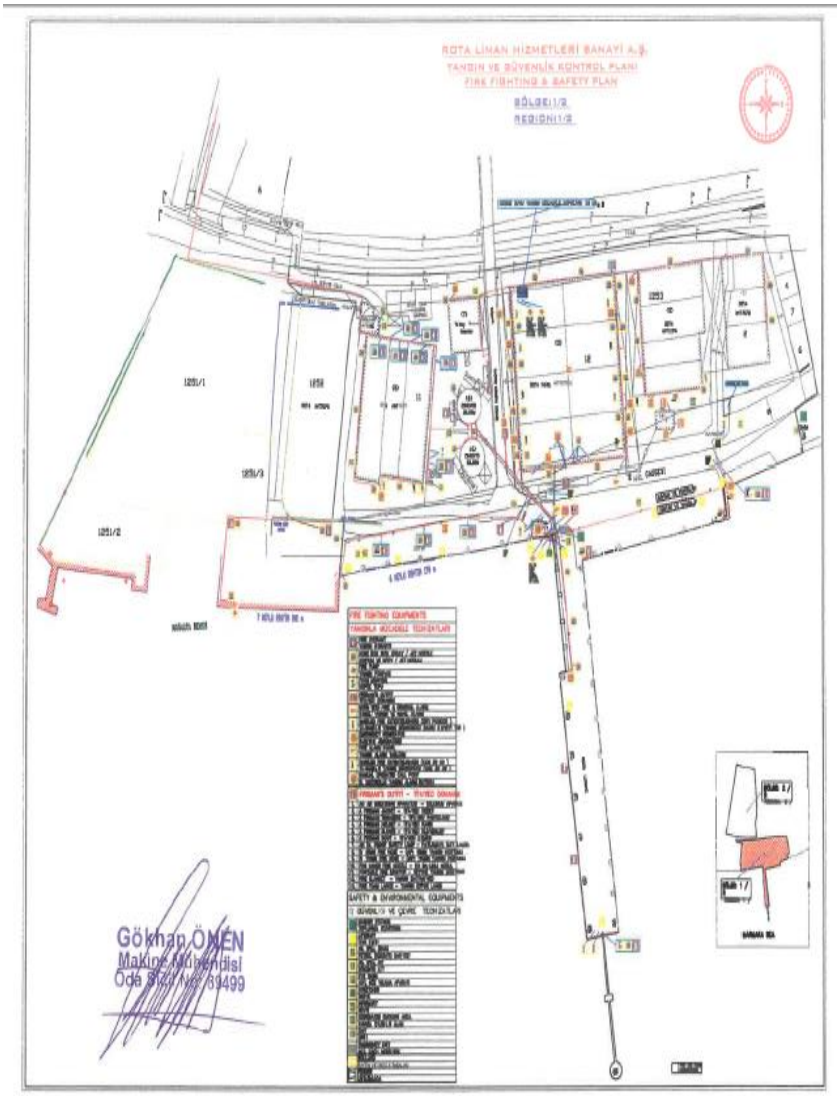
Intelligence Directorate				
Affiliated Law Enforcement	KOCAELİ POLICE DIRECTORATE			
Ship Working Channel (VHF):				
Security/Operation Radio Channel (UHF):				
Law Enforcement Radio Channel:				

11.4 General Layout Plan of the Areas where Dangerous Cargoes are Handled

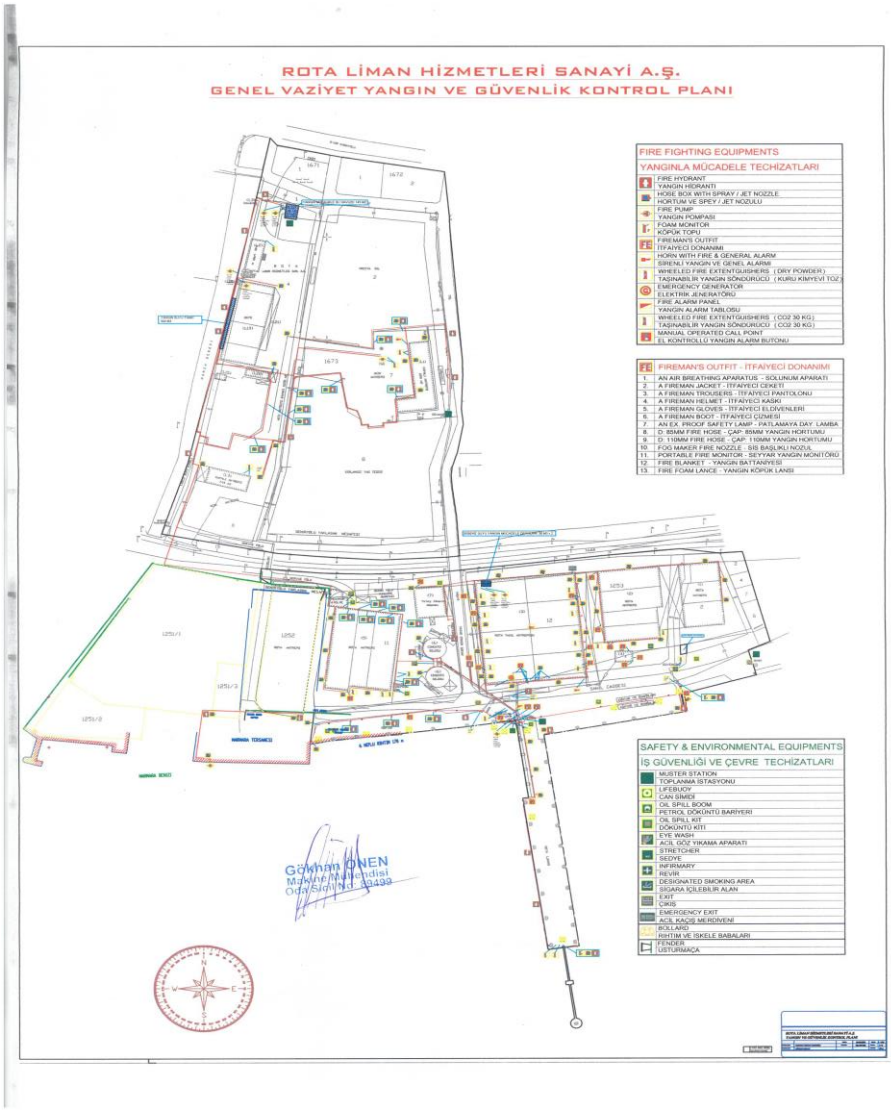
as shown in the general layout:


ROTA LİMAN HİZMETLERİ SANAYİ A.Ş.
YERLEŞİM PLANI
BÖLGE:1/2
REGION:1/2
1251/1
1252
1253
1251/3
1251/2
YILPORT

11.5 Fire Plan of the Areas where Dangerous Cargoes are Handled



11.6 General Fire Plan of the Facility



11.7 Emergency Plan

It is kept as a separate document at the port facility, and the Emergency Plan prepared within the scope of the Regulation on Emergencies at Workplaces published in the Official Gazette dated 18/6/2013 and numbered 28681, covers the issues specified in Annex-9 of the Directive on the Issuance of Minimum Coastal Facility Dangerous Cargo Compliance Certificate. Plan is being revised to include subjects in the Annex-9 as a separate title. This plan is kept up to date and implemented when necessary. The part of the plan that includes the issues specified in Annex-9 is updated at most every two years and renewed every two years at most. Emergency Plan details are as follows.

a) Name, title and contact details of the person/organization preparing the emergency procedures and procedures.

b) Emergency response organization chart.

c) Coordinating the response activities to emergencies that may occur in the coastal facility and the port authority; where there is no port authority, the name, title and contact information, duties and responsibilities of the authorized person appointed to liaise with the regional port authority and other relevant institutions and organizations.

d) Coordination methods to be provided with emergency teams outside the coastal facility in case of emergency.

e) The names and duties of the teams designated for emergency response, and the names, duties and responsibilities of the personnel assigned to these teams.

f) The nature, capacity and locations of the resources, equipment and equipment to be used by the coastal facility for emergency response.

g) Measures to be taken and 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 may arise from them, and the existing facilities, capabilities and capacity of the facility.

h) The nature and announcement methods of the precautions and warnings to be taken in order to prevent or minimize the possible risks to the persons in the coastal facility in case of an emergency, and the arrangements regarding the actions to be taken by the persons in the face of the warnings.

i) In case of emergency, the notification procedures to be made in accordance with the Directive on Dangerous Cargo Transported by Sea and Special Permit, published with the Minister's Approval dated 12/4/2019 and numbered 29486.

j) Trainings to be taken by the personnel who will be assigned in emergency situations.

k) The nature and period of the drills to be made for emergencies.

l) In order to provide the necessary medical first aid for the people affected by the damages of dangerous cargo and the health problems caused by the accidents involving these cargoes, a medical first aid guide (MFAG) included in the IMDG Code annex covers all of the cargo handled and/or temporarily stored in the facility. It is added to the relevant part of the medical first aid guide and the Emergency Plan. General medical recommendations are given on the basis of load classes for packaged dangerous cargo.

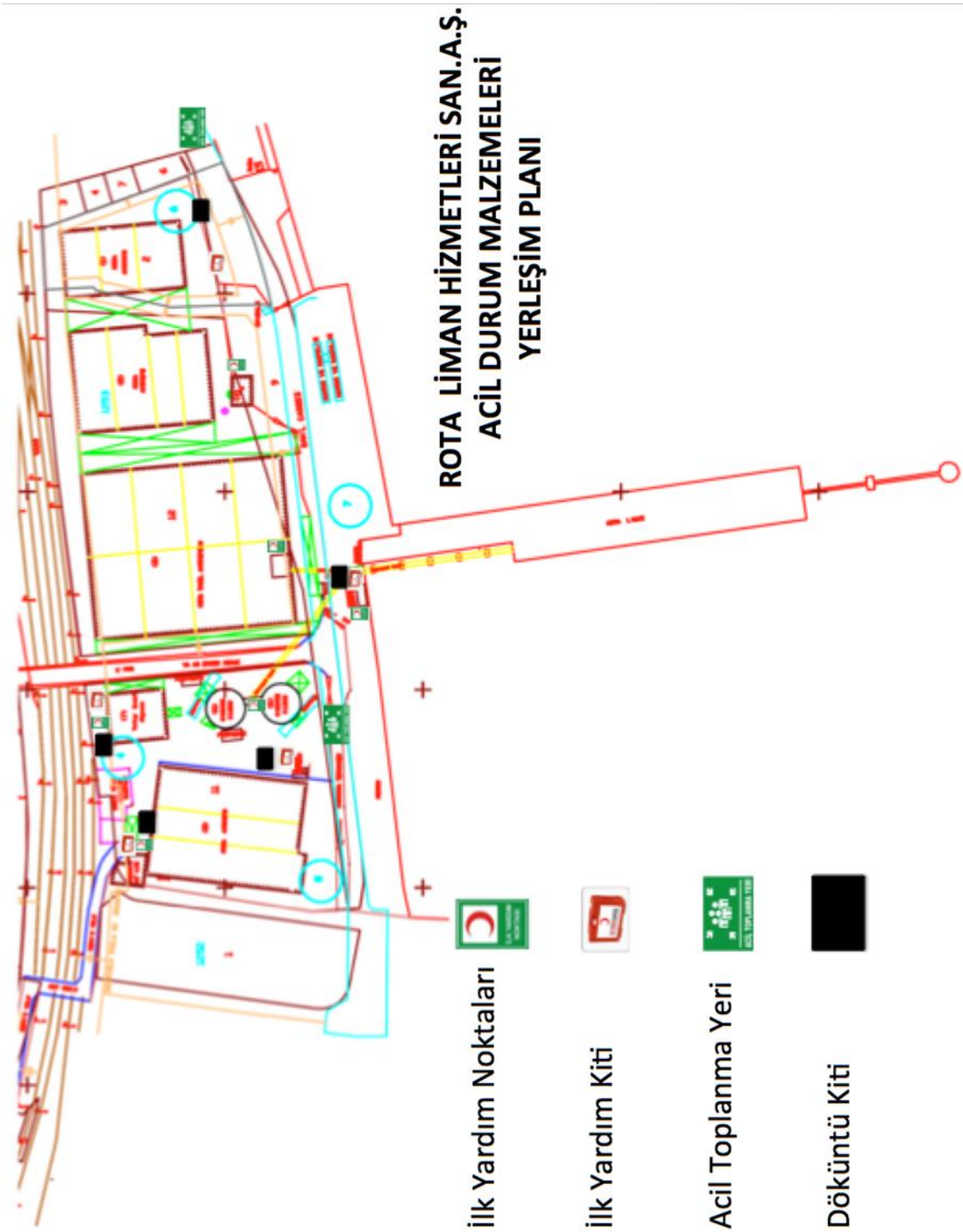
m) If a new dangerous cargo is to be handled, a procedure including first aid applications for this cargo is prepared, added to the relevant part of the Emergency Plan, and information is given to the port authority. All relevant

personnel are explained how to use the medical first aid guide in emergency trainings held at the facility.

n) The relevant part of the Emergency Plan covers each of the following emergencies:

1. Facility, equipment, site and ship fires and explosions.
2. Cargo fires or leakage, flow or spillage of dangerous cargo belonging to each dangerous cargo class and sub-hazard classes that are allowed to be handled and/or temporarily stored at the coastal facility.
3. Marine pollution caused by dangerous cargoes.
4. Gas leak.
5. Power outage.
6. Earthquake and flood.

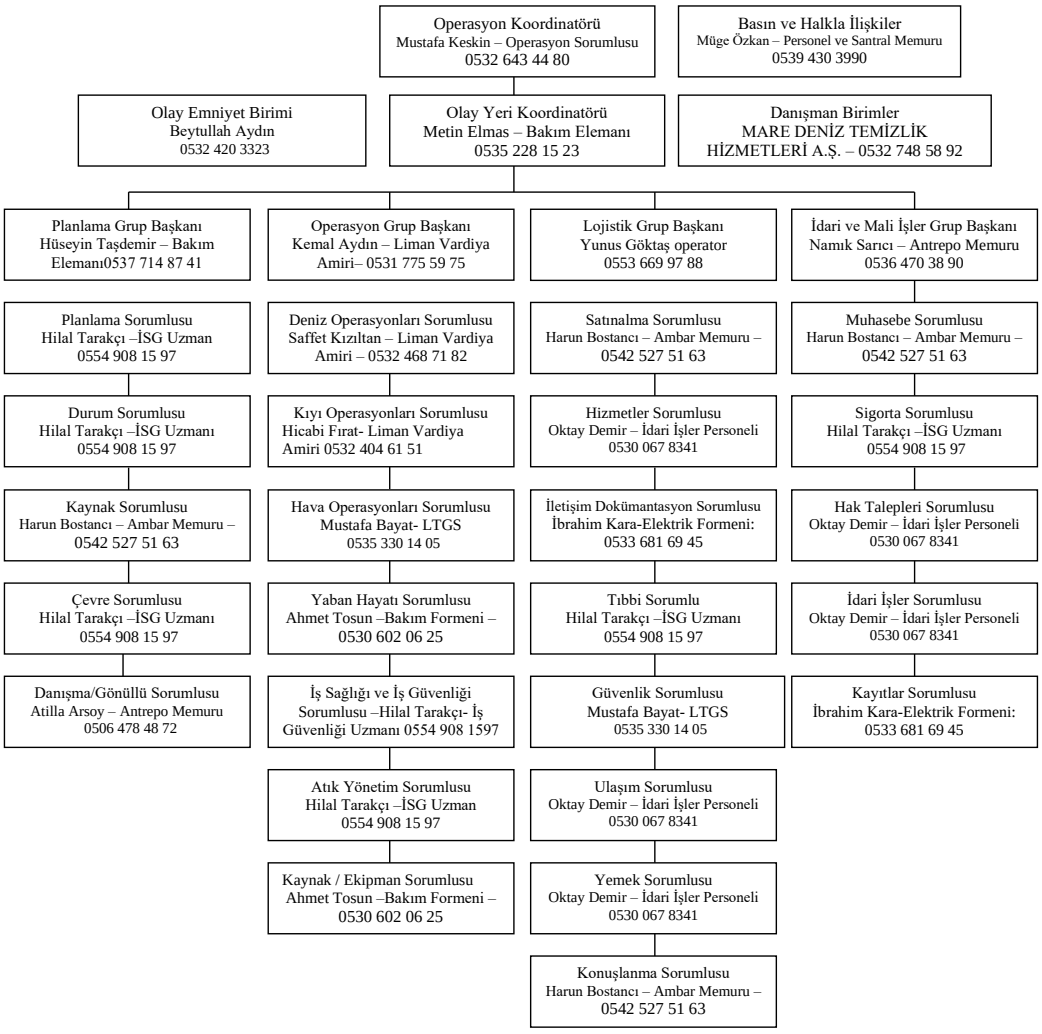
11.8 Plan of Emergency Assembly Places and Emergency Equipment



11.9 Emergency Organization Chart

Public

ROTA LİMAN HİZMETLERİ SANAYİ A.Ş ACİL MÜDAHALE PLANI VE RİSK DEĞERLENDİRMESİ RAPORU		ROTA LİMAN HİZMETLERİ SANAYİ A.Ş.
BÖLÜM 5	MÜDAHALE ORGANİZASYONU	

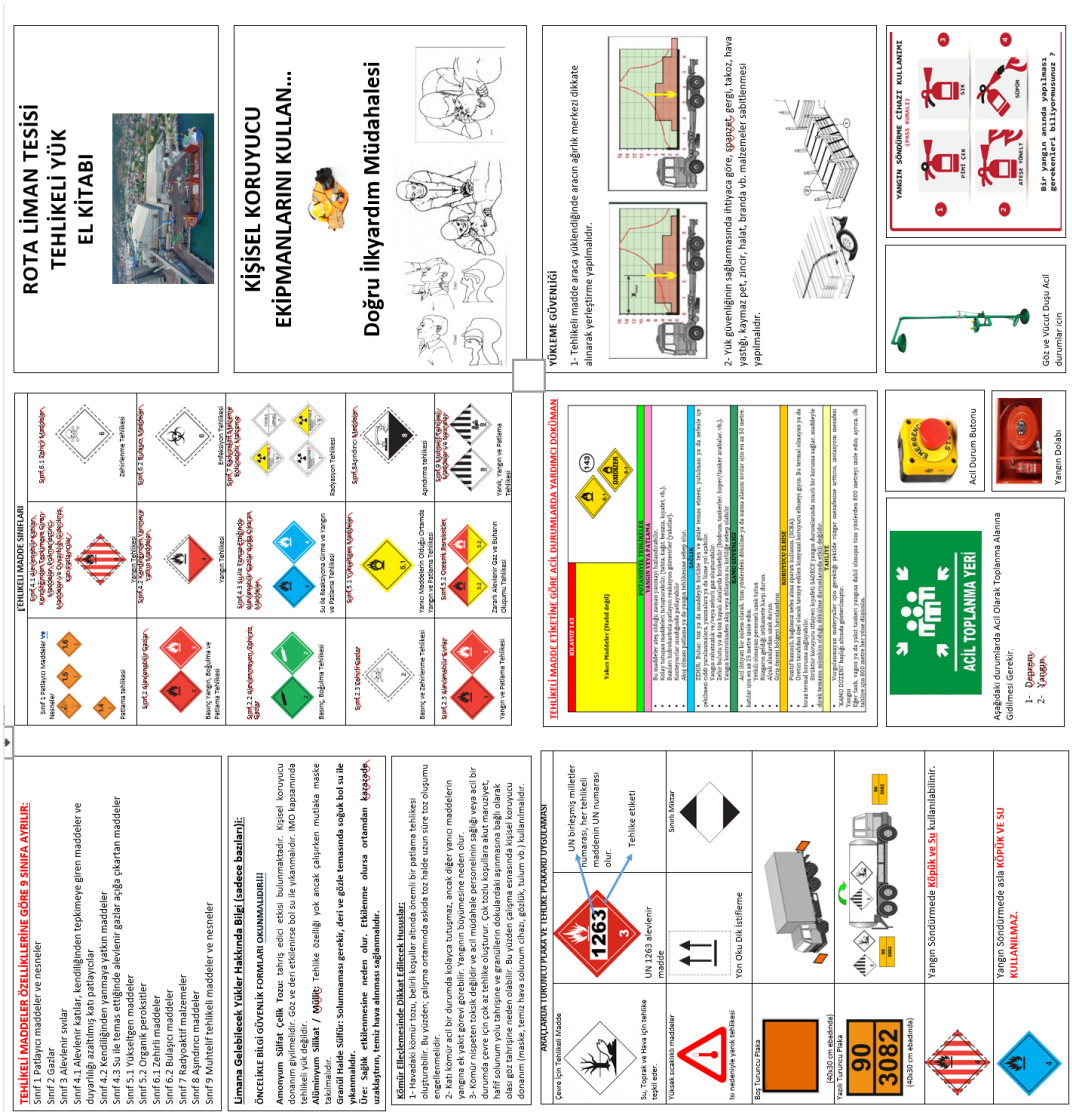


Deniz Operasyon Ekibi		Kıyı Operasyon Ekibi	
İsim	**Görev**	**İsim**	**Görev**
Cüneyt Yaman	Liman Vardiya Amiri	Orhan Kaçar	Elektrik
Adem Serdar	Elektrik	Umut Duyar	Elektrik
Necati Yıldız	Liman Saha Sorumlusu	Savaş Şimşek	Depo Antrepo Operasyon Şefi

Public

11.10 Dangerous Cargo Handling Handbook

The Dangerous Cargo Handling Handbook is prepared separately. A short overview is given in this chapter:



11.11 Leakage Areas and Equipment, Entry/Exit Drawings for CTU and Packages

Not applicable

11.12 Inventory of Port Service Ships

Guidance Services: ANKAŞ (Anadolu Kılavuzluk A.Ş.)

Towing Services: MARİNTUG (Marin Römorkör ve Kılavuzluk A.Ş.)

11.13 Sea Coordinates of the Administrative Borders of the Port Authority, Anchorage Areas and the Pilot's Disembarkation/Embarkation Points

A. Port Administrative Area Border

(Amended phrase:RG-6/8/2013-28730) The port administrative area of Kocaeli Port Authority is the sea and coastal area within the line formed by the following coordinates.

i. 40° 45' 24" N – 029º 21' 15" E (Yelkenkaya Cape)
ii. 40° 43' 00" N – 029° 21' 18" E
iii. 40° 43' 00" N – 029° 23' 24" E
iv. 40° 44' 57" N – 029° 30' 57" E
v. 40° 44' 48" N – 029° 32' 30" E
vi. 40° 41' 12" N – 029° 33' 36" E

B. Anchorage Areas

a) İzmit Anchorage Area: The anchorage area of ships that do not carry dangerous cargo is the sea area formed by the following coordinates.

i. 40° 45' 00" N – 029° 52' 48" E
ii. 40° 44' 00" N – 029° 52' 48" E
iii. 40° 44' 00" N – 029° 55' 00" E
iv. 40° 45' 00" N – 029° 55' 00" E

b) Yarımca Anchorage area: Ships carrying dangerous cargo, nuclear powered military ships and quarantine anchorage area is the sea area formed by the following coordinates.

i. 40° 46' 24" N – 029° 41' 00" E
ii. 40° 45' 09" N – 029° 41' 00" E
iii. 40° 44' 54" N – 029° 43' 00" E
iv. 40° 46' 18" N – 029° 43' 00" E

c) Hereke Anchorage Area: The anchorage area of ships that do not carry dangerous cargo is the sea area formed by the following coordinates.

i. 40° 46' 36" N – 029° 38' 09" E
ii. 40° 45' 24" N – 029° 38' 09" E
iii. 40° 45' 12" N – 029° 40' 30" E

iv. 40° 46' 27” N – 029° 40' 30” E

d) Eskihisar Anchorage Area: The anchorage area of ships not carrying dangerous cargo is the sea area between the line connecting the coordinates below and the coastline to the north of this line. In this area, anchoring cannot be done within 2.5 gomino distance from the shore.

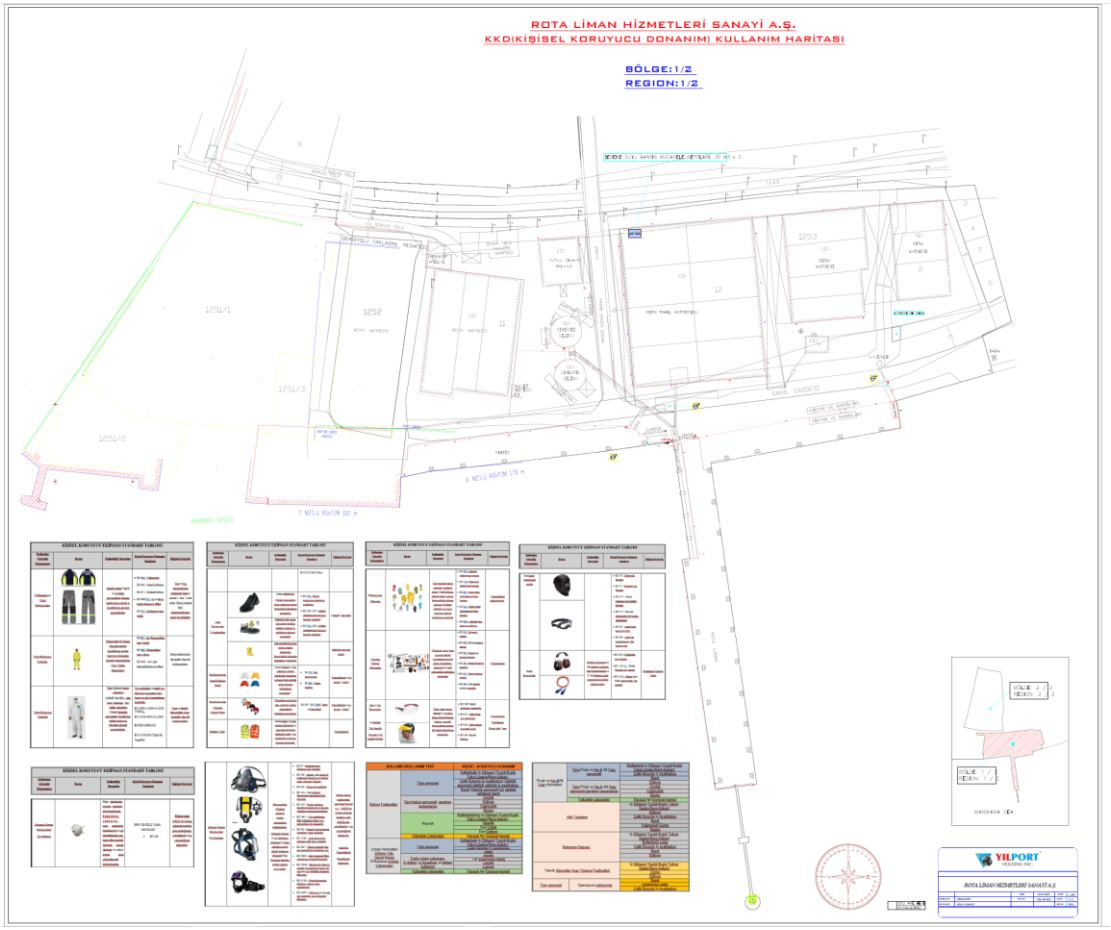
i. 40º 45' 12” N – 029º 23´ 27" D (Darıca Cape)

ii. 40º 46' 00” N – 029º 30´ 57" D (Kaba Cape)

11.14 Emergency Response Equipment against Marine Pollution in the Port Facility

It is as provided in the Approved Marine Pollution Emergency Response Plan.

11.15 Personal Protective Equipment (PPE) Usage Map



11.16 Dangerous Cargo Events Notification Form

Serial Number - Date		
Company / Institution		
Sender		**CONTACT INFORMATION**
Reason		
PORT FACILITY **"DANGEROUS CARGO INCIDENT NOTIFICATION"**		

DATE:
1. When the incident occurred,
2. If known, how the incident occurred and the reason for its occurrence,
3. The place where the incident occurred (coastal facility and/or ship), its position and area of influence, if a ship is involved in the incident information about the ship (name, flag, IMO number, owner, operator, cargo, if any, and amount, captain's name and similar information)
4. Meteorolojical conditions,
5. UN number of the dangerous substance, proper transport name (based on the legislation specified in the definition of dangerous substance) and amount, **Hazard class of dangerous substance or sub-hazard division, if any,** **Packing group of the dangerous substance, if any,** **Additional risks of the dangerous substance, such as marine pollutants, if any,** **Sign and label details of the dangerous substance,** **The characteristics and number of the package, cargo transport unit and container in which the dangerous substance is transported, if any,** **Manufacturer, sender, carrier and receiver of dangerous goods**
6. Extent of the damage/pollution,
7. Number of dead and injured in the incident (if any)
8. How the incident was managed/intervened with,
9. Which organizations were requested to assist,
10. Other ships or neighboring facilities that may be affected by the incident,
FORM PREPARED BY: **Name Surname :** **Duty/Job Title :** **Signature :**

11.17 Control Results Notification Form for Dangerous Cargo Transport Units (CTUs)

11.18 Solid bulk cargo handling is performed. There is no transportation within the CTU.

11.19 Other Required Annexes

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11.20 Dangerous Cargo Handling Guide Additional Cargo Information (where necessary)

Notification of the cargo, which is planned to be handled in the facility but not mentioned in the effective Dangerous Cargo Guide, is made through the below form to the Port Authority. The coastal facility must show that relevant updates are made on the Dangerous Cargo Handling Guide and other procedures, all necessary precautions are taken such as first aid, fire, security, etc, and required equipments are placed in the facility according to the attached safety datasheet and code that the cargo is subjecy to.

Uygun sevkiyat adı	
Varsa UN Numarası ve Class ID/Karakteristik tablosundaki gruplar	

Yükün türü ve tabii olduğu kod	Tehlikeli Sıvı Dökme Yükler (Petrol ve Petrol Türevleri-MARPOL Ek-1)	
	Tehlikeli Sıvı Dökme Yükler (Kimyasal ve Benzeri-IBC Kod)	
	Tehlikeli Sıvı Dökme Yükler (Sıvılaştırılmış Gaz-IGC Kod)	
	Paketli Tehlikeli Yükler (IMDG Kod)	
	Tehlikeli Katı Dökme Yükler (IMSBC Kod)	

Ek: Güvenlik Bilgi Formu (SDS)

Tehlikeli Madde Güvenlik Danışmanı

Ad/Soyad/İmza

Kıyı Tesisi Yetkilisi

Ad/Soyad/İmza

12 ABBREVIATIONS

AFAD, Afet ve Acil Durum Yönetimi Başkanlığı (Disaster And Emergency Management Presidency)

ATF, Atık Taşıma Formu (Waste Transport Form)

CTU, Cargo Transport Unit

ILO, International Labor Organization

IMDG, International Maritime Dangerous cargo

IMO, International Maritime Organization

PEAR, Harmful to People, Environment, Assets and Reputation

SDS, Safety Datasheet

UN, United Nations

VHF, Very High Frequency Marine Band

13 DEFINITIONS

Administration(s) means the national, regional or local administration that has the authority to enforce the legal requirements and is empowered to enforce the legal requirements in relation to a port area.

Bulk means cargoes intended to be transported in a tank permanently fixed on or inside the Ship, or without a bulkhead for storage in the cargo area that is a structural part of a ship.

Captain means the person in command of a ship. Pilot is not included.

Cargo companies means a shipper, carrier, forwarder, groupage agent, packing center or any person, company or institution involved in any of the following activities: identifying, storing, wrapping, packing, securing, labelling, placarding or receiving, transporting via sea or always having control over the cargo in regard with the documentation.

Certificate of Conformity (see also Document of Conformity) means a document issued by or on behalf of the Administration in accordance with the relevant laws for the ship's structure and equipment, certifying that the ship's structure and equipment are suitable for the dangerous cargoes to be transported on the ship.

Competent person means a person who has up-to-date knowledge, experience and competence to perform a specific task.

Dangerous cargo, within the scope of the following documents, means any of the following cargoes, whether they are packaged, packaged or transported in bulk:

1. Petroleum and petroleum products given in International Convention for the Prevention of Pollution from Ships (MARPOL) 73/78 Annex I, Appendix 1,

2. Packaged goods and materials given in Chapter 3 of IMDG Code,
3. Bulk cargoes within the category of "B" and "A and B" incription in the characteristics table group box given in the IMSBC Code Appendix 1,
4. Liquid materials with "S" or "S/P" incscription in "d" column, which is named as "hazards", of the table given in IBC Code Chapter 17 IBC

The term dangerous cargo includes any uncleaned packaging that has previously been transported dangerous cargo (tank-container casing, bulk compartment intermediate containers) if it has been filled with a substance that is not classified as dangerous or has been purged of gases to neutralize any dangerous cargo and the residues of the dangerous cargoes have not been sufficiently removed. (IBCs), bulk packagings, portable tanks or tank vehicles).

Document of Conformity means a document issued by or on behalf of the Administration to a ship carrying dangerous cargo in bulk in solid form or in packaged form under SOLAS regulation II-2/19.4, which proves that the structure and equipment comply with the requirements of the regulation.

Flexible conduit refers to flexible hose and end connections containing sealed end means used for the transfer of dangerous cargoes.

Handling, including interim holding operations such as the temporary storage of dangerous cargoes in the port area during their transport from the point of origin to the destination route for the purpose of changing the means and methods of transport and movement within the port, which forms part of the transport supply chain for cargoes, and from a ship, rail car, vehicle, freight This includes loading or unloading operations from a container or other means of transport, intermediate transport between ships or other modes of transport, or transfer within a ship or in a warehouse or terminal area. This term has been expanded to include all operations related to dangerous cargoes in the port area.

Hot work means any open fire and flame, power tools or hot rivets, grinding, welding, burning, cutting, welding or other repair work involving heat or causing sparks, which may become dangerous due to the presence or proximity of dangerous cargoes.

Interface means a dock, pier, jetty, quay, berth, marine terminal or similar structure (floating or not) to which a ship can be moored. This includes any facility or property other than the ship used directly or indirectly for the loading or unloading of dangerous cargoes.

Packing refers to the packaging, loading and loading of dangerous cargoes to recipients, intermediate containers for bulk transport (IBCs), freight containers, tank

containers, portable tanks, railroad wagons, bulk containers, vehicles, ship barges or other cargo transport units.

Pipeline means all pipes, connections, valves and other auxiliary facilities, apparatus and equipment in a port related to or used for the loading of dangerous cargoes, but any pipe, apparatus or equipment of the ship excluding the ends of the parts of the pipe, apparatus or equipment of the ship to which the flexible pipes are connected. shall not include the piece of equipment, the flexible pipe, the loading arm**.**

Port area means yard and sea area defined by the legislation.

Note: Some of the port areas may overlap and legal requirements must be taken into account for these cases. When establishing the definition of the port area in legal regulations, care must be taken to ensure that the law applies to all facilities that may be involved.

Port Authority means any person or institution authorized to implement effective control in the port area.

Port Facility means any person or institution that controls the operation of a port on a daily basis.

Responsible person means a ship's master or someone appointed by a shore-side employer, who is certified or otherwise recognized by the Regulatory Authority as required, has sufficient knowledge and experience for that purpose, and is empowered to make all decisions regarding a specific assignment.

Ship means any watercraft, whether or not suitable for seagoing, used for the carriage of dangerous cargoes, including those used in inland waters.

Ship's stores means materials on board for the maintenance, containment, safety, use or navigation of the ship (excluding fuel and compressed air used for the ship's primary propulsion machinery or fixed auxiliary equipment) or for the safety or comfort of the ship's passengers or crew.

It is stated that the ship's stores contain these items, including those for the comfort of passengers and crew, that a ship may need for its normal operation, but not those items that a ship may carry for the performance of its specialist functions, e.g. explosives carried by a deep-sea rescue ship or dangerous cargo used by a well propulsion ship.

Stacking means the positioning of packages, intermediate bulk containers (IBCs), freight containers, tank containers, portable tanks, bulk containers, vehicles, onboard barges, other cargo transport units, and bulk cargoes on the ship's deck, holds, sheds or other areas. is coming.

Shipping means moving in port areas by one or more means of transport.

Unstable substance means a substance that, due to its chemical structure, tends to polymerize or otherwise give dangerous reactions under certain temperature conditions or when in contact with a catalyst. Reducing this tendency can be accomplished through special shipping conditions or by using sufficient quantities of chemical inhibitors or stabilizers in the product.

14 PRESENTATION

This Guide applies to the entry and presence of dangerous cargo in port areas, both on board and on shore. These are intended to be made applicable to all ships visiting a port, regardless of their flag. It should not be applied to ships' stores and equipment, or to troopships and warships.

The purpose of this section is to help the individuals and institutions drafting national legal requirements to ensure that such requirements are made as effective as possible by specifying all possible situations of dangerous cargo in cargo areas, but without validating for exceptional cases.

It is important that definitions are carefully studied and used to avoid misunderstanding.