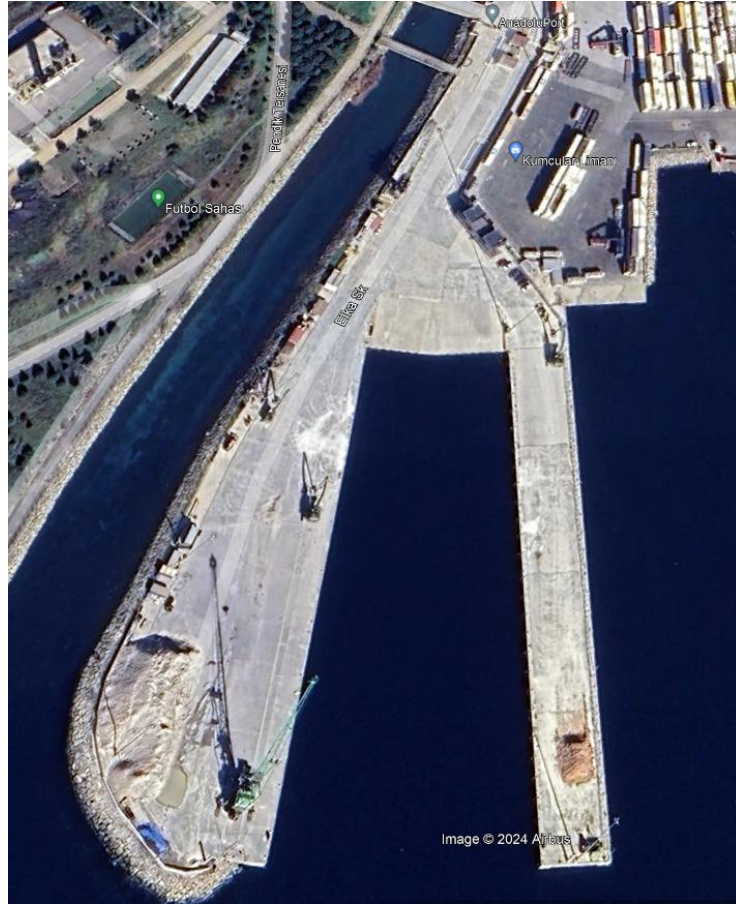




ANADOLU PORT DANGEROUS CARGO HANDLING GUIDE



PREPARATION DATE: 24/06/2024

**Nabi ERBERK
Port Manager**

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REVISION PAGE


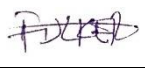

Sequence No	Revision No.	Content of the Revision	Revision Date	Revisionist's	
				Name & Surname	Signature
1	-	First publication within the scope of the Implementation Instruction on Dangerous Goods Handling Guide dated 20.04.2022 and numbered 281879	Initial Publication 24/06/2024	Feridun Ulker IMDG TMGD	
2	001	Correction of corrections	26.06.2024	Feridun Ulker IMDG TMGD	
3					
4	002	Addition of activity (solid hazardous bulk cargoes)	19.02.2025	Feridun Ulker IMDG TMGD	
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- 8- Plan for Emergency Gathering Places
- 9- Emergency Management Scheme
- 10- Dangerous Goods Handbook
- 11- Leak areas and equipment for CTU and Packages, inlet/outlet drawings
- 12- Inventory of Port Service Vessels
- 13- Administrative boundaries of the Port Authority, anchorages and sea coordinates of the pilot's disembarkation/embarkation points
- 14- Emergency response equipment against marine pollution in the onshore facility
- 15- Personal protective equipment (PPE) usage map
- 16- Dangerous goods incident notification form
- 17- Control results notification form for hazardous goods transport units (CTUs)
- 18- Other attachments as needed
- 19- Dangerous Goods Handling Guide Additional Cargo Notification (When Necessary)

ABBREVIATIONS

SOLAS: (safety of life at sea) convention): International Convention for the Safety of Life at Sea

MARPOL: (International Convention for the Prevention of Pollution from Ships (Marine Pollution): International Convention for the Prevention of Pollution of the Seas by Ships

IMSBC Code: (International Maritime Solid Bulk Cargoes Code): International Maritime Solid Bulk Cargoes Code

IBC Code: (International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk): International Code for the Construction and Equipment of Ships Carrying Bulk Hazardous Chemicals

IGC Code: (The International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk): International Code for the Construction and Equipment of Ships Carrying Bulk Liquefied Gases

CTU: (Code of Practice for Packing of Cargo Transport Units): Principles of practice for the packaging of cargo transport units

IMO: (International Maritime Organization): International Maritime Organization.

IMDG Code: (International Maritime Dangerous Goods): International Code for Dangerous Goods Transported by Sea.

UN No: (United Nations): It is the unique number given by the United Nations and used for each chemical material that can be considered dangerous. IMDG code 1 of the dangerous goods list. It is the four-digit number in the column.

DEFINITIONS AND ABBREVIATIONS:

- a) Buyer: Real and legal persons who will receive the dangerous cargo according to the contract of carriage,
- b) Packaging: The transport container in which the dangerous cargo is placed, as defined in Section 6 of the IMDG Code,
- c) Packaging Group: Means a group to which certain substances are assigned according to their degree of danger for packaging purposes. There are 3 types of packaging groups.
- d) Packager: Real and legal persons who place dangerous goods in large packaging containers and make the packages ready for transportation when necessary, pack dangerous goods or change the packages and labels of these goods, label them for transportation, carry out these operations with the sender or his instructions, and the personnel of the land and coastal facilities who actually carry out this operation,
- e) Ministry: Ministry of Transport and Infrastructure,
- f) Discharger: A cargo transport unit loaded with dangerous cargo, a multi-element gas load transport unit, a tank-load transport unit, a portable tank that removes a vehicle from a vehicle; unloading dangerous cargo, small payload units and portable tanks from a vehicle or payload unit; An enterprise that unloads dangerous cargo from a tank (tanker, detachable tank, portable tank or tank load carrying unit) from a cylinder gas tanker, MEMU or multi-element gas cargo transport unit, a vehicle or bulk cargo transport unit,
- g) Handling: Loading the cargo on ships, unloading it from ships, relocating, stacking, separating it, degassing and/or cleaning it in the cargo transport unit and similar operations for transportation without changing the essential characteristics of the cargo,
- h) Handler: Real and legal persons who carry out the handling process,
- i) Fumigation: The process of giving a certain amount of a fumigant acting in gaseous form to a closed environment at a certain temperature in order to destroy harmful organisms and keeping them in the environment for a certain period of time,
- j) Gas measurement: Determination of the gases determined by the Administration in load carrying units and/or closed areas within the scope of the relevant regulation and the amounts that should be determined by authorized institutions and persons using special devices and apparatus,
- k) Degassing: In the event that it is determined that the load transport units that are within the scope of fumigation and that contain gases that are not within the scope of fumigation but may be harmful to life, property and the environment are above the values in the relevant directive as a result of the risk assessment, the works and operations carried out with active or passive ventilation,
- l) Ship: Any vessel that can sail at sea with an instrument other than oars, regardless of its name, tonnage and purpose of use,
- m) Ship owner: Shipowner, operator, charterer, captain or agents and real or legal persons authorized to represent the ship,
- n) Sender: Real and legal persons who send dangerous goods on their own behalf or on behalf of a third party or who are specified as senders in the contract of carriage,
- o) Safety Data Sheet (GFB): A document containing detailed information about the characteristics of dangerous goods, safety measures to be taken according to the hazard characteristics in the facilities where they are located, and necessary information for the protection of human health and the environment from the negative effects of dangerous cargoes,
- p) IBC Code: International Code for the Construction and Equipment of Ships Carrying Hazardous Chemicals in Bulk,
- q) IGC Code: International Code for the Construction and Equipment of Ships Transporting Bulk Liquefied Gases,
- r) IMDG Code: It is an accepted international guide for the safe shipment and shipment of dangerous goods by sea.
- s) IMO: International Maritime Organization,
- t) IMSBC Code: International Maritime Solid Bulk Cargo Code,
- u) ISPS Code: International Ship and Port Facility Security Code,
- v) Administration: General Directorate of Maritime Affairs,
- w) Captain: The person who steers and manages the ship,

- x) Coastal facility: A port, dock, pier, berthing, fuel, liquefied gas or chemical pipeline buoy or platform, including storage areas, where ships or marine vessels can safely receive and deliver cargo or shelter,
- y) Coastal facility concerned: Real persons or legal entities operating coastal facilities with permission from the Administration, and managers and responsible persons of coastal facilities,
- z) Load carrying unit: A load carrying unit that has a certificate in accordance with the applicable standards within the scope of the International Convention for Safe Load Transport Units (CSC Convention), m) Coastal facility: A dock, pier, buoy facility, dolfen, fuel oil or liquefied gas pipeline buoy or platform, the boundaries of which are determined by the Ministry, where ships can safely receive and deliver cargo or shelter,
- aa) MARPOL 73/78: International Convention for the Prevention of Pollution of the Seas by Ships,
- bb) Final consignee: The buyer who physically receives the cargo discharged from the ship at the coastal facility, or if the recipient of the cargo physically receives the cargo during the reception acts as a proxy on behalf of another natural/legal person, the client in question, or the buyer specified in the contract of carriage if the transportation is carried out under a contract of carriage,
- cc) Packaging & Packaging: A hopper or multiple hoppers means the materials or other components required for the hoppers to perform containment and other safety functions
- dd) Hot work: Done by persons certified by the relevant authority; use of open fires and flames, power tools or hot rivets, grinding, brazing, burning, cutting, welding or any work involving heat or producing sparks,
- ee) Classification: It is the distinction made by the International Maritime Organization, taking into account the chemical properties of dangerous goods.
- ff) SOLAS: The 1974 International Convention for the Safety of Life at Sea,
- gg) Carrier: The actual carrier, broker, ship owner, transport organizer, transport broker, ship agency, and real and legal persons who carry out the transportation of dangerous cargo by road or rail by road or rail, with or without a contract, who receives, bids, accepts the offer for the transportation of all kinds of dangerous goods on their own behalf or on behalf of third parties,
- hh) Hazard Label: It defines the label containing letters, numbers and figures expressing the characteristics of the loads in the packages used in dangerous goods transportation, such as class, degree of danger and content.
- ii) Danger Sign: It is the sign that must be kept on the load carrying unit for information purposes according to the characteristics of the dangerous cargo in the load carrying unit.
- jj) Dangerous Load:
 1. Petroleum and petroleum products included in Annex I of the International Convention for the Prevention of Pollution of the Sea by Ships (MARPOL) 73/78, Treaty 1,
 2. Packaged transported substances and objects given in Section 3 of the IMDG Code,
 3. Bulk cargoes with the phrases "B" and "A and B" in the group box in the characteristic table of the cargoes given in IMSBC Code Lahika 1,
 4. Liquid substances with the phrase "S" or "S/P" in column "d" of the table titled "hazards" given in Section 17 of the IBC Code,
 5. Gaseous substances given in Chapter 19 of the IGC Code,
- kk) TMGD: Dangerous cargo safety consultants authorized by the Ministry,
- ll) TYUB: Coastal Facility Dangerous Goods Conformity Certificate, which is issued by the Administration and must be obtained by coastal facilities that handle dangerous goods in packaged or bulk form,
- mm) UN number: A four-digit identification number of dangerous goods or parts taken from the United Nations model regulations,
- nn) Transportation Electronic Transport Document System (U-ETES): The system in which the data determined by the Ministry regarding the activities of real and legal persons operating in accordance with this Regulation are kept, and when necessary, they are open to data sharing with the relevant public institutions and organizations.
- oo) New coastal facility: A coastal facility that has not received a coastal facility operation permit/coastal facility temporary operation permit within the scope of the "Regulation on the Procedures and Principles Regarding the Issuance of Operating Permits to Coastal Facilities" published in the Official Gazette No. 26438 dated 18/2/2017.
- pp) Regulation: The Regulation on the Transport of Dangerous Goods by Sea published in the Official Gazette dated 14.11.2021 and numbered 31659,

- qq) Loader: Real or legal persons who load dangerous cargoes and cargoes that pose a danger to loading safety on a ship and sea vessel, vehicle or cargo transport unit in accordance with the instructions of the sender, and label, plate the cargo transport unit, handle, stack and unload cargoes, including dangerous cargoes inside the ship or cargo transport unit,
- rr) Loading safety: The safe fastening and stacking of the cargo carrying unit or cargo loaded on the ship hold or ship deck, and the safe fastening and stacking of the loads to be loaded on the load carrying unit,
- ss) Shipper: The natural or legal person specified as the "shipper" in the bill of lading, maritime transport bill or multimodal transportation document and the natural or legal person on whose behalf or on behalf of a maritime shipping company a contract of carriage has been made,
- tt) Cargo subject: The sender, consignee, representative or transport organizer of the dangerous cargo,
 - a) Load carrying unit (CTU): Designed and manufactured for the transport of packaged or bulk dangerous cargoes; It refers to road trailer, semi-trailer and tanker, portable tank and multi-element gas load transport unit, railway wagon and tank wagon, load transport unit and tank load transport unit.

PRESENTATION

1. ENTRANCE

The purpose of this guide is; To ensure that dangerous goods transportation activities to be carried out by sea are carried out in an economical, rapid, safe, high-quality manner, with minimal negative impact on the environment and in harmony with other transportation activities, and to ensure that dangerous cargo supply and transfer services are carried out in a safer manner at Anadolu Port.

S.S ISTANBUL ANATOLIAN SIDE KUMCULAR PRODUCTION AND MARKETING COOPERATIVE port facility is a port that serves as a transit point, where operations such as filling, packaging, sending, transportation, receiving, using or storing dangerous cargoes are not carried out, and where supply services such as loading and/or unloading dangerous cargoes coming to the port are carried out on the ship. The port is not in the position of filling, packing, shipping, transporting, receiving, unloading and storing dangerous cargo. The main activity of the port related to dangerous goods is the transfer of dangerous cargoes. Dangerous cargoes transferred at the port consist of Ro-Ro transportation.

Within the framework of the Principles Regarding Regular Voyages on the Cabotage Line, Anadolu Port is the port that provides supply services as a transit point for the tankers with dangerous cargo content coming to the Port with Ro-Ro ships within the scope of the "Regular Voyage Permit" issued by the Ministry of Transport, Maritime Affairs and Communications, to be unloaded from the ship and sent to the buyer and to come from the land route and be put on the Ro-Ro ship.

Vehicles arriving on vehicles by ships are not unloaded and stored at the port. Vehicles disembarking from ships docked at the port are sometimes kept in the port for a short time. One of the reasons for this waiting is; Vehicles carrying dangerous cargo, which will get off the ship and pass from the port to the highway, are waiting for the traffic hours to use the highway on the routes determined by the IMM Transportation Coordination Directorate (UKOME) or other public administrations (Highways).

During the entry and presence of dangerous cargoes in and out of the port area, it is controlled to ensure the general safety and security of the area, the storage of cargoes, the safety of all persons in or around the port area, and the protection of the environment.

This guide is limited to the unloading and loading of dangerous cargoes transferred at the port and dangerous cargoes kept in the port area for a short time. In the event of a change in the variety of dangerous goods and/or a change in the supply services of dangerous goods within the port, the guide is revised in case of adding situations such as filling, packaging, sending, transporting, receiving, using or storing dangerous cargoes.

An important prerequisite for the safe transfer of dangerous goods is the correct identification, storage, packaging, marking, impact, specification and documentation of these cargoes. This applies whether the activity is carried out in a location away from the port area or the port area.

In the general transfer chain, it is very important that all precautions are taken by those responsible for dangerous goods and that all relevant information is communicated to those involved in the transfer chain and to the final recipient. Attention should be paid to the conditions that may differ for different forms of transfer.

The safe transfer of dangerous goods is based on the correct and precise application of the relevant regulations and depends on the acceptance of all persons concerned and a complete and

detailed understanding of the regulations in this context. This can be achieved through the correct and planned training and retraining of the people concerned.

1.1. Property information form

General information about the facility is given in the Facility Information Form below.

1	Facility Operator name/title	S.S ISTANBUL ANATOLIAN SIDE KUMCULAR PRODUCTION AND MARKETING COOPERATIVE		
2	Contact details of the plant operator (Address, telephone, fax, e-mail and web page)	ANKARA CAD. KUMCULAR SİT.YUNUS -KARTAL0216 306 58 80 kumcular@kumcular.com .		
3	Name of the property	ANADOLU PORT		
4	The province where the facility is located	ISTANBUL		
5	Contact details of the property (address, phone, fax, e-mail and web page)	GÜZELYALI MAH. MALKOCOGLU SOK. NO:14 PENDİK 0216 494 32 06 anadoluport@anadoluport.com.tr anadoluport.com.tr		
6	Geographical area where the property is located	MARMARA		
7	Port Authority to which the facility is affiliated and contact details	TUZLA PORT AUTHORITY Evliya Çelebi Mah. Tersaneler Cad. No:23/2 Tuzla Phone : 0216 446 72 17. tuzla.liman@uab.gov.tr Udhhb.tuzlaliman@hs01.kep.tr		
8	The Municipality to which the facility is affiliated and its contact details	PENDİK MUNICIPALITY Esenler Mahallesi Bora Sok No: 5 Pendik Phone : 441 81 80 E-Mail : iletisimmerkezi@pendik.bel.tr		
9	Name of the Free Zone or Organized Industrial Zone where the Facility is located	-		
10	Effective date of Coastal Facility Operation Permit/Temporary Operating Permit	10.12.2025		
11	Operating status of the facility	Own burden and additional 3rd party (...)	Own burden (...)	3rd Person (X)
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	NABİ ERBERK -0535 338 27 12 nabi.erberk@anadoluport.com.tr		
13	Name and surname of the facility's dangerous goods operations officer, contact details (phone, fax, e-mail)	Omer Eksioglu omer.eksioglu@anadoluport.com.tr +90(533)924-3253		
14	Name and surname of the facility's Dangerous Goods Safety Advisor, contact details (phone, fax, e-mail)	Feridun Ulker (2015/645) feridunulker@anadolutmgd.com +90(537)027-9306		
15	Sea coordinates of the facility	40o 51' 14.39 29o 16' 3.36"		
16	Types of dangerous goods handled at the facility (cargoes within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/bitumen and scrap cargoes)	IMDG CODE installs, IMSBC Code installs,		
17	Dangerous cargoes handled at the facility (Loads other than IMDG Code, which are among the types of cargo in Article 16, will be written separately. The request for additional cargo will be forwarded to the affiliated port authority)	PACKAGED DANGEROUS CARGO DANGEROUS SOLID BULK CARGOES		

	with the Annex-1 form. It will be added to TYER when deemed appropriate)				
18	Classes for handled cargoes, subject to IMDG Code		<ul style="list-style-type: none"> • Class 2 Gases • Class 3 Flammable liquids • Class 4.1 Flammable solids, self-reactive substances, polymerizing agents and desensitized solid explosives • Class 4.2 Substances prone to spontaneous combustion • Class 4.3 Substances that emit flammable gases when in contact with water • Class 5.1 Oxidizing agents • Class 5.2 Organic peroxides • Class 6.1 Toxic substances • Class 8 Corrosive substances • Class 9 Miscellaneous hazardous substances and articles • Ro-Ro vehicles (all classes) as also packed dangerous goods 		
19	Groups in the characteristic table for cargoes handled, subject to the IMSBC Code		Group A and Group B Loads		
20	Types of vessels that can dock at the facility		General Cargo – Bulk Cargo and Ro-Ro Ship		
21	Distance of the property to the main road (kilometers)		2 Km		
22	Facility's distance to the railway (kilometers) or rail connection (Yes/None)		No		
23	Name of the nearest airport and distance to the resort (kilometers)		8 Km		
24	The load handling capacity of the facility (Tons/Year; TEU/Year; Vehicle/Year)		4.000.000 Tons/ Year 200,000 Vehicles / Year		
25	Whether scrap handling is carried out at the facility		Not being done		
26	Is there a border gate? (Yes/No)		Yes		
27	Is there a bonded area? (Yes/No)		Yes		
28	Load handling equipment and capacities		Beach Cranes		
29	Storage tank capacity (m³)		No		
30	Open storage area (m²)		18,360,71 m²		
31	Semi-closed storage area (m²)		-		
32	Closed storage area (m²)		-		
33	Designated fumigation and/or degassing area (m²)				
34	Name, title, contact details of the pilotage and towage services provider		Gisas Shipbuilding San.A.S. Shipyards Cad.No :24 (34944) Tuzla -Istanbul 0216 446 00 81 info@gisasgemi.com http://www.gisasgemi.com		
35	Has a security plan been created? (Yes/No)		Yes		
36	Waste reception facility capacity (This section will be arranged separately according to the wastes accepted by the facility.)		Waste Type	Capacity (m³)	
37	Features of docks/piers, etc.				
Dock/Pier No	Height (Meters)	Width (Meter)	Maximum water depth (Meters)	Minimum water depth (Meters)	Largest ship tonnage and length to dock

					(DWT-GT/Meter)
No. 1	205		8,50	8,50	54,000 DT
No. 2	202		11	11	54,000 DT
Between Pier No. 1 and No. 2 Ramp		55	8,50	8,50	
Name of the pipeline (if available at the facility)			Number (pcs)	Length (Meters)	Diameter (Inch)
-			-	-	-

Table 1.2 Facility Information Table

1.2. Procedures for dangerous cargoes transferred and/or held for a short time at the Port/Shore facility

File

1.2.1. IMDG

Cargoes defined as class 1, class 6.2 infectious substances and class 7 radioactive substances in the IMDG Code are not taken to the shore facility. These cargoes are called dangerous cargoes that are not accepted and are operated as transit cargo if the authorized administration has permission. Loading and unloading are carried out in a special area in the coastal facility and they are shipped and removed without waiting in the coastal facility. If such loads are handled, the safety rules specified in this guide will apply.

- a) It will be ensured that the following issues are fulfilled in terms of the safety of the coastal facility, employees and ships in the coastal facility in matters such as handling, stacking and separation, and storage of dangerous cargoes coming to the coastal facility.
- b) A coordination meeting will be held at least 1 day before the acceptance of dangerous cargoes to the shore facility and the participation of Operations, Site Planning, Shift Supervisor, TMGD and other relevant parties will be ensured in this meeting.

- At the coordination meeting; Regarding the dangerous cargo/s to be accepted at the port;
- Risk from hazardous cargo
- Interaction with dangerous cargoes present in the shore facility,
- interaction with cargoes planned to be accepted into the shore facility in the near future,
- Terms of stacking
- Decomposition conditions
- The need for materials and equipment in terms of Emergency Response
- Competence of Emergency Response teams
- Interaction issues with neighboring facilities are handled within the scope of current IMDG CODE documents and acceptance/rejection or managerial decision is taken.

- c) If a decision is taken at the meeting to accept the dangerous cargo, the management, operation, storage, security, emergency response units are informed and the preparation and acceptance process is initiated. In case of the need to inform the Port Authority at the time of admission to the coastal facility, the Regional Port Authority is notified in writing together with the reasons for the situation.

WAREHOUSE, WAREHOUSE AND OUTDOOR STACKING SEPARATION REQUIREMENTS OF DANGEROUS CARGO

CLASS	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable gases (class 2.1)	X	X	X	2	1	2	X	2	2	X	1	X
Non-toxic and non-flammable gases (class 2.2)	X	X	X	1	X	1	X	X	1	X	X	X
Toxic gases (class 2.3)	X	X	X	2	X	2	X	X	2	X	X	X
Flammable liquids (class 3)	2	1	2	X	X	2	1	2	2	X	X	X
Flammable solids (including self-reactive substances, polymerizing agents and desensitized solid explosives) (class 4.1)	1	X	X	X	X	1	X	1	2	X	1	X
Substances prone to sudden explosion (class 4.2)	2	1	2	2	1	X	1	2	2	1	1	X
Substances that emit flammable gases when in contact with water (class 4.3)	X	X	X	1	X	1	X	2	2	X	1	X
Substances that cause oxidation (class 5.1)	2	X	X	2	1	2	2	X	2	1	2	X

Organic peroxides (class 5.2)	2	1	2	2	2	2	2	2	X	1	2	X
Toxic substances (class 6.1)	X	X	X	X	X	1	X	1	1	X	X	X
Corrosive substances (class 8)	1	X	X	X	1	1	1	2	2	X	X	X
Miscellaneous hazardous substances and items (class 9)	X	X	X	X	X	X	X	X	X	X	X	X

Meaning of Symbols

Symbol	Packages / IBCs / trailers / platform load carriers	Closed load handling units / portable tanks	Open road vehicles / railway wagons / open top containers
X	No Need or IMDG DGL Column 16b	No Need	No Need
1	It should be separated by at least 3 m.	No Need	It should be separated by at least 3 m.
2	A minimum separation of 6m is required in open areas, hangars or warehouses, a minimum of 12m should be reserved unless separated by an approved fire wall.	In open areas, a minimum separation of 3m longitudinally and laterally, longitudinally and laterally of hangars or warehouses is required, unless separated by an approved fire wall, a minimum separation of 6m is required.	In open areas, a minimum separation of 6m longitudinally and laterally, longitudinally and laterally of hangars or warehouses is required, a minimum separation of 12m is required, unless separated by an approved fire wall.

Table 1.3 Separation Table

Fixed

1.2.1.1. Stacking & Storage

- A storage area should be established in accordance with the separation and stacking rules for packaged dangerous goods and cargo transport units carrying dangerous goods, and the separation and stacking rules of the said packaged loads and load transport units should be made in accordance with the rules. Necessary fire, environmental and other safety measures should be taken in these areas. If dangerous goods are stacked or stored in the entire area, access roads to the cargo transport units containing dangerous goods should be open and there should be equipment in the field that can provide emergency facilities and capabilities that can be intervened in a short time.
- The hardware, software and interfaces required to transfer electronic data for the dangerous goods handled must be provided.
- Cargo transport units in which temperature-controlled dangerous goods are transported can only be handled in special areas where necessary precautions are taken at the port. The temperature values of the aforementioned load carriers should be continuously monitored and, to the extent applicable, monitored with remote monitoring facilities.
- Class 4.3 packages containing dangerous substances that emit flammable gases in contact with water and cargo transport units containing such packages are handled on the porch in front of the port warehouse in our facility in a way that will not be affected by rain, sea water and similar factors, and its place is shown in the general layout plan of the port. This area is equipped with warning signs indicating the risks of this type of cargo. CTUs containing these hazardous substances can be stacked in open facility areas if they are not affected by rain, sea water and similar factors.

Fixed

1.2.1.2. Emergency

- a) In case of emergencies or accidents, first aid materials to be used for intervention should be stored in places that are known and easily accessible by the personnel.
- b) Necessary warnings, warning signs and fire alarm buttons should be placed in visible and easily accessible places. In dangerous places and situations, the relevant personnel should be equipped with personal protective clothing and equipment in accordance with occupational safety and health criteria. Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and working areas should not be employed.
- c) Communication equipment in the operations of loading/evacuating and handling dangerous cargoes; It should be kept in working order and in good condition, in a number and sufficient to ensure safely usable and uninterrupted communication.
- d) In accordance with the job descriptions and working areas of the personnel involved in the loading/evacuation of packaged dangerous goods, training is given gradually according to their duties, powers and responsibilities from the first employment in line with the relevant legislation on emergency situations (fire, explosion, leakage, etc.), occupational health and safety, security and similar issues.
- e) Our port facility is equipped with an electric and diesel-powered water pump for cooling purposes with sufficient power and capacity, a fire hydrant connected to fire pipes of sufficient number/diameter where necessary, a fire cabinet, backup energy production devices (generator) of sufficient power, a sufficient number of foam (for buildings and extinguishing works other than liquefied gas fires) and dry chemical/powdered fixed/mobile fire extinguishers. It is equipped and has a port fire plan approved by a competent engineer.

1.2.2. IMSBC

The International Code of Bulk Solid Cargo (IMSBC) provides information about the dangerous nature of solid bulk cargoes and establishes the provisions for the safe stacking and shipment of these cargoes. The list of loads covered by the code is given below. It should be noted that the transportation of grains in bulk is covered by the GRAIN code.

Cargoes consist of Group A, which can liquefy when shipped with a substance content exceeding the portable humidity limits, Group B and Group A with chemical hazards that may become dangerous from the ship, and Group B (liquefaction and non-chemical hazards) Group C cargoes. Although Group C loads are not defined in the Regulation (REGULATION ON THE TRANSPORT OF DANGEROUS GOODS BY SEA AND LOADING SAFETY), they are included in the guide to understand the other groups (groups A and B) in IMSBC.

Dangerous goods (MHB) only in bulk are substances with chemical hazards that are transported in bulk other than those in the IMDG Code dangerous goods classification

Solid bulk cargo is a cargo consisting of granules or a combination of large pieces of material, usually of a single type, which can be loaded directly into the cargo areas of ships without any intermediate packaging, other than liquid or gas.

The stop angle means the maximum angle of inclination of the free-flowing (non-cohesioned) granular material. It is measured as the angle between a horizontal plane and the cone slope of such material. In other words, when bulk granular materials are poured on a flat surface, they will form a conical pile, the inner angle between the bulk surface and the horizontal surface is the stopping (bending) angle. The stopping angle depends on the density, surface area and shape of the particle, as well as the coefficient of friction. For example, the lying angle of Un 1942 AMMONIUM NITRATE is between 27 and 43 degrees.

Moisture content (MC) is the amount of water, ice, or other liquids, expressed as a percentage of the total liquid mass of the sample belonging to the bulk solid cargo.

Portable moisture content (TML) is the maximum moisture content of a liquefiable cargo that is considered safe for transportation.

Trimming is any partial or total leveling of a cargo in a cargo hold.

The stacking factor refers to the amount of cubic meters that a ton of cargo will occupy.

1.2.1.1. General loading, transport and unloading measures

Undesirable accidents occur as a result of improper loading and unloading of solid bulk cargo in ship cargo areas. It is necessary to ensure the stability of the ship and to prevent excessive stress of the ship structure.

In addition, the shipper (cargo owner) must provide the captain with sufficient information about the cargo to ensure that the ship is properly loaded.

To prevent overstretching of the ship structure;

- 1) The vessel should be in the range of 1.30 to 1.67 cubic meters per ton when loaded to full bale and deadweight capacities.
- 2) Care must be taken to distribute the load weight to avoid excessive stresses.
- 3) Ship stability must be utilized for weight distribution.
- 4) To the extent possible, high-density cargo should be loaded in sub-hold cargo bays rather than intermediate deck cargo bays.
- 5) When high-density cargo has to be transported on intermediate decks or in higher cargo spaces, overstretching of the deck area must be avoided and the stability of the ship must be prevented from falling below the minimum acceptable level.
- 6) *The* high-density load is used to mean a robust bulk cargo with a stacking factor of 0.56 m.

Loading and unloading

- 1) Before loading and unloading, the suitability of the cargo spaces for the load to be loaded should be checked.
- 2) Bilge lines, sounder pipes, and other service lines in the cargo area must be in good condition.
- 3) Considering the speed at which some high-density solid bulk cargoes are loaded, special care must be taken to avoid damage to cargo areas.
- 4) Ventilation systems should be closed or screened and air conditioning systems should be recirculated in order to prevent or minimize dust ingress into living areas and other indoor spaces as much as possible during loading or unloading.
- 5) Care must be taken to minimise the degree to which the dust of the cargo comes into contact with the moving parts of deck machinery and external navigational aids.

1.2.1.2. Ship and personnel security

All necessary safety precautions must be taken before and during the loading, transportation and unloading of solid bulk cargo.

A copy of the medical first aid manual (MFAG) must be available on board for use in accidents involving hazardous materials related to incidents involving dangerous goods in bulk.

Toxic, corrosive and suffocating loads

Some solid bulk cargoes are susceptible to oxidation, which can cause oxygen depletion, the spread of toxic gases and fumes, and spontaneous heating. Others, although not prone to oxidation, can emit toxic fumes when wet. When wet, there are loads that corrode the skin, eyes and mucous membranes or the structure of the vessel.

When transporting these cargoes, special precautions must be taken to protect personnel and before and after loading.

It should be noted that cargo spaces and adjacent spaces may be oxygen-depleted, contain toxic or suffocating gases, and an empty cargo space or tank that remains closed for a period of time may have insufficient oxygen to support life.

Many solid bulk cargoes can cause oxygen depletion in a cargo area or tank. These include most vegetable and forest products, ferrous metals, metal sulfide concentrates and coal cargoes, and the list is not limited to these.

Before entering the closed area on the ship, it should be verified that the oxygen is at a sufficient level and that there are no toxic and suffocating gases inside.

When working with a solid bulk cargo that tends to emit flammable or toxic gas or cause oxygen depletion, oxygen and other gas concentrations in the cargo area must be constantly monitored and gas measuring instruments suitable for calibration testing must be available on board.

When it is necessary to enter the cargo areas urgently, this should be ensured by trained personnel wearing pressure breathing apparatus and protective clothing.

Health hazards from dust

Exposure to the dust of some solid bulk cargoes can pose chronic and acute risks. In order to minimize this risk, those exposed to dust should use appropriate respiratory protection, protective clothing, and minimize the damage with skin protective creams.

Formation of flammable atmospheres

The dust of some solid bulk cargoes can pose an explosion hazard during loading, unloading, and cleaning. This risk is minimized by ventilating to prevent the formation of a dust-laden atmosphere and by hose down rather than vacuuming.

Considering that some solid bulk cargoes emit enough flammable gases to pose a fire and explosion hazard, there is a need to ventilate the cargo spaces effectively. The atmosphere in the cargo spaces must be monitored with a suitable gas detector. Care should be taken to ventilate and monitor the atmosphere of enclosed spaces adjacent to cargo spaces.

Aeration

Unless expressly stated otherwise, mechanical or natural ventilation must be provided in the cargo spaces when transporting cargo that may emit toxic gases. When cargoes that may emit flammable gases are transported, mechanical ventilation of cargo spaces must be provided.

If maintaining ventilation would make the vessel or cargo dangerous, this may be interrupted unless there is a risk of an explosion.

If the information about the cargo provided by the carrier (cargo concerned) shows the need for continuous ventilation, ventilation will be continued unless a situation develops in which ventilation endangers the ship.

Ventilation should be such that hazardous concentrations of hazardous gas or dust cannot enter living quarters or indoor spaces. Adequate precautions must be taken to ensure that hazardous gases, vapours or dust do not reach confined spaces and to protect personnel in the work area.

It will be ensured that the degazinating operations of the cargoes under fumigation are carried out by the authorized fumigation operator agricultural engineers from the Agricultural Quarantines. For this process, the permits to be obtained from the port authority and the Provincial Directorate of Agricultural Quarantines will be submitted to the coastal facility.

1.2.1.3. Shipping information

The shipper (cargo owner) must provide the captain or his representative with the necessary information about the cargo before loading in order to ensure that the measures that may be necessary for the proper stowage and safe transport of the cargo are put into effect. Shipping information should include.

- 1) Proper shipping name (BCSN) when listed on IMSBC and, if applicable, additional secondary name
- 2) Cargo group (A, B, A, and B or C)
- 3) IMO class, if applicable (classification is as in IMDG 2)
- 4) Un number, if applicable
- 5) Total quantity
- 6) Stacking factor
- 7) Cropping and trimming procedures
- 8) Possibility of displacement, including the angle of stance
- 9) Certificates for the moisture content of the cargo and the portable humidity limit
- 10) Possibility of wet base formation (IMSBC 7.2.3)
- 11) Production of toxic, flammable or asphyxiating gases that may be caused by the load, if any
- 12) If the load is flammable, toxic, corrosive and has a tendency to deplete oxygen
- 13) Features of self-heating of the load and the need for trimming, if any
- 14) Characteristics of the emission of flammable gases when in contact with water, if any
- 15) Radioactive properties, if any
- 16) Up-to-date documents requested by the administration

An additional declaration must be submitted to the information provided by the carrier (cargo concerned). The cargo declaration form is given below. Formosis may also be of different types of information requested for the candidate spouse, provided that the requirements of this paragraph are met.

KAGRO FACT SHEET

Full Shipping Name (BCSN)	
Sender	Transport document number
Buyer	Carrier
Name / means of transport	Instructions or other matters
Port / place of departure	
General description of the cargo(Material type / particle size)	Gross mass (kg/ton)
Characteristics of bulk cargo, if any:Stacking factor:Stop angle, if any:Trimming procedures:Chemical properties in case of possible danger * : <i>* eg. Class and UN No. or "MHB"</i>	
Cargo group <input type="checkbox"/> Group A and B * <input type="checkbox"/> Group A * <input type="checkbox"/> Group B <input type="checkbox"/> Group C <i>* For cargoes that can be liquefied (Group A, Group A and Group B cargoes)</i>	Portable humidity limit Moisture content at the time of shipment
Relevant special properties of the cargo (e.g., highly soluble in water)	Additional certificates * <input type="checkbox"/> Moisture content and portable humidity limit <input type="checkbox"/> certificate Segregation certificate <input type="checkbox"/> Exemption certificate <input type="checkbox"/> Other (specify) <i>* If necessary</i>
I hereby declare that the sender has been fully and accurately identified and that the test results and other specifications provided are correct to the best of my knowledge and may be Accepted as representative for the cargo to be loaded.	Name/status of the signatory, company/organization Place and time Signature on behalf of the sender

1.2.1.4. IMSBC Code dangerous goods list

The following list is intended to be comprehensive, and when a cargo that is not listed in the code is presented, the shipper must provide valid and up-to-date information about the physical and chemical properties of the cargo. Permission must be obtained from the port authority before starting the handling operation of the subject cargoes.

HAZARDOUS SOLID BULK CARGOES (IMSBC CODE)		
UN NO	NAME	NAME
1350	SULPHUR (crushed lump and coarse grained)	Crushed lump and coarse-grained sulfur
1363	COPRA (dry)	Desiccated Coconut
1376	IRON OXIDE, SPENT	Iron Oxide
1376	IRON SPONGE, SPENT	Iron Sponge
1386	SEED CAKE, containing vegetable oil (a) mechanically expelled seeds, containing more than 10% of oil or more than 20% of oil and moisture combined	Seed Meal
1386	SEED CAKE, containing vegetable oil (b) solvent extraction and expelled seeds, containing not more than 10% of oil and when the amount of moisture is higher than 10%, not more than 20% of oil and moisture combined	
1395	ALUMINUM FERROSILICON POWDER	Aluminum Ferrosilicon Powder
1398	ALUMINUM SILICON POWDER, UNCOATED	Aluminum Silicon Powder
1408	FERROSILICON	Ferro Silicon
1435	ZINC ASHES	Zinc Ash
1438	ALUMINIUM NITRATE	Aluminum Nitrate
1446	BARIUM NITRATE	Barium Nitrate
1454	CALCIUM NITRATE	Calcium Nitrate
1469	LEAD NITRATE	Lead Nitrate
1474	MAGNESIUM NITRATE	Magnesium Nitrate
1486	POTASSIUM NITRATE	Potassium Nitrate
1498	SODIUM NITRATE	Sodium Nitrate
1499	SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE	Sodium Nitrate-Potassium Nitrate Mixture
1759	METAL SULPHIDE CONCENTRATES, CORROSIVE	Metal Sulfide Mixtures, Abrasive

1942	AMMONIUM NITRATE	Ammonium Nitrate
2067	AMMONIUM NITRATE BASED FERTILIZER	Ammonium Nitrate Based Fertilizer
2071	AMMONIUM NITRATE BASED FERTILIZER	
2216	FISHMEAL, STABILIZED	Fish meal
2216	FISHSCRAP, STABILIZED	Fish Crumb
2217	SEED CAKE	Seed Meal
2793	FERROUS METAL CUTTINGS	Ferrous Metal Sawdust, Trimmings or Scraps, prone to self-heating
2793	FERROUS METAL SHAVINGS	
2793	FERROUS METAL BORINGS	
2793	FERROUS METAL TURNINGS	
2912	RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-1)	Radioactive material, low specific activity
2912	SAND, MINERAL CONCENTRATE, RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-1)	Sand, Mineral Mixed, Radioactive Material, Low Specific Activity
2913	RADIOACTIVE MATERIAL, SURFACE CONTAMINATED OBJECTS (SCO-1)	Radioactive material, objects contaminated with surface
2969	CASTOR BEANS	Castor Oil Seed or Castor Oil Meal or Castor Oil Pulp or Castor Oil Flake
2969	CASTOR FLAKE	
2969	CASTOR MEAL	
2969	CASTOR POMACE	
3170	ALUMINUM REMELTING BY-PRODUCTS	Aluminum Smelter By-Products or Aluminum Remelting By-Products
3170	ALUMINUM SMELTING BY-PRODUCTS	
3190	METAL SULPHIDE CONCENTRATES, SELF-HEATING	Self-heating metal sulfide mixtures

1.2.1. Procedure for Safe Handling of Hazardous Solid Bulk Cargo

1.2.1.1. Purpose

To ensure the safe handling of hazardous bulk solid cargoes.

1.2.1.1.1. General

- 1) Information about the dangerous cargoes on board is sent to the container area planning unit by the ship agency at least 24 hours in advance, the personnel who will work in the operation are informed based on the information contained therein, and coordination is established with the relevant units to take the necessary occupational safety measures.
- 2) In our port facility, dangerous cargoes in solid form are handled as suprane and will not be stored in our port area.
- 3) Occupational safety in the working area, control of equipment, entry and exit of external persons, safe handling of cargo, environmental cleaning and control of the proper performance of these works are the responsibility of the Shift Supervisor and Ship Operations Officer, and their duties, powers and responsibilities in this regard have been notified to them in writing.
- 4) Electrical equipment, equipment and equipment to be used in areas where hazardous substances are handled are ex-proof certified suitable for use in flammable, combustible or explosive atmospheres. Electric lamps other than arc lamps are used during cargo operations for dangerous solid bulk cargoes, and these lamps are gas-tight LED lamps.
- 5) Storage of self-combusting but water-unaffected hazardous materials such as coal is not carried out in the port facility.

1.2.1.1.2. Operation

- 1) Loading/unloading of dangerous bulk cargoes is carried out in area no. 3.
- 2) Tarpaulins that will prevent solid bulk dangerous cargoes from falling into the sea during their discharge from the ship or loading on the ship will be kept between the ship and the dock during the operation.
- 3) The ship master and the operations supervisor are responsible for the operations for the transportation, handling or loading/unloading of dangerous solid bulk cargoes within their areas of responsibility, in accordance with the "International Maritime Solid Bulk Cargo Code (IMSBC Code)", "Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code)", "Regulation on the Safe Loading and Unloading of Bulk Carriers" published in the Official Gazette dated 31.12.2005 and numbered 26040 and "Terminal It shall ensure that it is carried out in accordance with the Manual for Loading and Unloading of Solid Bulk Cargo for Its Representatives (IMO MSC/Circ.1160, MSC/Circ.1230 and MSC.1/Circ.1356).
- 4) The captain of the vessel who will load/unload dangerous solid bulk cargo will receive a detailed loading/unloading plan containing details about the location and quantities of the cargo on the ship by the operations officer before starting the loading/unloading process. An agreement will be reached between the ship's captain and the operations officer regarding the loading/unloading plan in question.
- 5) The concentration of toxic or flammable gases and their possible emissions in the areas where dangerous solid bulk cargoes emitting toxic or flammable gases are handled will be regularly checked with gas measuring devices and measurements will be recorded.
- 6) Necessary warnings are made so that the trucks do not load more than the restraint, and those responsible pay the necessary attention in this regard. After loading, the trucks must be covered.
- 7) 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 protective equipment.
- 8) In the event that the discharge of the ship is partially completed, gas measurements will be made before the assignment is made for the evacuation of the cargo remaining in the hold of the ship.

1.2.1.1.3. Security

- a) While determining the areas where the dangerous cargo is handled according to the risks; administrative buildings, other facilities adjacent to the facility and the types of cargo handled in these facilities, the characteristics of other loads temporarily stored and handled in the facility, and the fastest and safest access opportunities for responding to emergencies will be taken into account.
- b) When the operation of temporary storage or handling of hazardous solid bulk cargo results in the spread of dust capable of ignition and explosion, all necessary practicable measures must be taken to prevent such ignition and explosion or, if it occurs, to minimize its effects.
- c) Dangerous solid bulk cargoes that may interact with each other must be transported and handled in a way that prevents them from interacting. This also applies to other hazardous cargoes with which hazardous solid bulk cargoes may interact.
- d) A sufficient number of appropriate personal protective clothing, equipment and equipment should be available to counter the characteristics of the dangerous solid bulk cargoes handled and the risks they may pose.
- e) Dangerous solid bulk cargoes, which emit flammable or toxic gas when in contact with water or can ignite on their own, should be kept as dry as possible. Such loads should be handled only in weather conditions without rain.
- f) Solid bulk cargoes with oxidizing properties should be temporarily stored, handled and kept away from heat or combustion sources in such a way as to prevent contamination with flammable or carbon-containing substances as much as possible.

2. RESPONSIBILITIES:

All parties engaged in the transportation of dangerous goods (Port / Coastal Facility operator, cargo owners, ship captains); They are obliged to take all necessary precautions to carry out the work and operations related to dangerous goods in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize the damage as much as possible when an accident occurs.

FDK

2.2. GENERAL RESPONSIBILITIES

(Regulation on the Transport of Dangerous Goods by Sea and Loading Safety)

All parties engaged in the transportation of dangerous goods; They have to take all necessary precautions to carry out transportation in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize the damage as much as possible when an accident occurs: In order to carry out the operations related to dangerous goods safely, the trainings specified in article 1.2 of this document are carried out, and all processes and documents prepared are applied in the field.

2.2.1. Transport safety

They are obliged to take all necessary measures to carry out transportation in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize damage as much as possible when an accident occurs.

- It uses the roads reserved for all vehicles carrying the load transport units.
- When an emergency is required, the signs, labels and plates on the load transport units must remain visible.
- All vehicles must obey the in-port speed limit.
- Speed control is carried out in the port. All vehicles are expected to comply with speed limits.
- Vehicle personnel carrying cargo carrying units containing dangerous goods should have equipment in the vehicle against spills and scatterings.
- Personal protective equipment for each vehicle personnel should be available in accordance with the load and should be in fast access.
- Vehicles carrying dangerous goods must have at least 2 6 kg fire extinguishers and a 2 kg fire extinguisher in the driver's cabin.
- Smoking is prohibited in vehicles.
- Traffic signs and rules within the port must be followed.
- In the event of a vehicle breakdown, the shore facility should be informed immediately and assistance should be requested.
- No stranger should be allowed into the driver's cabin in the port, except for the vehicle crew.
- No waste should be thrown out of the vehicle while driving.
- Traffic instructions of shore facility officers must be followed.
- The vehicle should be used with caution in adverse weather conditions such as snow, rain, storms.
- The use of recreational drugs in the vehicle is prohibited.

2.2.2. EMS – Emergency Response Methods and Emergency Schedule for Ships Carrying Dangerous Goods

- In case of emergencies such as fire, leakage and spill that occur during the transportation of dangerous goods, the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods, is used.

- *The EmS Manual* contains guidance on Emergency Response Procedures for Ships Carrying Dangerous Goods, including emergency programs (EmS) to be followed in the event of incidents involving hazardous substances, materials or objects, or harmful substances (marine pollutants). Accordingly;
- In the event of a fire or spill incident, initial actions must be taken in accordance with the contingency plan on board. Separate methods of intervention are given in the guideline for certain dangerous goods, taking into account the type of vessel, the quantity and type of packaging, and whether the goods are stacked. Intervention on or under the deck differs.
- The guide is for the use of packed dangerous cargo and vessels where the captain and crew must respond to fires and spills without outside help.
- For fires, the EmS fire schedule should be consulted. The table specifies the appropriate fire extinguishing method for each dangerous cargo.

2.2.2.1. *Special notes for classes of hazardous substances in fires*

Fixed

2.2.2.1.1. Class 2

Gases are substances that are usually transported in cylinders, bottles, portable tanks, aerosols and bottles with varying degrees of pressure. Gases can be flammable, toxic, or corrosive and can be compressed, liquefied, or cooled.

Gases do not start burning unless there is an ignition source (e.g. fire or heat). It is necessary to determine the location of the burning gas, as it may be the center of the fire. Heating of the outlet is the most serious danger due to the possibility of breakage, ejection or explosion. In case of fire, containers with gas should be sprayed with plenty of water to keep them as cold as possible.

Non-combustible leaks from flammable gas containers can lead to the formation of explosive mixtures in the air. If a fire caused by the ignition of leaking gas is extinguished in the cargo area without stopping the leak, gas accumulation occurs. This will result in an explosive mixture or a toxic or suffocating atmosphere.

Leaks of some liquefied gases can emit extremely low temperatures around. These extremely low temperatures are an additional hazard other than flammability and toxicity, and emergency crews should avoid contact with such leaks and the immediate environment.

Fixed

2.2.2.1.2. Class 3

It is dangerous to spray water on a fire that contains flammable liquids. Many flammable liquids float on the water, and the water jet spreads the liquid, posing a greater danger. Closed containers exposed to fire will be pressurized and rupture will occur.

The heated flammable liquid will emit vapors that can instantly begin to burn with explosive action. As a result, firefighting personnel must remain in a well-protected position and use water spray to the fire zone. This cools the temperature of the liquid and the air-vapor mixture.

2.2.2.1.3. Class 4.1

Flammable solids are self-reactive substances, desensitized explosives and polymerizing agents and include flammable solids, water-wetted explosives (i.e., desensitized explosives) and self-reactive substances.

Flammable solids can be easily ignited. In the event of a fire, water-soaked explosives (i.e. desensitized explosives) will effectively have class 1 product characteristics. In such a case, special notes on class 1 explosives should be consulted.

Self-reactive substances are sometimes transported under temperature-controlled conditions, where the control temperature will depend on the specific properties of the conveyed substance. If the control temperature is exceeded, the refrigeration unit must be checked. If temperature control cannot be restored, the manufacturer should be consulted as soon as possible. If smoke is observed, the manufacturer should be consulted in a similar way. The cargo must then be kept under surveillance.

2.2.2.1.4. Class 4.2

Substances prone to spontaneous combustion include pyrophoric substances, which will burn instantly when in contact with air, and self-heating substances, which lead to spontaneous combustion.

Although the use of dry inert powder material to extinguish the fire is the preferred option, in most cases such a procedure may not be possible. Two methods of dealing with such fires are possible. These;

- I. Controlled burning: stay in a well-protected position. Allow the goods to burn. Many products of this class react dangerously with water. In such cases, contact with water can exacerbate the burn. Therefore, it is not recommended to apply water directly on burning goods. When portable water monitors are available that provide a water shield function: create a water curtain to prevent the spread of fire. The fire in which the goods are involved must be left to be completely extinguished. If the fire has already spread to adjacent cargo that does not react with water, fight this fire from a safe distance.
- II. Fight fire from a safe distance. If the location of the fire makes it possible, plenty of water should be used immediately. Although the burning goods will react with the water and create heat, a large amount of water will cool the reaction and prevent further heat dissipation. However, water should not be used when the location of the fire makes it impossible to apply an abundance of water directly to the goods.

2.1.2.1.6. Class 4.3

Substances that emit flammable gases when in contact with water react violently with water to release flammable gases. The heat of the reaction is sometimes enough to start a fire. Sometimes the collateral danger can be the poisonous substance. In some cases, it can be seen as a collateral hazard of the toxic substance.

Although the use of dry inert powder material to extinguish the fire is the preferred option, in most cases such a procedure may not be possible. Two methods of dealing with such fires are possible. These;

- I. Controlled burning: stay in a well-protected position. Allow the goods to burn. All goods of this class react dangerously with water: contact with water will exacerbate the combustion. Therefore, it is not recommended to apply water directly on burning goods. When portable water monitors are available that provide a water shield function: create a water curtain to prevent the spread of fire. The fire in which the goods are involved must be left to be completely extinguished. If the fire has already spread to adjacent cargo that does not react with water, fight this fire from a safe distance.
- II. Fight fire from a safe distance. Attention should be paid to this point, as fire extinguishing with water can intensify the fire and cause the appearance of flammable gases that can explode in mixtures with air.

2.1.2.1.7. Class 5.1

This class of substances tends to produce oxygen and, therefore, accelerate a fire. Although these substances are not necessarily flammable in themselves, they can cause other materials (e.g., sawdust or paper) to burn or contribute to a fire, resulting in an explosion.

Fires with these substances are difficult to extinguish because the ship's firefighting installation may not be effective. Everything possible should be done to prevent the spread of fire to load carriers containing these hazardous substances. However, if the fire reaches the cargo, personnel should immediately retreat to a well-guarded position.

2.1.2.1.8. Class 5.2

This class of substances is prone to severe burning. Some substances have a low decomposition temperature and are transported under temperature-controlled conditions, where the control temperature will depend on the specific properties of the conveyed substance.

If temperature control cannot be restored, the manufacturer should be consulted as soon as possible, even if the smoke stops escaping. The cargo must then be kept under surveillance. The surrounding area should be kept isolated because liquid can gush out of the drain arrangements.

2.1.2.1.9. Class 6.1

Substances of this class are toxic by contact or inhalation, and therefore the use of self-contained respirators and firefighters' suits is mandatory.

2.1.2.1.10. Class 8

These substances are extremely dangerous to humans, and many of them can lead ~~fire~~ to the destruction of safety equipment. Burning cargoes of this class will produce highly corrosive vapors. As a result, it is essential to wear self-contained breathing apparatus.

2.1.2.1.11. Class 9

Miscellaneous hazardous substances and articles and substances harmful to the environment include substances, materials and articles that are considered to have some level of hazard, but are not classified in the criteria of class 1 to 8.

2.1.2.1.12. Marine pollutants

A number of substances included in all of the above classes have also been designated as marine pollutants. Packages containing these substances will bear a marine pollutant mark.

In the event of a leak from burning cargo, it is important to know that the spillage of any marine pollutants washed into the sea will pollute the sea. However, instead of preventing pollution of the sea, it is more important to respond to a fire on a ship.

2.1.2.2. *Special classes for dangerous goods in spills*

2.1.2.2.1. Class 2

The release of a combustible gas (class 2.1) is the first step leading to a potential vapor cloud explosion. In order for an explosion to occur, the substance must mix with the air in such an amount that the mixture forms a cloud. As soon as friction (electrostatic potential) enters the explosive range, and with an ignition source, an explosion can occur with a flash fire, flash, and sometimes, even, catastrophic consequences. When dealing with gas leaks, allow the gas to evaporate and drift. Keep all ignition sources away. Water spray can reduce the ignition potential of the cloud.

Non-toxic, non-flammable gases (class 2.2) can displace oxygen and create a choking hazard. It is important to ventilate all relevant areas.

When toxic gases (class 2.3) are released, they can fill an area of the ship or a compartment with a toxic atmosphere. Therefore, it is important to close, seal and secure all ventilation supplying the living area, machine spaces and bridge to protect against such gases. Self-contained breathing apparatus is required for the emergency team.

Liquefied gases can cause the additional hazard of very low temperatures around the leak point. Such a leak would be dangerous, especially when there is a leak in the liquid phase from a container where very low temperatures will be experienced. If possible, the emergency team should avoid contact with liquefied gases.

Oxidizing gases can react violently with a number of organic materials. These reactions can generate heat, produce flammable gases, and ignite flammable materials.

2.1.2.2.2. Class 3

The release of vaporized flammable liquid is the first step, leading to a potential *vapor cloud explosion*. In order for an explosion to occur, the steam must mix with the amount of air that will allow the mixture to form a cloud. As soon as friction (electrostatic potential) enters the explosive range, and with an ignition source, an explosion can occur with a flash fire, flash, and sometimes, even, catastrophic consequences. Water spray will reduce the evaporation of the cloud and the potential for ignition. Keep all ignition sources away.

At high concentrations, many flammable liquids exhibit a narcotic effect (not labeled accordingly), a short-term potentially lethal effect (identified by a class 6.1 label), or a long-term toxic effect (unlabeled). Therefore, it is recommended to use independent breathing apparatus in any case.

Some flammable liquids are corrosive to human skin, ship hull or normal personal protection equipment. Its vapors are toxic if inhaled. For this reason, washing the debris and throwing the vapors into the sea with a water spray is the preferred method. It is important to close all vents to protect the living and machine quarters and the bridge from vapors. Crew members should stay away from any wastewater.

Many flammable liquids are insoluble in water and float on water (e.g. mineral oil, kerosene, petroleum). In general, high concentrations of these substances are not lethal but exert a narcotic effect. The crew should be aware of this and stay away from highly concentrated vapors. Mineral oil is considered a marine pollutant, although it is not classified or labeled. Depending on the quantities, oil spilled overboard

can cause problems and is often given a high profile by the media. In the event of spillage on board, the predominant danger is flammability. Keep all ignition sources away.

2.1.2.2.3. Class 4.1

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Flammable solids, self-reactive substances, desensitized solid explosives and polymerizing agents include many different substances and varying hazards in their three subclasses. Many of them are not strict. Some of these materials require the use of special substances for cleaning/suction, as they react negatively with water, sand, or other inert materials. The procedures and materials to be used in the event of a spill are defined in ten different charts.

Spilled flammable solids can create an explosive environment that can easily ignite. Some solids (e.g. articles) can be repackaged, while others will contaminate the surfaces of ships, which must be thoroughly cleaned by launching the substances.

Few combustible substances are transported in molten form. To clean up contaminated areas, it is possible to use inert materials to allow emergency crews to shovel the spill and dump it overboard.

Flammable solids, which are explosive when poured from a package, should be kept wet and disposed of overboard. Ignition of the drying material (e.g. by heat or friction) will lead to an explosion.

Temperature-controlled self-reactive substances are also classified as flammable solids under class 4.1. Spillage is often linked to failure of temperature control, which leads to a chemical reaction and creates a fire hazard.

Many flammable solids, substances prone to spontaneous combustion, and many substances that are dangerous when wet, are harmful to health through skin contact or inhalation of dust. Therefore, it is recommended to use self-contained breathing apparatus and appropriate chemical protection (e.g. chemical suit) in all cases.

2.1.2.2.4. Class 4.2

Some self-flammable substances can react with water. Drowning with dry inert material and immediately throwing it overboard can limit the ignition hazard. Others will ignite within minutes, and firefighting will be required.

2.1.2.2.5. Class 4.3

Depending on their chemical properties, substances that are dangerous when wet (class 4.3) can be collected and thrown overboard, even if they react with water, or they can be kept dry and thrown overboard. In case of the occurrence of flammable gases, it is recommended to use a water spray.

2.1.2.2.6. Class 5.1

Class 5.1 charges contain oxygen, and some ignite flammable materials on contact. In general, contact with substances of this class will be harmful to the skin, eyes and mucous membranes. It is therefore advisable to use self-contained breathing apparatus and appropriate chemical protection (e.g. chemical suit).

Spilled oxidizing agents (class 5.1) can ignite or destroy flammable materials due to their chemical reactions (e.g. personal protection). Such debris should be washed in the sea. All team members should stay away from wastewater.

2.1.2.2.7. Class 5.2

~~FDX~~

Organic peroxides (class 5.2) are highly reactive and some may explode when ignited. Class 5.2 liquids are flammable liquids that must be kept away from all sources of ignition. These substances instantly destroy the eyes. Some substances are transported under temperature control, which is necessary to prevent the reaction that can lead to a fire (often noticed as smoke formation) and the development of heat.

2.1.2.2.8. Class 6.1

The effects of toxic substances (class 6.1) may occur immediately upon exposure to them or may be delayed until after exposure. Inhalation is the main route for vapors, gases, mists and dusts. Skin and eye contact is a concern for the emergency team. In all cases, it is recommended to use self-contained breathing apparatus and appropriate chemical protection (e.g. chemical suit). Vapors of toxic liquids can fill an area of

the ship or an area with a toxic atmosphere. Therefore, in the event of steam formation, it is important to close, seal and insulate all ventilation leading to living and machine quarters and the bridge.

Some toxic substances are also flammable. In this case, the safety recommendations for both flammable and toxic liquids should be followed.

2.1.2.2.9. Class 8

Corrosive solids and liquids can permanently damage human tissue. Some substances can corrode steel and destroy other materials (e.g. personal protective equipment). Corrosive vapors are highly toxic and often lethal by destroying lung tissue. All corrosive chemicals will be dangerous (toxic) to human health. Avoid direct contact with skin, protect against inhalation of vapors or mists.

In all cases, it is recommended to use self-contained breathing apparatus and appropriate chemical protection (e.g. chemical suit). Washing the spills and throwing the vapors into the sea with water spray is the method applied in all cases. It is important that all ventilation leading to the preferred layout, engine rooms and bridge is closed, sealed and secured. All personnel should stay away from wastewater.

Some corrosive substances are also flammable. In these cases, safety recommendations for both flammable and corrosive substances should be followed. It is recommended to use plenty of water and water spray. In general, the danger of ignition is more important to the safety of the ship and crew than corrosive properties.

2.1.2.2.10. Class 9

This class includes a variety of hazardous substances that do not easily fit the criteria of other hazard classes. However, these substances represent dangers. There are no common features that apply to all goods of this class.

2.1.2.2.11. Marine pollutants

A number of substances in all classes have also been designated as marine pollutants because they are dangerous to marine life. Packages containing these substances will bear a Marine Pollutant mark.

Instead of preventing pollution of the sea by marine pollutants, it is more important to ensure the safety of the crew and the integrity of the loaded vessel.

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2.1.3. MFAG - Medical First Aid Guide

Fixed

The Medical First Aid Guide (MFAG) in the annex of the IMDG Code is used in order to provide the necessary medical first aid to the people affected by the damages of dangerous loads and the health problems that occur as a result of accidents involving these loads.

Information on medical first aid is provided in the IMO/WHO/ ILO Medical First Aid Guide for Use in Accidents Involving Hazardous Substances (MFAG) published by IMO.

Contamination with any hazardous substances should be immediately removed from the skin, and then washed off, for example, with plenty of water.

In case of spillage of toxic substances, MFAG should be used.

Most of the toxic substances and many infectious substances are also toxic to marine animals. If necessary, consult the safety data sheets or experts for individual specifications.

2.2. Responsibilities of the cargo person

The responsibilities of the cargo owner are as follows:

- a) It prepares and has prepared mandatory documents, information and documents related to dangerous goods and ensures that these documents are present with the cargo during the transportation activity.
- b) It ensures that dangerous goods are classified, packaged, marked, labeled and signed in accordance with their type.
- c) It ensures that dangerous goods are loaded, stacked and securely tied to approved packaging and load transport units in accordance with the rules and safely.

2.3. Responsibilities of the carrier

The responsibilities of the carrier are as follows:

- a) It requests mandatory documents, information and documents related to dangerous goods from the cargo concerned and ensures that they are present with the cargo during the transportation activity.
- b) It checks the compliance of dangerous goods classified, packaged, marked, labeled and plated by the cargo concerned.
- c) It checks that dangerous goods are properly packaged, safely loaded and securely fastened to the load transport unit using approved packaging and load carrying units.

2.4. Responsibilities of the onshore facility operator

The responsibilities of the shore facility operator are as follows:

- a) It does not dock ships carrying dangerous cargoes without the permission of the port authority.
- b) It provides written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and relevant legislation.
- c) It does not handle dangerous cargoes for which it has not received a handling permit from the administration, and in this context, it does not victimize the ships that will dock by planning.
- d) It ensures that the mandatory documents, information and documents related to dangerous goods are found with the cargo by requesting them from the cargo concerned. In the event that the relevant documents, information and documents cannot be provided by the cargo concerned, it is not obliged to accept or handle the dangerous cargo to its facility.
- e) It shares all the data that may be required according to the nature of the cargo with the ship's person and performs the loading or unloading operation according to the agreement to be reached. The ship does not make changes in the operation without the knowledge of the person concerned.
- f) It determines the operating limits, taking into account the safe working capacity of the facility and the weather forecasts, and takes the necessary measures to keep the ship safely tied up and handled at the dock.
- g) It checks the transport documents containing information that the dangerous goods arriving at the facility are properly classified, packaged, marked, labeled, signified and safely loaded into the load

transport unit.

- h) It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are certified by receiving the necessary training, and does not assign undocumented personnel to these operations.
- i) It ensures that the dangerous goods handling equipment in its facility is in working order and that the relevant personnel are trained and documented in the use of these equipment.
- j) By taking occupational safety measures in the coastal facility, it ensures that the personnel use personal protective equipment suitable for the physical and chemical properties of the dangerous cargo.
- k) It carries out activities related to dangerous goods in docks, piers and warehouses established in accordance with these works.
- l) It equips the docks and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with installations and equipment suitable for this job.
- m) It keeps an up-to-date list of all dangerous cargoes on the ships berthed at its facility and in the closed and open areas of its facility and provides this information to the relevant persons upon request.
- n) It notifies the port authority of the instant risk posed by the dangerous cargoes handled in its facility and the measures taken for this.
- o) It notifies the port authority of accidents related to dangerous cargoes, including accidents at the entrance to closed areas.
- p) It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
- q) It ensures the transfer of Class 1, Class 6.2 and Class 7 dangerous cargoes, which are not allowed to be temporarily stored, out of the coastal facility as soon as possible without waiting, and applies to the Administration for permission in cases where it is necessary to wait.
- r) The load transport units in which the dangerous goods are transported are handled in accordance with the separation and stacking rules and takes fire, environmental and other safety measures in accordance with the class of the dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at any time in areas where dangerous goods are handled and periodically carries out the necessary controls.
- s) It obtains permission from the port authority before hot work and operations to be carried out in areas where dangerous goods are handled.
- t) It 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 approved by the port authority.
- u) It ensures that the internal loading of the load transport units is carried out in accordance with the loading safety rules in its facility.

2.5. Responsibilities of the ship's owner

The responsibilities of the ship's concerned are as follows:

- a) It ensures that the cargo to be carried by the ship is certified to be suitable for transportation and that cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
- b) It requests all mandatory documents, information and documents related to dangerous goods from the cargo concerned and ensures that they are present with the cargo during the transportation activity.
- c) It ensures that the documents, information and documents that must be included in the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date.
- d) It checks the transport documents containing information that the cargo transport units loaded on the ship are properly marked, signposted and loaded safely.
- e) It informs the relevant ship personnel about the risks of dangerous cargoes, safety procedures, safety and emergency measures, intervention methods and similar issues.
- f) It keeps up-to-date lists of all dangerous cargoes on board and declares them to the relevant persons upon request.

- g) It ensures that the loading program, if any, on board is approved and documented and kept in working order.
- h) It notifies the port authority and the coastal facility of the instant risk posed by the dangerous cargoes on the ship docked at the shore facility and the measures taken for this.
- i) In case of leakage or possibility of leakage in the dangerous cargo, it does not accept to carry the dangerous cargo.
- j) It notifies the port authority of dangerous cargo accidents that occur on its ship during the cruise or while at the shore facility.
- k) It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
- l) It does not accept to carry dangerous cargoes that are not included in the ship certificates issued by the relevant institutions and organizations.
- m) It ensures that the seafarers in charge of the handling of dangerous goods use personal protective equipment suitable for the physical and chemical properties of the cargo during handling.
- n) It provides the requirements for the loading safety of the cargoes loaded on their ships.

2.6. Education

- 1) The procedures and principles regarding the training to be received by the personnel working in coastal facilities are determined by the Administration.
- 2) The Administration carries out the necessary studies for the implementation of IMO trainings, which are mandatory by IMO or, if deemed appropriate by the Administration, advisory.
- 3) If it is determined that the knowledge and skills of the personnel are insufficient during the inspections carried out in the coastal facilities, the Administration may request the repetition of the trainings.

2.7. LOADING SAFETY

- 1) The port authority stops the handling operation at the shore facility when it sees any risk and does not start it until the risk is eliminated.
- 2) In order to ensure the safe loading of the cargo on the ship, the provisions of the BLU Code and BLU Manual, the Safe Practice Code for Cargo Stacking and Safety (CSS Code), the Code of Practice for the Packaging of Cargo Carrying Units (CTU Code) and the Code of Safe Practices for Ships Carrying Timber on Deck (TDC Code) are complied with, depending on the type of cargo.
- 3) The stacking of loads is carried out in accordance with the relevant legislation and international conventions to which we are a party.
- 4) The vessel cannot be loaded more than the loading limit, taking into account the brand of the loading limit. If such a situation is detected, the ship is not allowed to sail and administrative action is taken against the ship's person within the scope of Article 22.
- 5) Before the handling operation, the loading-unloading plan and the results of the draft survey or weighbridge survey to determine the amount of cargo loaded before the ship departs are submitted to the port authority by the ship's owner. The authority or port authority may request that the draft survey or weighbridge survey report be obtained from an authorized inspection firm.
- 6) Measures are taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo on bulk carriers, especially bulk carriers with a single hold, is loaded in such a way that it spreads to the bottom of the hold (by pilling).
- 7) It is ensured that the load and ballast water arrangement is monitored throughout the loading or unloading operation so that the structure of the ship is not subjected to excessive stress.
- 8) Care is taken to ensure that the vessel is uninclined, but if a tilt (tilt) is required during loading, it is ensured that this is as short as possible. In order to avoid structural damage to the vessel, it is ensured that it is loaded and unloaded evenly in accordance with the approved stability curl.
- 9) In adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped by the captain until the conditions improve.
- 10) In order to prevent situations such as placing the heavy load on the light load, placing the liquid load

on the dry load, and the smell of foul-smelling loads from spreading to other loads, loads with properties that may damage other loads are loaded in accordance with the separation rules.

- 11) In order to ensure the full implementation and maintenance of safety measures related to the loading, stowage, sorting, handling, transportation and unloading of cargoes on board, all cargoes, cargo units and cargo transport units, except solid and liquid bulk cargoes, are loaded in accordance with the Cargo Securing Manual approved by the Administration or authorized classification societies on behalf of the Administration in accordance with Rule 5.6 of SOLAS Chapter VI Part A, It is stacked and secured.

2.8. Loads covered by the IMDG Code

- 1) Substances and objects that are prohibited to be transported in the IMDG Code cannot be transported by sea.
- 2) Parties involved in the transportation of dangerous goods transported in packages shall take measures in accordance with this Regulation and the provisions of the IMDG Code, taking into account the nature and extent of foreseeable risks in order to prevent damage and injury and to minimize their impact.
- 3) In the transportation of dangerous goods by sea, it is obligatory to use packages defined in Section 6 of the IMDG Code and tested and given a UN certificate by the Ministry or by the competent administration of a country party to SOLAS.
- 4) The Container/Vehicle Packaging Certificate in IMDG Code Rule 5.4.2 is completed and signed by the persons loading the dangerous goods into the cargo transport unit (excluding tank containers). They receive the relevant training in Rule 1.3 of the IMDG Code. The Container/Vehicle Packaging Certificate is presented to the port before the cargo arrives at the port or at the entrance with the cargo. A copy of this certificate is placed on the inner wall of the right door of the container.
- 5) The documents specified in Rules 5.4.3, 5.4.4 and 5.4.5 of the IMDG Code shall be carried on board each vessel carrying dangerous goods in packages.
- 6) Pursuant to SOLAS Chapter II-2 Section G Rule 19.4, ships shall have a Document of Compliance issued by the competent authority to prove that the ships are of suitable construction and equipment to carry dangerous cargo. Certification is not required for IMDG Code Class 6.2, Class 7 and dangerous cargoes that can be transported in limited quantities, with the exception of dangerous solid bulk cargoes.

2.9. Weighing full containers

- 1) **It is obligatory to determine and verify the gross weights of the full containers to be loaded on ships for transportation by sea:** Cargo transport units to be checked do not arrive at the shore facility.
- 2) **Real and legal persons who will determine the gross weights of full containers are authorized by the Administration by issuing a Full Container Gross Weight Determination Authorization Certificate:** Cargo transport units to be checked for payload do not come to the coastal facility.

2.10. Transportation of dangerous cargo in the port area and between adjacent ports

The coastal facility provides loading/unloading services of packaged, tank and tanker and cargo transport units to Ro-Ro vessels operating on the Pendik - Ambarlı line. In this context, cargoes are transported between the same port areas.

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

3.2. Coastal Facility Operators with a Dangerous Goods Certificate of Conformity take the following measures.

- a) If the storage of dangerous cargoes cannot be ensured in the area where they are unloaded at the pier or dock, the coastal facility operators ensure that these substances are transported out of the coastal facility as soon as possible without waiting in the port area.
- b) Dangerous goods are properly packaged and information identifying dangerous goods and information on risk and safety measures are kept on the packaging.
- c) Coastal facility personnel, seafarers and other authorized persons related to the cargo in charge of dangerous cargo handling wear protective clothing suitable for the physical and chemical properties of the cargo during loading, unloading and storage.
- d) Persons who will fight fires in the dangerous goods handling area are equipped with firefighter equipment, and fire extinguishers and first aid units and equipment are kept ready for use at any time.
- e) Coastal facility operators prepare an emergency evacuation plan for the evacuation of ships and marine vehicles from coastal facilities in case of emergency and submit it to the approval of the port authority.
- f) Shore facility operators are obliged to take fire, safety and security measures.
- g) Coastal facility operators shall announce the matters specified in this article to the relevant parties by having them approved by the port authority.
- h) The inspection of the provisions of this article is carried out by the port authority and when any nonconformity is detected, the handling operation is stopped and the nonconformity is eliminated.
- i) According to the Regulation on Training and Authorization within the Scope of the International Code on Dangerous Goods Transported by Sea published in the Official Gazette dated 11/2/2012 and numbered 28201, personnel who do not have the necessary training and certificates are not allowed to work in dangerous goods handling operations and to enter the areas where these operations are carried out.

3.3. Dangerous Goods and Rules Regarding Cargo

- a) There is no unloading or filling of any dangerous cargo with IMDG code in the port area.
- b) Class 1 Explosive Loads, Class 6.2 Infectious Substances and Class 7 Radioactive materials with IMDG code arriving at the port area by sea and/or road are not evacuated, loaded and stored.
- c) It is the responsibility of the shipper, loader and carrier to prepare all classification, placarding, labeling, packaging, written instructions related to the cargo, transport documents and all other shipment processes, and detailed information about dangerous goods in the port area.
- d) Fixed tanks, tank-load transport units and portable tanks are coming to the port area to be transported by Ro-Ro ships.
- e) Dangerous Goods Responsible Personnel,

There are three shifts as working hours at the port. For this reason, an operations manager has been appointed by the port directorate for each shift as dangerous cargo operations officer.

- a) Dangerous cargoes arriving at the port;
 - 1-It is loaded, marked and labeled correctly,
 - 2-There is no damage or leakage,
 - 3- All procedures are carried out and secured in accordance with the sea voyage,
 - 4-It is the responsibility of the sender, loader and carrier to check that all aspects of the IMDG Code are taken into account and complied with, and in this context, it is accepted that they correctly identify the dangerous cargoes coming to the port.

- b) It is forbidden to smoke, light fires, use open flame devices, and perform hot work that causes sparks such as welding, cutting, grinding in the cargo deck and other dangerous areas of ships carrying dangerous cargo berthed at the port.
- c) External damage, leakage or overflow of contents of the cargo transport units of dangerous cargoes arriving at or going from the port will be controlled by the operation manager.
- d) Agency service providers are prohibited from carrying out service vehicle maintenance and repairs (rapsa, paint) in the port area.
 - 1- When there is any damage to the transport units, leakage or overflow of the contents; The situation will be immediately reported to the Emergency Contact Points and the Port Authority by the port operator.
 - 2-Any dangerous cargo transport unit that is found to be damaged and leaking will not be loaded until the damages are repaired or until the damaged transport units are eliminated.
 - 3- In cases where dangerous cargoes leak or overflow due to a problem arising from the transport units, they will be taken into the safety perimeter, and dangerous cargoes will be kept in safe holding areas within the possibilities.
 - 4- If it is determined by the port operator that there is any damage to the transport vehicles disembarking from the ship or to be loaded on the ship, the sender and carrier unit will be notified and requested to stop the operations.

3.4. Unloading, Loading, Holding of Dangerous Cargoes, Surveillance and Control of the Port Area:

3.3.1. Dangerous Goods Transport Units (tankers)

Ro-ro ships arriving at the port dock between pier no. 3 and dock within the scope of "Operation Permit" for unloading and unloading land vehicles.

Fire, environmental and other safety measures are taken for the safe berthing of Ro-ro carrier ships bringing dangerous cargo to the port. The time elapsed during this period is called the safe berthing time of the ship.

Dangerous cargo transport units arriving at the port by ships come with fixed tanks (on vehicles) and are not subject to any storage at the port.

3.3.1.1. Waiting Times of Tankers:

- The period of waiting at the port border for **tankers coming by ships or on vehicles from land to the port for the ships to dock at the port for the safe** berthing period of the ship,
- Delay of ships arriving at the port due to force majeure (weather opposition, ship breakdown, maritime traffic density, etc.), inability to dock at the pier and the waiting time in the meantime,
- The expected time for the vehicles that will disembark from the ship and pass through the port due to the regulation of the traffic hours and routes of the vehicles carrying dangerous goods by the Transport Coordination Center (UKOME),
- The time it takes for the vehicles to malfunction in the port and to eliminate the malfunction is the waiting time of the tanker, which is a dangerous cargo, within the port boundaries.

3.3.1.2. Other packaged dangerous goods

Packaged dangerous cargoes belonging to other classes other than class 1, class 6 and class 7 come to our shore facility within the scope of the food needs of ships anchored offshore. For example; This includes refrigerant cylinders within the scope of Class 2.2 gases, Class 2.1 gases to meet energy needs, Class 3 and Class 8 substances for repair or cleaning, and Class 9 environmentally hazardous goods.

3.3.1.3. Waiting Times for other packaged dangerous cargoes :

Mineral oil, paint, thinner, oxygen and acetylene cylinders are supplied to the ships transiting the Bosphorus or waiting in the anchorage areas of the port of Istanbul within the scope of supply services. These cargoes are cargoes within the scope of IMDG 1.1.1.7, 1.1.2.1 – Part VII Part A Rule 2-2 and 1.1.2.2.1 Annex III – Part I Rule 2-4 and are within the scope of ship provisions and equipment.

These are the waits made due to the inability of the agency service boats that provide service services to sail until the supply service operations are completed in accordance with the customs legislation and/or due to force majeure reasons such as weather opposition.

Necessary security measures are taken by other employees, especially the port operator and operation manager, during all dangerous cargo replenishment and short-term waits in the port.

4. CLASSES, TRANSPORTATION, EVACUATION/DISCHARGE, HANDLING OF DANGEROUS GOODS,

FDK

Operations such as filling, packaging, sending, transportation, receiving and using dangerous cargoes arriving at ANADOLU PORT PORT by ship and land vehicles are not carried out in the port area. Dangerous cargoes transferred at the port are unloaded from the ship, loaded on the ship and kept in the port for a short time due to special circumstances.

4.2. CLASSES OF HAZARDOUS SUBSTANCES

The dangerous goods classifications defined within these regulations are as follows.

CLASSES

CLASS	PART	CLASS NAME
Class 1		Explosive substances and objects
Class 2		Gases
Class 3		Flammable liquids
Class 4	4.1	Flammable solids, self-reactive substances, polymerizing agents and desensitized solid explosives
	4.2	Substances prone to spontaneous combustion
	4.3	Substances that release flammable gases when in contact with water
Class 5.1		Oxidizing agents
Class 5.2		Organic peroxides
Class 6.1		Toxic substances
Class 6.2		Infectious substances
Class 7		Radioactive materials
Class 8		Corrosive substances
Class 9		Miscellaneous dangerous goods and articles

Table 4.1: Dangerous Goods Classes

4.2.1. Classification codes

FD/18

The dangerous goods classification codes are as follows.

Class 1 Subgroups	1.1	Substances and objects that are in danger of explosion in mass (An explosion in mass is an explosion that can affect almost the entire charge at once).
	1.2	Substances and objects that are in danger of ejection but are not in danger of explosion in mass.
	1.3	Substances and articles that are fire hazard or a slight explosion hazard or a slight ejection hazard, or both, but are not a mass explosion hazard. These substances and objects are:
		(a) They cause a significant amount of radiant heat when they burn, or
		(b) They burn one after the other, creating a slight explosion or ejection effect.
	1.4	Substances and objects with only a low risk of explosion in the event of ignition or the initiation of a reaction during transport. Their impact is, to a large extent, confined to the packaging, and particles that are too large to be considered are not expected to be ejected to negotiable distances. An external fire will not cause almost the entire contents of the packaging to explode at once.
	1.5	Insensitive substances that are in danger of mass explosion, but which, under normal transport conditions, are very unlikely to start a reaction or to pass from a combustion state to an explosive state. As a minimum requirement, they must not explode in an external fire test.
	1.6	Objects with an extremely low level of sensitivity, which are not explosive in mass. These objects contain predominantly extremely insensitive substances, and the probability of accidental ignition or dissemination is negligible. The risk posed by objects in Subgroup 1.6 is limited to the explosion of a single object only.
Class 1 Compliance Groups	A	Primary explosive material.
	B	An object containing a primary explosive material and lacking two or more effective protective properties. Although they do not contain primary explosives, detonating detonators, detonation detonators, and detonatory detonators with detonation detonators fall into this group.
	C	An explosive substance containing propellant fuel or other graded combustion explosive or an object containing a similar explosive substance.
	D	In each case, a secondary explosive substance without an ignition device and propellant, an object containing black powder or a secondary explosive substance, or an article containing a primary explosive substance and having two or more active protective properties.
	E	An object with a propellant (other than flammable liquid or containing gel or hypergolic liquid) without an ignition device, containing a secondary explosive substance.
	F	An object containing a secondary explosive material with a self-ignition device, with or without a propellant (other than containing flammable liquid or gel or hypergolic liquid).
	G	An object containing a pyrotechnic substance or a pyrotechnic substance, or an object containing both an explosive substance and an illuminating, incendiary, tear-formative or smoke-producing substance (other than an object activated by water or an object containing white phosphorus, phosphides, pyrophoric substance, flammable liquid or gel or hypergolic liquid).
	H	Object containing both explosive material and white phosphorus.
	J	Object containing both explosive material and flammable liquid or gel.
	K	Object containing both an explosive substance and a toxic chemical substance.
	L	Object containing an explosive substance or explosive substance and that carries a particular risk (for example, due to activation with water or the presence of hypergolic liquids, phosphides or a pyrophoric substance) and therefore requires the isolation of each type.
	N	Predominantly objects containing extremely insensitive substances.

	S	A substance or object that is packaged or designed in such a way that the hazardous effects that may occur as a result of its accidental functionality are limited to the packaging; If the packaging is damaged by fire, all explosion or ejection effects are limited so as not to significantly impede firefighting or other emergency response efforts in the immediate vicinity of the packaging.
Class 2 Subgroups	1	Compressed gas: Substances that are completely gaseous at -50 °C when packed under pressure for transport; All gases with critical temperatures less than or equal to -50 °C are included in this category.
	2	Liquefied gas: A gas that is partially liquid at temperatures above -50 °C when packaged under pressure for transport. A distinction is made between:
		High-pressure liquefied gas: Gas with a critical temperature above -50 °C and equal to or less than +65 °C;
		Low pressure liquefied gas: Gas with a critical temperature above +65 °C.
	3	Refrigerated liquefied gas: A gas that, when packaged for transport, is partially liquefied due to its low temperature.
	4	Dissolved gas: It is a gas dissolved in a liquid-phase solvent when packaged under pressure for transportation.
	5	Small, gas-containing, aerosol sprayers and containers (gas cartridges).
	6	Other objects containing gases under pressure.
	7	Non-pressurized gases (gas samples) subject to special conditions.
	8	Chemicals under pressure: liquids, pastes or powders, and mixtures thereof, which are pressurized with a propellant that meets the definition of a compressed or liquefied gas.
	9	Adsorbed gas: A gas adsorbed onto a solid porous material to give an inner vessel pressure of less than 101.3 kPa at 20 °C and less than 300 kPa at 50 °C when packaged for transport.
	A	Sultry
	He	Oxidizer
	F	Flares up
	T	Poisonous
	C	Corrosive (UN 1950 and for chemicals under pressure)
	CO.	Corrosive, oxidizing (for UN 1950)
	FC	Flammable, corrosive (UN 1950 and for chemicals under pressure)
	TF	Poisonous, flares up
	TC	Toxic, corrosive
	CTR	Poisonous, oxidizing
	TFC	Toxic, flammable, corrosive
	TOC	Toxic, oxidizing, corrosive
	2.1	Flammable gases (corresponding to groups denoted by a capital letter F).
	2.2	Non-flammable, non-toxic gases (corresponding to groups denoted by capital letters A or O).
	2.3	Toxic gases (corresponding to groups denoted by a capital letter T; Such as TT, TF, TC, TO, TFC and TOC).
Class 3 Subgroups	F	Flammable liquids, objects that have no secondary risk and contain these substances:
		F1 Flammable liquids, with a flash point of 60 °C and below;
		F2 Flammable liquids, with a flash point greater than 60 °C, transported at or above a temperature at or above the flash point (high-temperature substances) or transferred for transport;
		F3 Objects containing flammable liquids;
	FT.	Flammable liquids, poisonous:
		FT1 Flammable liquids, toxic;
		FT2 Pesticides;
	FC	Flammable liquids, corrosive;
	FTC	FTC Flammable liquids, toxic, corrosive;
Class 4.1 Subgroups	D	Desensitized liquid explosives.
	F	Flammable solids, with no secondary risk:
		F1 Organic;

		F2 Organic, molten;
		F3 Inorganic;
		F4 Objects;
	FO	Flammable solids, oxidizing;
	FT.	Flammable solids, toxic
		FT1 Organic, poisonous;
		FT2 Inorganic, toxic;
	FC	Flammable solids, corrosive;
		FC1 Organic, corrosive;
		FC2 Inorganic, corrosive;
	D	Desensitized solid explosives with no secondary risk;
	DT	Desensitized solid explosives, toxic;
	SR	Self-reactive substances:
		SR1 Those who do not require temperature control;
		SR2 Temperature control requirements.
	PM	Polymerizing agents
		PM1 Temperature control is not required;
		PM2 Temperature control required.
Class 4.2 Subgroups	S	Substances prone to spontaneous combustion, with no secondary risk:
		S1 Organic, liquid;
		S2 Organic, solid;
		S3 Inorganic, liquid;
		S4 Inorganic, solid;
		S5 Organometallic;
	SW	Substances prone to spontaneous combustion, which release flammable gases when in contact with water;
	SO	Substances prone to spontaneous combustion, oxidizing;
	ST.	Substances prone to spontaneous combustion, poisonous:
		ST1 Organic, toxic, liquid;
		ST2 Organic, toxic, solid;
		ST3 Inorganic, toxic, liquid;
		ST4 Inorganic, toxic, solid;
	SC	Substances prone to spontaneous combustion, corrosive:
		SC1 Organic, corrosive, liquid;
		SC2 Organic, corrosive, solid;
		SC3 Inorganic, corrosive, liquid;
		SC4 Inorganic, corrosive, solid;
Class 4.3 Subgroups	W	Objects containing substances and similar substances that do not have a secondary risk that release flammable gases when in contact with water:
		W1 Liquid;
		W2 Floor;
		W3 Objects;
	WF1	Substances that release flammable gases when in contact with water, liquid, flammable;
	WF2	Substances that release flammable gases when in contact with water, solid, flammable;
	WS	Substances that release flammable gases when in contact with water, solid, self-heating;
	WO	Substances that release flammable gases when in contact with water, oxidizing, solid;
	WT	Substances that release flammable gases when in contact with water, toxic:
		WT1 Liquid;
		WT2 Solid;
	WC	Substances that release flammable gases when in contact with water, corrosive:
		WC1 Liquid;
		WC2 Floor;

	WFC	Substances that release flammable gases when in contact with water, flammable, corrosive.
Class 5.1 Subgroups	He	Oxidizing substances, articles that are not of secondary risk and contain substances such as:
		O1 Liquid;
		O2 Solid;
		O3 Objects;
	OF	Oxidizing substances, solid, flammable;
	OS	Oxidizing substances, solid, self-heating;
	OW	Oxidizing substances are solids that release flammable gases when they come into contact with water;
		Oxidizing substances, poisonous:
		OT1 Liquid;
		OT2 Solid;
	OC	Oxidizing agents, corrosive:
		OC1 Liquid;
		OC2 Solid;
	OTC	Oxidizing substances, toxic, corrosive.
Class 5.2 Subgroups of Organic Peroxides	P1	Organic peroxides, which do not require temperature control
	P2	Organic peroxides, which need temperature control.
Class 6.1 Subgroups	T	Toxic substances, without secondary risk:
		T1 Organic, liquid;
		T2 Organic, solid;
		T3 Organometallic substances;
		T4 Inorganic, liquid;
		T5 Inorganic, solid;
		T6 Liquid, used in pesticides;
		T7 Solid, used in pesticides;
		T8 Samples;
		T9 Other toxic substances;
	TF	Toxic substances, flammable:
		TF1 Liquid;
		TF2 Liquid, used in pesticides;
		TF3 Solid;
	TS	Toxic substances, self-heating, solid;
	TW	Toxic substances, which release flammable gases when in contact with water:
		TW1 Liquid;
		TW2 Floor;
	CTR	Toxic substances, oxidizing:
		TO1 Liquid;
		TO2 Layer;
	TC	Toxic substances, corrosive:
		TC1 Organic, liquid;
		TC2 Organic, solid;
		TC3 Inorganic, liquid;
		TC4 Inorganic, solid;
	TFC	Toxic substances, flammable, corrosive;
	TFW	Toxic substances, flammable, release gases when in contact with water.
Class 8 Subgroups	C1-C4	Acidic substances
		C1 Inorganic, liquid;
		C2 Inorganic, solid;
		C3 Organic, liquid;
		C4 Organic, solid;
	C5-C8	Basic substances:
		C5 Inorganic, liquid;

		C6 Inorganic, solid;
		C7 Organic, liquid;
		C8 Organic, solid;
	C9-C10	Other corrosive substances:
		C9 Liquid;
		C10 Solid;
	C11	Objects;
	CF	Corrosive substances, flammable:
		CF1 Liquid;
		CF2 Solid;
	CS	Corrosive substances, self-heating:
		CS1 Liquid;
		CS2 Solid;
	CW	Corrosive substances, which release flammable gases when in contact with water:
		CW1 Liquid;
		CW2 Solid;
	CO.	Corrosive substances, oxidizing:
		CO1 Liquid;
		CO2 Solid;
	CT	Corrosive substances, toxic substances and objects containing these substances:
		CT1 Liquid;
		CT2 Solid;
		CT3 Objects;
	CFT	Corrosive substances, flammable, liquid, toxic;
	COT	Corrosive substances, oxidizing, toxic.
Class 9 Subgroups	M1	Substances that can endanger health when inhaled in the form of fine dust;
	M2	Substances and objects capable of forming dioxins in the event of a fire;
	M3	Flammable vapor-emitting substances;
	M4	Lithium batteries;
	M5	Life-saving tools;
	M6-M8	Substances harmful to the environment:
		M6 Polluting the aquatic environment, liquid;
		M7 Polluting the aquatic environment, solid;
		M8 Genetically modified microorganisms and organisms;
	M9-M10	High-temperature substances:
		M9 Liquid;
		M10 Solid;
	M11	Other substances and articles that do not meet the definitions of another class but pose a hazard during transport

Table 4.2 Classification Codes

4.3. Packages and packaging of dangerous goods

7/24/25

✓ Package & Packaging Coding

Sıvı tehlikeli madde ambalajı	3H1/X1.2/250/14/TR57WL28
Kombine ambalaj/Katı tehlikeli yükler için ambalaj	1H2/Y250/S/14/TR56W1B9

Figure 4.1 Package and Packaging Coding

3H1 : Package identification code
3 : Package type
H : Material
1 : Category
X : Packing Group
1.2 : Specific Gravity
250 : Hydrostatic test pressure
14 : Package production date (year)
TR57WL28 : Country code of the certifying institution that tested the package
1H2 : Package identification code
Y : Packing Group
250 : Maximum gross mass
S : For solids
14 : Package production date (year)
TR56W1B9 : Country code of the certifying institution that tested the package

The meaning of the various numbers and letters on the label of the packaged products in the load carrying unit is shown in the figure on the right. All Dangerous goods transported by sea by packaging are marked according to the UN packing code.

4.3.1. Package & Packaging Types

Dangerous cargoes arriving at the port facility will be packed and packaged under IMDG Code Section 4. All packages containing dangerous goods must have United Nations (UN) Type Approval, even if they are in any Load Carrier (CTU).

Package Types:

Fixed



STEEL BARREL (1A1)



PLASTIC BARREL (1H2)



FIBER BARREL (1G)



BAG (5H4)



PLASTIC DRUM (3H1)



CYLINDER



CARDBOARD BOX (4G)



CARDBOARD BOX (4G)

Figure 4.4 Package Types

Fixed



IBCs

They are rigid or flexible portable packages

- Capacity up to 3.0 m³ (Packing group II and III)
- Capacity up to 1.5 m³ (Packing group I)
- They are made ready-made from wood, cardboard, plastic, metal and cloth.
- Their capacity ranges from 450-3000 liters.



























Figure 4.2 Medium Volume Load Carrier (IBC)



Figure 4.3 Protection Packaging

4.4. Plaques, plates, brands and labels for dangerous goods

4.4.1. Dangerous goods placards

Class 1				
	1.1 Explosive	1.2 Explosive	1.3 Explosive	1.5 Explosive
			* Compatibility group location	
	1.6 Explosive	1.4 Explosive		
Class 2				
	2.1 Flammable Gas		2.2 Asphyxiating Gas	2.3 Poisonous Gas
Class 3				
	Flammable Liquid			
Class 4.1 Class 4.2 Class 4.3				
	4.1 Flammable solids -Self-reactive substances -Polymerizing agents -Desensitized solid explosives	4.2 Substances prone to spontaneous combustion	Substances that emit flammable gases due to contact with water	
Class 5.1 Class 5.2				
	5.1 Oxidizing Agents	5.2 Organic peroxides		
Class 6.1 Class 6.2				
	6.1 Toxic substances	6.2 Infectious Substances		
Class 7				
	Radioactive Materials			
Class 8				
	Corrosive Substances			



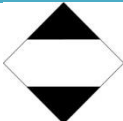

Class 9				
	Miscellaneous Dangerous goods and articles	Lithium Batteries (9A)		
				
	Limited Quantity	Exceptional quantity		

Table 4.3 Dangerous goods plaques, labels and signs

FDK

4.4.2. Dangerous Goods Plates

Fixed

- Safety approval plate	- Road tankers license plate
- IBC plate	▪ IMO 4 type
- Portable tank plate	▪ IMO 6 type
➤ T1-T23	- IMO 8 type
➤ T50	- IMO 9 type
➤ T75	
➤ MEGC	

CSC SAFETY APPROVAL
A/CS-1234 – 123 / 2013

DATE MANUFACTURED	09/2013
IDENTIFICATION NO.	CMCL 13 123456
MAX OP GROSS MASS	32,500 KGS 71,650 LBS
ALLOW STACK LOAD FOR 1.8g	192,000 KGS 423,280 LBS
RACKING TEST LOAD VALUE	15,240 KGS 33,600 LBS
ALLOW STACK LOAD ONE DOOR OFF FOR 1.8g	61,000 KGS 134,480 LBS
RACKING TEST LOAD ONE DOOR OFF VALUE	5,650 KGS 2,460 LBS



Safety Approval Plate (1.1)

IBC Plate (6.5)

OWNED OR MANAGED BY:
Cronos Containers UK
TANK SERIAL NO. **CKTU 1056 1 8**

MANUFACTURED BY:
CIMC
NANTONG CIMC TANK EQUIPMENT CO., LTD. CHINA
DATE OF MANUFACTURE
MANUFACTURER'S SERIAL NO. **DATE 11V 90**

TANK DESIGN CODE **NAME SECT 11 DV-2 21102**
CODE CASE 2624.2594
AD 2000 - Merkblatt
T50 UN PORTABLE TANK

TANK TYPE

CAPACITIES/WEIGHTS
TOTAL MEASURED WATER CAPACITY AT 20°C
TARE WEIGHT (kg) **7590 kg 16666 lb**
MAXIMUM PAYLOAD **28440 kg 62699 lb**
MAXIMUM POSSIBLE GROSS MASS **36030 kg 79365 lb**

PRESSURES
TANK MAWP DOT **25.0 bar 363 lb/in²**
TANK MAWP ADR/DIRIMO **27.5 bar 399 lb/in²**
HYDRO TEST PRESSURE **35.8 bar 519 lb/in²**
HYDRO TEST PRESSURE (INT) **40.0 bar 580 lb/in²**
MAXIMUM EXTERNAL PRESSURE **1 bar 14.5 lb/in²**

TEMPERATURES
DESIGN TEMPERATURE RANGE **-40°C TO +55°C**
DESIGN REFERENCE TEMPERATURE **55°C**

MATERIALS
TANK SHELL AND HEAD **MODIFIED 6061-T6**
SHELL **14.8 mm 0.579 in**
HEADS (A/F) **13.5 mm 0.531 in**
EQUIVALENT MINIMUM THICKNESS IN REFERENCE STEEL
SHELL **13.04 mm 0.513 in**
HEADS (A/F) **13.51 mm 0.532 in**
CORROSION ALLOWANCE **NIL**

TANK Lining **ZINC COATED MARINE GRADE ALUMINIUM**

INSPECTING AUTHORITY **Local's Registrar**
UNDOT APPROVED - ADR 800 1800
TC IMPACT APPROVED
REGULATORY AUTHORITIES & APPROVAL/PERMIT Nos.

TESTS
INSPECTION (T51) & HYDRAULIC (U)
FIRST & SUBSEQUENT TEST DATE **11/2013**
2.5 YEAR TEST DATE
TEST PRESSURE (bar) **35.8**
WITNESS NAME
5 YEAR TEST DATE
TEST PRESSURE (bar) **35.8**
WITNESS NAME

CSC SAFETY APPROVAL
APPROVAL NO. **123456**
DATE MANUFACTURED
IDENTIFICATION NO. **DATE 11V 90**
MAXIMUM OPERATING GROSS MASS **36030 kg 79365 lb**
ALLOWABLE STACKING LOAD FOR 1.8g **192000 kg 423280 lb**
TRANSVERSE RACKING TEST FORCE **15240 kg 33600 lb**

NEXT EXAMINATION **11/2018**

INITIAL HYDRAULIC TEST DATE **11/2013**
PERIODIC INSPECTIONS / TESTS
TEST TYPE **TEST DATE** **TEST PRESSURE**
TEST TYPE **TEST DATE** **TEST PRESSURE**

APPROVED FOR TRANSPORT
UNDER CUSTOMS SEAL
GB/C 62444 LR/2013

OPERATOR: **Trifleet Leasing (The Netherlands) B.V.**
Buifen Halevest 15
3311 AD Dordrecht
The Netherlands

OWNER: **International Tank Containers**
22 Hurlingham Road
ILLNOU
Johannesburg 2196

APPROVED FOR TRANSPORT
UNDER CUSTOMS SEAL

GB/C60188U/2011

TYPE **Burg 2500RL**

CSC SAFETY APPROVAL
APPROVAL NO. **123456**
DATE MANUFACTURED
IDENTIFICATION NO. **DATE 11V 90**
MAXIMUM OPERATING GROSS MASS **36030 kg 79365 lb**
ALLOWABLE STACKING LOAD FOR 1.8g **192000 kg 423280 lb**
TRANSVERSE RACKING TEST FORCE **15240 kg 33600 lb**

NEXT EXAMINATION **11/2018**

INITIAL HYDRAULIC TEST DATE **11/2013**
PERIODIC INSPECTIONS / TESTS
TEST TYPE **TEST DATE** **TEST PRESSURE**
TEST TYPE **TEST DATE** **TEST PRESSURE**

OWNER'S SERIAL NO. **TIFU 350349-2**
MANUFACTURER'S SERIAL NO. **76981**
MANUFACTURED BY **WELFIT COOV**
COUNTRY OF MANUFACTURE **SOUTH AFRICA**
COUNTRY OF APPROVAL **RE/SOUTH AFRICA**

MATERIALS
TANK SHELL **EN 10028-7 TYPE 1 4404**
SNS 3009-7 TYPE 1 4404 440
MIN DESIGN THICKNESS **4.20 mm**
CORROSION ALLOWANCE **0.20 mm**
MANUFACTURING THICKNESS **4.40 mm**
EQUIV THICKNESS IN REF STEEL **4.40 mm**
TANK ENDS **EN 10028-7 TYPE 1 4404**
SNS 3009-7 TYPE 1 4404 440
MIN DESIGN THICKNESS **4.80 mm**
CORROSION ALLOWANCE **0.20 mm**
MANUFACTURING THICKNESS **5.00 mm**
EQUIV THICKNESS IN REF STEEL **5.00 mm**

OPERATING SPECIFICATIONS
TANK WORKING PRESSURE **4.80 bar**
TANK TEST PRESSURE **6.00 bar**
TANK EXTERNAL PRESSURE **0.20 bar**
SAT STEAM WORKING PRESSURE **4.80 bar**
STEAM TEST PRESSURE **6.00 bar**
STEAM HEATING AREA **0.00 m²**
INSULATION K-VALUE **0.022 kcal/m².h.°C**

DESIGN
TANK DESIGN CODE **ONE WITH 11V 90 11V 90**
TANK OPERATING TEMP **-40 °C to +55 °C**
TANK ALLURGICAL DESIGN TEMP **-40 °C to +55 °C**
TANK TYPE **U**
TANK CAPACITY **36030 L**
TANK CAPACITY + 28° C **36030 L**

WEIGHTS
TARE WEIGHT **7590 kg**
MAXIMUM PAYLOAD **28440 kg**
MAXIMUM POSSIBLE GROSS MASS **36030 kg**

APPROVED FOR TRANSPORT
UNDER CUSTOMS SEAL
GB/C 62444 LR/2013

Portable Tank Plate
(6.7.3)

Portable Tank Plate (6.7.2)

Table 4.4 Dangerous goods plates

4.4.3. Dangerous goods brands

Fixed




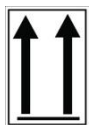


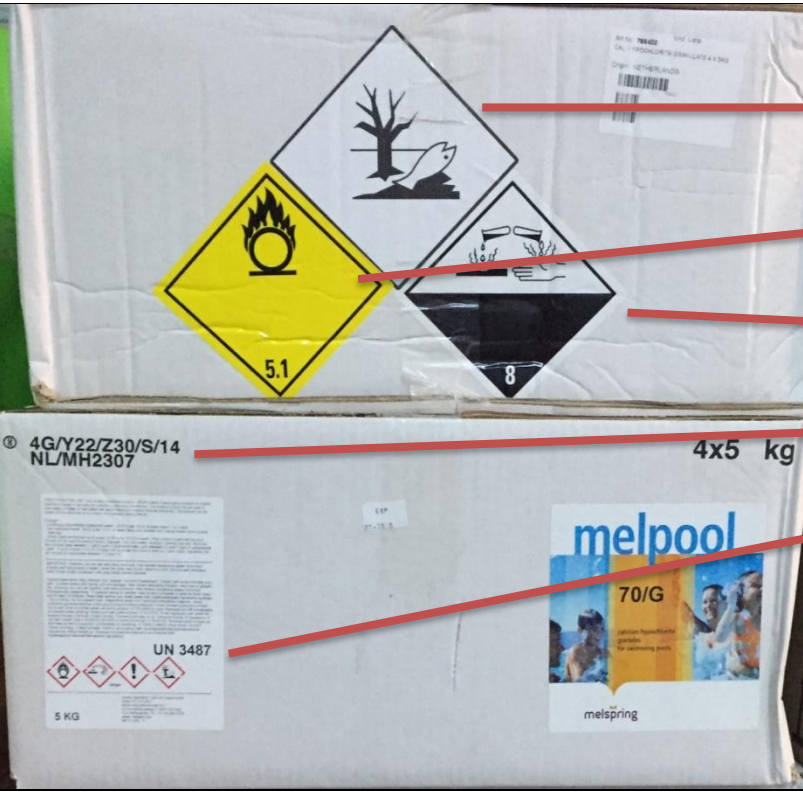
		
Suffocating danger	Marine pollutant and hazardous to environment sign	
		
Directional arrow	Fumigation sign	High temperature hazard

Table 4.5 Dangerous goods brands

4.4.4. Dangerous goods labels

✓ Packaging Labeling



- HAZARDOUS SIGN FOR THE ENVIRONMENT
- HAZARD LABEL
- HAZARD LABEL
- FLOUR CERTIFICATION
- UNUN NUMBER
- 4G CARDBOARD BOX

Figure 4.5 Packaging Labeling

✓ IBC labeling – marking

Fixed

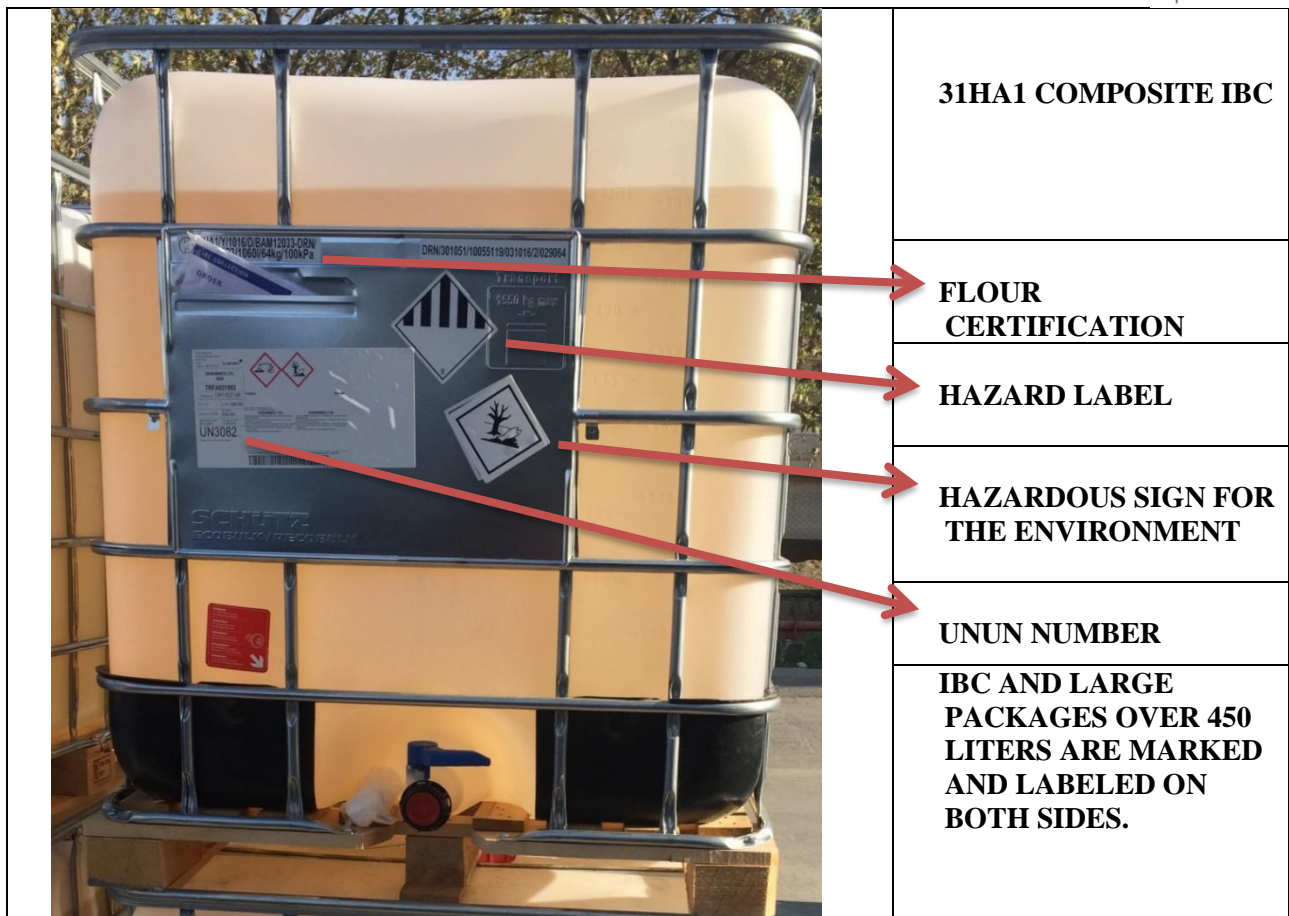


Figure 4.6. IBC (OHK) Labeling

4.5. Dangerous goods markings and packing groups

Fixed

4.5.1. Dangerous goods signs

Dangerous goods signs were given in 4.3.3 and examples of markings were given in 4.3.4.

4.5.2. Packing assemblies of dangerous goods

Hazard labels are divided into 9 within themselves. Although the signs are in the form of labels and plates; Labels are placed on the packaging, and plates are placed on the load carrier or vehicle.

Dangerous goods transported within the load transport unit must be packed & packaged according to appropriate standards.

Dangerous goods are transported under three types of packing groups.

- I Low-hazard substances
- II Dangerous goods
- III It is in the form of high-hazard substances.

Self-reactive substances of classes 1, 2, 5.2, 6.2, 7 and 4.1 do not have a packaging group.

Note: The meanings of the X, Y and Z codes in the UN certification on the packaging;

Packages with X code; packing groups I, II and III

Packages with Y code; packing group II and III

Packages with Z code; for packing group III substances.

4.6. Separation tables on board and shore facility according to the classes of dangerous goods

Fixed

4.6.1. Segregation of dangerous goods on board

In order to determine the separation conditions of two or more dangerous cargoes, the separation conditions, the Separation Table given in IMDG Code Volume I, 7.2.4 and the provisions of Column 16(b) of the IMDG Code Volume II Dangerous Goods List (DGL) shall be consulted. In the event of any conflict, the provisions of Column 16(b) of the Dangerous Goods List (DGL) shall take precedence.

Dangerous cargoes in different cargo transport units or packaged in the port area will be stacked based on the distances in the separation table below:

Class	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Flammable gases	X	X	X	2	1	2	2	2	2	X	4	2	1	X
Flammable and non-toxic gases	X	X	X	1	X	1	X	X	1	X	2	X	1	X
Toxic gases	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable liquids	2	1	2	X	X	2	2	2	2	X	3	2	X	X
Flammable solids	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Substances prone to spontaneous combustion	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Substances that release flammable gases in contact with water	2	X	X	2	X	1	X	2	2	X	2	2	1	X
Oxidizing agents	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organic peroxides	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toxic substances	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Infectious substances	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive material	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Corrosive substances	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Miscellaneous hazardous substances and articles	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Table 4.8 Port Area Dangerous Goods Separation Table

- In the matching structure seen in this table, the distance between the load carrying units for IMDG codes is given in numbers from 1 to 4. Accordingly, the distance between the loads is:

Figure

- 1
- 2
- 3
- 4

partition.

X

Don't understand

Should be kept away

It should be separated

It must be kept separate by means of a whole compartment or partition.

It must be separated longitudinally by means of a whole compartment or partition passing through it

Exceptions should be checked in the IMDG code list.

4.6.2. Separation of dangerous cargo at the shore facility

CLASS	2,1	2,2	2,3	3	4,1	4,2	4,3	5,1	5,2	6,1	8	9
Flammable	X	X	X	2	1	2	X	2	2	X	1	X
Non-toxic and	X	X	X	1	X	1	X	X	1	X	X	X
Toxic gases	X	X	X	2	X	2	X	X	2	X	X	X
Flammable	2	1	2	X	X	2	1	2	2	X	X	X
Flammable solids	1	X	X	X	X	1	X	1	2	X	1	X
(including Substances	2	1	2	2	1	X	1	2	2	1	1	X
Substances	X	X	X	1	X	1	X	2	2	X	1	X
Oxidation	2	X	X	2	1	2	2	X	2	1	2	X
Organic	2	1	2	2	2	2	2	2	X	1	2	X
Toxic	X	X	X	X	X	1	X	1	1	X	X	X
Corrosive	1	X	X	X	1	1	1	2	2	X	X	X
Miscellaneous	X	X	X	X	X	X	X	X	X	X	X	X

Figure 4.9 Separation Distances of Dangerous Goods in Warehouses and Outdoor Storage

Fixed

Separation Table by Classes of Dangerous Goods

In the matching structure seen in this table, the distance between the load carrying units for IMDG codes is given in numbers from 1 to 4. Accordingly, the distance between the loads is:

Figure Don't understand

1 Showcased.

2 6m.

3 12m.

4 24m.

X In the IMDG code list Exceptions should be checked.

4.7. Separation distances and terms of dangerous goods in warehouse warehouses

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The separation in the warehouse warehouses is as shown in Figure 4.9 and the table of meanings of the symbols is as follows.

Meanings of Symbols

Symbol	Packages / IBCs / trailers / platform load carriers	Closed load handling units / portable tanks	Open road vehicles / railway wagons / open top containers
X	No Need or IMDG DGL Column 16b	No Need	No Need
1	It should be separated by at least 3 m.	No Need	It should be separated by at least 3 m.
2	A minimum separation of 6m is required in open areas, hangars or warehouses, a minimum of 12m should be reserved unless separated by an approved fire wall.	In open areas, a minimum separation of 3m longitudinally and laterally, longitudinally and laterally of hangars or warehouses is required, unless separated by an approved fire wall, a minimum separation of 6m is required.	In open areas, a minimum separation of 6m longitudinally and laterally, longitudinally and laterally of hangars or warehouses is required, a minimum separation of 12m is required, unless separated by an approved fire wall.

Figure 4.10 Separation Distances of Dangerous Goods in Warehouses and Open-Air Storage
Meanings of Symbols

- The stacking area of IMDG coded cargoes in the port area is the IMDG area.

5. HANDBOOK ON HAZARDOUS CARGO HANDLED IN COASTAL FACILITIES

FD/10

Although Anadolu Port is the port where operations such as filling, packaging, sending, transporting, receiving, using or storing dangerous cargoes are not carried out, but only supply services such as loading and/or unloading dangerous cargoes from the ship, the "Dangerous Cargo Handbook" prepared within the scope of port operations, which describes the dangerous cargoes coming to the port, has been prepared to be given to port users and a copy is attached. (ANNEX-10 DANGEROUS GOODS HANDBOOK)

Common sections (definitions, classification and labeling, etc.) found in the manual and dangerous goods handbook are not included.

6. OPERATIONAL CONSIDERATIONS

6.2. Procedures for the safe berthing, mooring, loading/unloading, sheltering or anchoring of ships carrying dangerous cargo day and night:

Pilotage service is provided for the safe mooring of ships carrying dangerous cargo at the pier. It has a protocol with Gisaş Shipbuilding Industry Inc.

6.3. Procedures regarding the additional measures to be taken according to seasonal conditions for the loading and unloading of dangerous goods:

Weather conditions are reported from Anadolu Port Facilities before air-related emergencies, and salting activities are carried out on the floors where the cargo transport units carrying dangerous goods are transported, taking into account the daily weather reports, when necessary. As a port operator, meteorological conditions are constantly monitored. In case of severe storm reports, operations employees, operators and on-duty personnel of vessels attached to the dock are informed. The priority is to increase the ropes of the ship under all circumstances and to ensure that the ship's machinery is always ready for action as quickly as possible according to the severity of the coming storm. When the wind reaches a severity that prevents the safe operation of the coastal cranes, the wind alarm of the crane is activated and the operation is stopped and the cranes are secured. In the event that the ship attached to the dock cuts the rope and starts to leave the dock before the operation stops or is in progress, the following processes are followed:

- If the loading or unloading of the ship is in progress and there is a load carrying unit connected to the spreader of the crane in the ship hold, the crane operator is informed by radio/telephone as soon as possible that the ship has left the dock.
- The operator moves the cabin of the crane in the direction of movement to coincide with the speed of movement of the ship, and at the same time, the load handling unit in the hold begins to bend in the fastest and safest way.
- After the load carrying unit is removed from the ship, it is left at the nearest dock to ensure the safety of the crane.
- Although the ship pilotage and tugboat organization has informed through the VHF call channel, the port operator is also requested to reach the location of the ship leaving the dock by making an emergency call by radio or telephone.
- Based on the decision of the captain of the ship, a new rope may be given to the dock and the ship will be re-tied or existing ropes are also forced to ensure that the ship is separated from the dock.
- In the event that the ship under operation leaves the dock for compulsory reasons before the operation is completed, both the Port Authority and the Customs Directorate are informed.
- Dangerous goods that require temperature control are detailed in the Temperature Controlled Dangerous Cargo Operation Procedure.

6.4. Removal of flammable, combustible and explosive charges

Procedures for keeping flammable, combustible and explosive materials away from processes that create/may cause sparks, and not operating tools, equipment or tools that create/may cause sparks in dangerous goods handling, stacking and storage areas:

In order to work safely with dangerous goods, first of all, on-the-job training of the personnel, IMDG Code Awareness and IMDG Task-Oriented Trainings are sought for employees from authorized organizations. In addition, it is monitored that the cargoes should not be in the vicinity of flames, sparks or fire sources such as cigarettes in the area where IMDG coded loads are stored. Necessary safety and health signs are kept in these areas.

7. DOCUMENTATION, CONTROL AND REGISTRATION

7.2. What are the mandatory documents, information and documents related to dangerous goods, and the procedures for their supply and control by the relevant persons:

Anadolu Port Port is a port where the dangerous cargoes on the vehicle are unloaded from the ship and transferred to the highway and the vehicles carrying dangerous cargo arriving by road are put on the ship. Although this is the main field of activity related to dangerous cargoes, dangerous cargoes transferred from the port Bulk Mineral Oils, Paints, Thinners, Oxygen and Acetylene cylinders are also transferred. Since Anadolu Port, which provides supply services, is a transit point and the dangerous cargoes transferredA special documentation record of dangerous goods is kept because operations such as filling, packaging, labeling of packages, signing, sending, transporting, receiving, using or storing vehicles are not carried out. However, port management, operations managers and other port employees must have the necessary information about the dangerous cargoes transferred.

Documents related to dangerous goods are recorded by the sender, carrier, receiver, agency or suppliers, and it is the responsibility of the sender, carrier, buyer, agent or suppliers, not the port, to request all kinds of documentation, control and registration procedures related to the transferred dangerous goods. Procedures for checking that dangerous goods arriving at the facility are properly identified, that the correct shipping names are used, that they are certified, packaged/packaged, labelled and declared, that they are safely loaded and transported in approved and compliant packaging, containers or cargo transport units (CTUs) and that the results of the control are reported It is the responsibility of the person who fills, packs, sends the dangerous cargo, transports it, receives it, unloads and stores it. The port management is obliged to control these transactions and must notify the Port Authority and emergency response officers if records and information are requested.

A daily record of all dangerous cargoes entering, leaving or keeping for a short time in the port area will be kept by the personnel appointed as operations responsible by the port management. These records and information will be provided to the Port Authority and emergency responders upon request. In the daily records of Anadolu Port port management, the type, class, entry and exit times of the dangerous cargo in the port area, as well as the amount and location should be specified.

DOCS

- Transport Document,
- Load carrying unit Vehicle Packaging Certificate
- Documents that must be present on board
 - Stacking plan of dangerous cargo and marine pollutants on board
 - Emergency response information
- Other required information and documents
 - Air-wear certificate (where applicable)
 - IMDG Code Exemption certificate with special provisions
 - 4.1 Notice for Self-Reactive Substances, polymerizing agents and 5.2 Organic Peroxides
- Multimodal Transport Form

It is covered under Chapter 5 of the IMDG Code. Within the scope of 5.4.1.1.1, this information can be transferred electronically via EDP or EDI. The information of the dangerous cargoes that will come to the port by road will be notified to the port in advance.

In addition, Safety Data Sheets and Emergency Information will also be requested for each dangerous cargo. Safety Data Sheets must be up-to-date in accordance with the latest regulations and must be prepared in Turkish. For dangerous cargoes arriving at the port using different modes of transport, the Multimodal Dangerous Goods Form must be submitted to the port authorities.

In addition, a Container/vehicle packing certificate will be requested by the port for each cargo transport unit (CTU) containing dangerous cargo. Ships that will call at the port and have dangerous cargo on them must submit the Cargo Manifest as well as the Stowage Plan to the port. In accordance with the ADR legislation,

there must be transport documents for cargo transport units containing dangerous goods that will be received from the port and sent to the customer by road.

7.3. Procedure for keeping an up-to-date list of all Dangerous goods and other relevant information in the coastal facility area in a regular and complete manner

Anadolu Port monitors the tracking of cargoes in dangerous cargo areas in Microsoft Excel program. In the relevant program, all tankers, other cargo transport units in the facility, UN number, class and signs, labels, if any, and dangerous identification information of these cargoes are included. In addition, information about IMO numbers, tonnage information, and location of all dangerous cargoes in the current bay is included. This information is recorded on the system.

7.4. Dangerous goods certifications reporting procedure

The procedure for checking that the dangerous goods arriving at the facility are properly identified, that the correct shipping names of the dangerous goods are used, that they are certified, packaged/packaged, labeled and declared, that they are safely loaded and transported in the approved and compliant packaging, container or load transport unit, and the reporting of the control results are as follows.

Mandatory rules regarding dangerous goods transported in packaged form are regulated in the IMDG Code. The Appropriate Shipping Name and United Nations Number (UN Number) mentioned in the "Dangerous Goods List" in Section 3 of the IMDG Code should be used to identify the cargoes mentioned in the correspondence to be made with other relevant institutions/organizations and in the cargo documents and notifications by the port operating personnel involved in the transportation and handling of the cargoes covered by this Code. For this reason, it is the responsibility of the sender, loader and carrier to prepare the classification, placarding, labeling, packaging, written instructions regarding the cargo, giving the appropriate UN number, transport documents and all other shipment procedures, and detailed information about the dangerous goods to be transferred from the port.

Accurate identification and classification of dangerous goods, determination of packaging groups, determination of second risks will be the result of the safety data sheet examination.

In addition, as a result of the examinations to be made on both the load carrying unit and the packages, the suitability of both the load carrying unit and the packaging for the load will be confirmed by tank instructions and packaging instructions.

As a result of the examination of the multimodal transport form, transport document or other presentations of the cargoes, the necessity of the environmentally dangerous sign, high temperature sign and direction arrows sign will be examined and the service will not be provided until the missing signs are completed by the cargo concerned.

7.5. Procedures for the Provision and Possession of Dangerous Goods Safety Data Sheets (SDS)

Dangerous Goods Safety Data Sheet (SDS): The SDS form, which is a document containing detailed information about the properties of dangerous goods and preparations transferred from the port, the safety measures to be taken according to the dangerous properties of the substance and preparation in the workplaces where it is located, and the necessary information for the protection of human health and the environment from the negative effects of dangerous goods and preparations, will be kept at the port. If a dangerous substance that has not been transferred before from the port is to be transferred, the companies that have a relationship with the dangerous cargo will submit their SDS forms before entering the port area and will be delivered to the operation officers determined by the port management at the port entrance.

7.6. Procedures for the provision and possession of dangerous goods safety data sheet (SDS)

All information and documents received by the port management from the senders, carriers and receivers of dangerous goods will be kept for at least three months and submitted to the port authority upon request.

7.7. Quality Management System Information

The coastal facility has an ISO 9001:2015 quality management system.

The document confirming that it has established and implemented a management system that complies with the requirements of the Quality Management System standard has been obtained from SİSBEL Eğitim VE CERTIFICATION LTD. ŞTİ.

Field of Activity : -

Certificate Number : -

Date of issue of the document : -

Document period : 1 year

Expires : -

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.2. Procedures for responding to dangerous goods that pose/may pose a risk to life, property and/or the environment and to dangerous situations involving dangerous loads

Loading/unloading, handling, transportation, relocation of dangerous goods are carried out with load carrying units, tanks (portable tank/tank load carrying unit) and packaged for services such as detection, inspection, sampling, internal filling/unloading.

Information about bulk dangerous cargoes that are not covered by the operating license of Anadolu Port Port Operators is not included in the procedure.

8.2.1. Information about IMGD Code

General information about the code is as follows.

- General provisions
- List of definitions
- Classification
- Physical – chemical properties of these products
- Specifications required for packaging and classification into categories I, II and III
- List of classification of dangerous goods
- Full List of Dangerous Goods, *including UN number of goods, proper shipping name, class/division, secondary risks, packing groups, etc.*
- Provisions on limited and excluded quantities
- The dangers they present
- Labeling and signage system that is easy to understand and allows the identification of possible hazards of products
- Recommendations for stowage on board
- Separation tables
- Product or item United Nations Identification Number (UN Number)
- Documents that must accompany the goods
- Rules for preventing marine pollution
- Provisions relating to packing/load carrying unit and tank
- Procedures for the shipment of dangerous goods, labeling, signage and documents required for transportation
- Construction and test tests for packaging/bottle/load carriers, medium-sized bulk carriers (IBCs) and tanks and road tank vehicles
- Provisions relating to transport, stacking and sorting operations
- Special provisions, fire precautions and transport of waste in case of accidents
- Other

It also contains the following supplement (annex-3).

- Emergency response, fire and spill procedures
- Medical first aid guide
- Notification procedure in the event of an accident with dangerous goods
- Stacking in transport units
- Risk-free use of pesticides
- INF Code (International Code for the Safe Transport of Irradiated Nuclear Fuel, Plutonium and Senior Radioactive Wastes Packaged on Ships)

8.2.2. Load characteristics

The cargoes included in the IMDG Dangerous Goods List are filled and packaged in solid, liquid and gaseous cargo transport units.

It should be considered that there may be significant changes in the load if the temperature of the load itself **and** the pressure **to which it is subjected** change. For example, spontaneously reactive substances and organic peroxides tend to undergo strong exothermic degradation without the participation of oxygen (air) and their temperature is not constant. The same is true for the critical temperature at which the substance cannot remain in a liquid state when exceeded.

In addition to temperature and pressure changes, diluting the main substance of the load or turning it into a solution to obtain another product with the main substance can also cause changes in the load. The example of ammonia will be quite illustrative for the rule.

While 1005 AMMONIA has class 2.3 toxic gases and side hazard class 8 corrosive properties in the anhydrous state, Flour 1043 FERTILIZER obtained by using an ammoniacizing solution with free ammonia is assigned to class 2.2 as dissolved gases, non-toxic and non-flammable. Again, ammonia solutions not exceeding 50% are assigned to Un 2073 and are subject to the classification of non-flammable and non-toxic as dissolved gases. The example of ammonia is very important for the understanding of this paragraph. When Flour 1005 AMMONIAC is diluted with water and is in the form of more than 10% and less than 35% solution, it ceases to be class 2 and is considered as Flour 2672 class 8 abrasives.

Reaction rates for chemicals should be defined as changes under varying conditions at a given time.

Chemical reaction rates;

- The concentration of the chemical substance at a given moment
- Temperature/pre-assurance exposure
- Exposure time
- Quantity (kilograms or liters)

The consequences of a chemical reaction due to improper handling of dangerous goods can cause the following.

- Fire
- Explosion
- Loss
- Injury
- Death
- Contamination
- Marine life degradation
- Radioactive

8.2.3. Risks of dangerous goods classes

FDH

According to their characteristics, dangerous goods are classified as follows.

- **Petroleum by-products** – fire and explosion are the main risks. Such as diesel fuel, benzene, liquefied petroleum gas and other fuels.
- **Chemical products** – (Industrial, pharmaceutical and agricultural) are produced and loaded as final products for consumption or as by-products for industrial use. The latter is the majority of dangerous goods that are transported, and if not handled properly, they can cause great harm to people, transport units, and the environment.
- **Minerals** – such as coal, sulfur, mineral concentrates, and other metals or asbestos that can cause different diseases, injuries, poisonings, or fires.
- **Products of animal or vegetable origin** - as pressed cakes from fish meal, oilseeds and cotton, can cause spontaneous combustion, fire or explosions
- **Radioactive materials** – used for a variety of industrial and medical processes, as well as military applications that can cause immediate harm in high doses or cause cancer and other diseases if exposed to humans for a long time, even in small doses.
- Most substances from Class 1 to Class 9 are considered marine pollutants. A marine pollutant is defined as "any substance that will degrade aquatic organisms."

8.2.4. Working with load-bearing units and tanks

- Portable tanks containing dangerous goods must have a plate with markings in accordance with the provisions of the IMDG Code below. These;
 - 6.7.2.20 (tanks used for all classes except class 2)
 - 6.7.3.16 (tanks used for liquefied gases and chemicals under pressure without refrigeration – T50 tanks)
 - 6.7.4.15 (tanks used for refrigerated liquefied gases – T75 tanks)
 - 6.7.5.13 (tanks used for multi-element gas load transport units)
- Box load carriers must have CSC safety approval on them.
- Periodic inspections of load handling units and tanks should be checked.

The use of load-bearing unit lifting equipment and accessories, twist lock operations, tying at height operations should be kept in good repair. It should be ensured that the defects of the repaired load transport units are corrected.

8.2.5. Things to consider and do when working with dangerous loads

Fixed

8.2.5.1. Class 1- Explosive charges

THINGS TO CONSIDER

- It has the ability to enter into an exothermic reaction without the need for oxygen.
- Additional permits are required for loads belonging to class 1 other than group 1.4S.
- It is prohibited to transport loads with Compatibility Group K.
- Class 1.2 and 1.5 loads should be treated as class 1.1 because they are transported together in the same load transport unit.

DOS

- In case of large-scale spills and leaks, such as storage tanks or tanker trucks, the isolation distance is 800 meters and 1.4 meters for OOS compliance groups) should be isolated.
- Entry into the area should be prohibited by applying evacuation in the area within the border.
- When the risk of spillage, scattering, leakage or fire in the SOC load carrying unit is evaluated, the necessity of ventilation should be checked before the intervention and the appropriate time for ventilation should be waited without intervening when necessary.
- In cases where it is safe to stop the leak, this option should be implemented quickly. If the packaging lids and valves are sufficient for this, the lids and valves should be closed immediately.
- Ignition sources must be turned off before the intervention.

8.2.5.2. Class 2 – Gases

THINGS TO CONSIDER

- All of them are asphyxanthi, especially and can also cause ice bites.
- All gases except Class 2.3 toxic gases have pressure relief valves.
- 2.3 Contact of toxic gases with the skin or inhalation of their mists may have a lethal, toxic or harmful effect. (Group measurements are given in Table 1.10).
- Gases are usually heavier than air and accumulate on the ground. Methane and Hydrogen are lighter than air.
- Gases can be collected in sewage, building basements or hollow areas, while light gases can be collected on the upper floors of buildings.
- Tanks and tubes may explode as a result of heat or fire.

DOS

- In the event of large-scale spills and leaks, such as a storage tank or tanker truck, the isolation distance (2.1 meters for 800 flammable gases, 100 meters for other classes) should be isolated.
- Entry into the area should be prohibited by applying evacuation in the area within the border.
- The Closed Circuit Clean Air Inhaler and personal protective equipment must be fully equipped.
- Before entering the area, its closed areas should be ventilated.
- When the risk of spillage, scattering, leakage or fire in the box load carrying unit is evaluated, the necessity of ventilation should be checked before the intervention and the appropriate time for ventilation should be waited without intervening when necessary. For example, when leakage is detected in 6.1 toxic substance packages, the covers of the load carrying unit should be opened first and the cargo should be ventilated for an appropriate period of time according to the hazard group, and then intervened.
- In cases where it is safe to stop the leak, this option should be implemented quickly. If the packaging lids and valves are sufficient for this, the lids and valves should be closed immediately.
- Ignition sources must be turned off before the intervention.
- Gases can increase 250-300 times as they pass from liquid form to gaseous form when they exit from the container they are in to the atmospheric environment. The isolated area must be kept

safe until the gases dissipate.

8.2.5.3. Class 3 – Flammable Liquids

THINGS TO CONSIDER

- If there is a safety data sheet for the load, the flash point should be determined from Part 9.
- Regardless of the flash point, those with a boiling point of 35 °C and below are extremely flammable liquids and vapors that are assigned to the H224 hazard statement.
- Those with a flash point below 23 °C are highly flammable liquids and vapors that are assigned to the H225 hazard statement.
- Those with a flash point between 23 °C and 60 °C and a boiling point above 35 °C are flammable liquid vapors assigned to the H226 hazard statement.
- Some of them are carcinogenic.
- H350 hazard statement can lead to cancer.
- H351 is suspected of causing cancer.
- H350i hazard statement can cause cancer by inhalation.
- Statements of health hazards should be checked against part 2 of the safety data sheets.
- Vapours of flammable liquids (PN<36) with a low flash point can be ignited by static electricity or an ignition source.
- The tank may explode as its internal pressure will increase as a result of heat or fire.
- Steam explosions can occur indoors, in open places, or in sewers.
- Discharge can cause contamination.
- Foam should be applied to prevent steam.

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DOS

- Loads with H226 hazard expression When some loads encounter a flame source, immediate combustion does not occur. Such as, for example, diesel fuel. When such load is mixed with loads with the hazard designation H 224 or H225, the flash points and initial boiling points may change and combustion may occur.
- Static electricity must be combated for all loads with flammable harmful expressions.
- Interventions to load carrying units such as box load carrying units or IBC tanks should be considered as small-scale spills and leaks and the area should be isolated. Personnel trained in the use of portable fire extinguishers can intervene before the fire grows.
- Load carrying units with an average of 20-30 tons of actual load, such as portable tanks, should be considered as large-scale spills and leaks, and their entry into the area should be prohibited by unloading in areas within the limits of the isolation distance. In such fires, the behemehal fire brigade should be notified and any other flammable objects in the vicinity should be removed from the area.
- The personnel who will intervene must discharge the static electricity on them.
- Closed Circuit Clean Air Inhaler and personal protective equipment should be used for intervention.
- Before interfering with the load carrying units, the covers should be opened and ventilation should be ensured.
- In cases where it is safe to stop the leak, this option should be implemented quickly. If the packaging lids and valves are sufficient for this, the lids and valves should be closed immediately.
- Ignition sources must be turned off before the intervention.

8.2.5.4. Class 4 Loads

Loads belonging to this class should be evaluated separately as 4.1, 4.2 and 4.3.

- 4.1 loads; It consists of flammable solids, self-reactive substances, polymerizing agents and susceptibility reduced solid explosives.
- 4.2 loads; It consists of substances that are prone to spontaneous combustion and
- 4.3 loads; They are substances that emit flammable gases because they come into contact with water.

When clauses 4.3 have a side hazard (e.g. 4.3 + 6.1) or are itself a side hazard of another class (8 + 4.3), they are generally considered to be highly dangerous substances and should be approached with caution. If there is a collateral hazard or collateral hazard, the precautions of the main hazard should be considered. For example, while Un 2011 MAGNESIUM PHOSPHIDE is a class 4.3 substance, it is also a 6.1 toxic substance with a side hazard and the dangers that may occur with inhalation should be taken into consideration.

THINGS TO CONSIDER

- The charge can be burned by heat and sparks, or by air.
- It can react violently with water. Class 4.3 clauses should not be interfered with with supremacy.
- Attention should be paid to the side hazards. It should be considered that toxic gases may occur. The group dimensions in Table 1.10 should be taken into account.
- Discharge can cause contamination.

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DOS

- Closed Circuit Clean Air Inhaler and personal protective equipment should be used for intervention.
- The danger area should be isolated and entry should be prohibited.
- Position should be taken in the opposite direction of the wind and stay away from low areas.
- Water should be prevented from entering the containers.
- Water or foam should not be used against class 4.3 loads as intervention equipment.
- For magnesium, dry sand should be used.
- In confined spaces or if the fire cannot be extinguished, it should be moved away from the area and left to burn.

8.2.5.5. Class 5 Loads

The charges belonging to this class are 5.1 oxidizing agents and 5.2 organic peroxides

THINGS TO CONSIDER

- Liquid oxygen can explode in contact with hydrocarbons such as asphalt, oils, fuels.
- Although they themselves are not flammable, they increase combustion and explosions.
- Oral, dermal and its mists have toxic and harmful effects if inhaled.
- Contact with eyes and skin can cause burning.
- The runoff can cause water contamination.
- These substances can ignite other flammable materials.
- Their reaction with fuels is severe.
- It can produce toxic fumes. The group dimensions in Table 1.10 should be taken into account.

DOS

- The danger area should be isolated and entry should be prohibited.
- Position should be taken in the opposite direction of the wind and stay away from low areas for heavier than air substances.
- Before interfering with the load carrying units, the covers should be opened and ventilation should be ensured.
- Closed Circuit Clean Air Inhaler and personal protective equipment should be used for intervention.
- Flammable substances should be kept away from spilled, leaking or scattered materials.
- Loads in the danger zone should not be touched or walked on.
- A pit should be created to collect the scattered liquid for later disposal.
- Water should be prevented from entering the containers.

8.2.5.6. Class 6.1 Toxic Substances

THINGS TO CONSIDER

- Poisons can be in liquid, gaseous or solid form. (Extensive information on gases is given under the heading of class 2).
- If ingested or in contact with the skin, these types of substances may have lethal, toxic or harmful effects.
- Their containers can be very diverse, from paper bags to large tanks.
- Section 13 of the safety data sheet should be reviewed and attention should be paid to the LD50 oral and dermal toxicity data and LC50 toxicity data by inhalation of powders and mists.
- The table below is the measurements of the group through oral, dermal and mist inhalation with powders.

Fixed

Oral toxicity LD50 (mg/kg)	Hazard Statement		Dermal toxicity LD50 (mg/kg)	Hazard Statement		Toxicity by inhalation of dusts and mists LC50 (mg/l)	Hazard Statement	
≤ 5.0	H300	Lethal if swallowed	≤ 50	H310	It is lethal in contact with the skin	≤ 0.2	H330	It is lethal if inhaled
>5.0 and ≤ 50	H301	Toxic if swallowed	50 > and 200 ≤	H311	Toxic in contact with skin	>0.2 and ≤ 2	H331	Toxic if inhaled
50 > and 300 ≤	H302	Harmful if swallowed	>200 and ≤ 1000	H312	Harmful in contact with skin	>2.0 and ≤ 4.0	H332	Harmful if inhaled

Table 1.10. Toxic substances, gases group sizes

DOS

- The danger area should be isolated and entry should be prohibited.
- Stand downwind.
- Stay away from low-lying areas.
- Closed Circuit Clean Air Inhaler and personal protective equipment should be used for intervention. Without a half face mask and google type goggles or a full face mask, loads with H330 and H331 hazard statements should not be interfered with.
- Boots, gloves, overalls, face masks and goggles must be used to intervene in loads with H310, H311 and H312 hazard statements.
- He should try to extinguish the fire from a safe distance.
- Water used in fire extinguishing should be collected for disposal.
- If the fire cannot be intervened in the first 3 minutes or cannot be extinguished even though it is done, it should be considered as a big fire and the fire brigade should be informed and withdrawn and the load carrying unit or loads should be left to burn.
- Intervention in the danger zone, position should be taken in the direction of the wind immediately, taking into account the direction changes of the wind.

8.2.5.7. Class 8 Corrosive Substances

THINGS TO CONSIDER

- A significant majority of the loads belonging to this class are diluted in water.
- Water can be used if the side hazard of these water-soluble substances is not class 4.3.
- A water curtain should be used to lower clouds of vapor in the air.
- The flow must be stopped, it can cause water pollution.
- When neutralization is used in the container, it is not recommended as it can turn into heat and pressure.
- Contact with eyes and skin can cause burning and permanent damage.
- Inhalation of fumes can be harmful and toxic.
- Some of these substances can ignite other flammable materials (wood, paper, oil).
- Although they are of the same class, loads with alkaline and acid properties must be separated from each other. For this, the pH values should be examined in Section 9 of the safety data sheet. Strong acids (below pH 3) and strong alkalis (above pH 11) should be prevented from coming into contact with each other in case of spillage, scattering or leakage.

DOS

- The danger area should be isolated and entry should be prohibited.
- Closed Circuit Clean Air Inhaler and personal protective equipment should be used for intervention.
- Loads in the danger zone should not be touched or walked on.
- If it can be done safely, the leak should be stopped.
- For subsequent disposal, the well must be drilled at a distant point of the liquid scattering.
- Response personnel should wear protective clothing.

8.2.5.8. Class 9 Miscellaneous Dangerous Goods and Articles

THINGS TO CONSIDER

- Some of the charges belonging to this class are combustible, but they do not ignite easily.
- When containers heat up, they may explode.
- Some of them can be carried hot.
- Inhalation of the substance can be harmful.
- Contact with the substance can burn the skin and eyes.
- Inhaling asbestos dust can cause damage to the lungs.
- Fire may produce irritants and/or toxic gases.

DOS

- The danger area should be isolated and entry should be prohibited.
- Closed Circuit Clean Air Inhaler and personal protective equipment should be used for intervention.
- Liquid leaks should be collected with sand or other absorbent.
- Loads in the danger zone should not be touched or walked on.

8.3. Information on the facility's capabilities, capabilities and capacity to respond to emergencies.

8.3.1. Shore facility emergencies

Accordingly, coastal facility emergencies are as follows;

- Fire
- Explosion
- Hazardous chemical emission
- Natural disasters
- Incidents and accidents requiring first aid and evacuation
- Food poisoning and
- It is in the form of sabotage.

The spread of hazardous chemicals, which is the subject of the dangerous goods handling guide, will be discussed.

8.3.2. Contingency plan

The objectives of the coastal facility hazardous cargo contingency plan are as follows.

- Always be ready for emergencies related to dangerous goods,
- Rapid and effective isolation of emergencies caused by dangerous goods,
- Managing the dangerous situation until the emergency of fire, fire brigade, AFAD, health and law enforcement forces to the coastal facility is under control,
- Assisting incoming emergency service teams by providing information and equipment support,
- Protection of all employees and bystanders from the effects of the emergency

8.3.3. Emergency management

The management system for emergencies arising from dangerous goods is a tool used to solve them within the framework of a continuous improvement approach by addressing them systematically in accordance with the general strategies of the coastal facility and should follow the following processes. These;

- Prevention: Taking regulatory physical and operational measures to prevent emergencies caused by dangerous goods and to minimize their effects,
- Preparation: Mobilization of regulations and resources to prevent emergencies caused by dangerous cargoes,
- Intervention: Physical and operational activities carried out to minimize the effects of an emergency caused by dangerous goods after they occur,
- Refurbishment: Replacing the section(s) of the coastal facility affected by dangerous cargo as soon as possible and making arrangements for those exposed to recover from this situation as quickly as possible.

FDK

8.3.4. Shore facility actual emergencies

The following emergencies are possible in the coastal facility in cases of detection, inspection, sampling, loading/unloading and all kinds of handling, parking, parking, withdrawal of vehicles from the park.

- Accident involvement of cargo transport units containing dangerous goods
- Accidents that may occur during detection, inspection or sampling processes
- Possibility of fire
- Possibility of spillage, scattering and leakage of chemicals
- First aid
- Events that will require evacuation
- Determination of areas to be isolated
- Possibility of sabotage

8.3.5. Preventive measures

8.3.5.1. Fire precautions

Preventive measures

- Periodic inspections of electrical installations are carried out. There are competent personnel to intervene in case of possible malfunctions.
- There are controlled restricted areas where smoking is allowed.
- There is a lightning rod and periodic inspections are complete.
- Electronic devices are unplugged when not in use and are not left unchecked.
- The signs and labels of the chemicals that the coastal facility takes to the port for their own use are checked. Information about the content of any chemical packaging can be easily obtained from the signs and labels on the packaging.
- Chemical wastes also have a storage area and are landfilled.

Fixed

Restrictive measures

- There is a firefighting team.
- The training of the members of the firefighting team is complete and is being renewed.
- Fire drills are held periodically.
- There are emergency exit doors and exit/exit warning signs for quick evacuation in case of fire.
- Fire extinguishing equipment is within immediate reach of the shore facility.
- Fire extinguishing equipment is checked regularly.
- Emergency valves are such that they are closed quickly to cut off the natural gas flow.
- There are 3 hydrants, 3 fire cabinets, 10 units of 6 kg, 5 units of 12 kg and 6 units of 10 kg CO2 fire extinguishers in the coastal facility.
- Fresh water is used for fire hydrants. It has the ability to use sea water against water interruption.

8.3.5.2. Precautions for explosion

Preventive measures

- The coastal facility has an explosion protection document.
- Zones in accordance with the provisions of the "REGULATION ON THE PROTECTION OF EMPLOYEES FROM THE DANGERS OF EXPLOSIVE ENVIRONMENTS" were determined and hung in the relevant areas with the plate.
- Electrical equipment used in areas within the safety distance of the explosive atmosphere is in the appropriate category.
- Safety data sheets of the chemicals used are in easily accessible places.
- Presence of mechanical and natural ventilation.

Restrictive measures

- Evacuation plans, which also show emergency exits and portable fire extinguishers, are posted in visible locations of the shore facility.
- Fire extinguishing equipment is within immediate reach of the shore facility.

- Fire extinguishing equipment is checked regularly.
- Emergency valves are such that they are closed quickly to cut off the natural gas flow.

8.3.5.3. *Measures for natural disasters*

Restrictive and preventive measures are taken against the possibility that dangerous cargoes may cause dangerous situations as a result of natural disasters such as earthquakes, excessive rainfall, storms (over approximately 60 km/h), heavy snowfall in the coastal facility.

Preventive measures

- Maintenance and controls of rainwater channels around dangerous cargo stacking areas are carried out regularly.
- Snow fighting equipment is used to keep the roads open against excessive snowfall.
- In storms, access to empty cargo transport unit sites is restricted.

FD/11/12

Restrictive measures

- Ground reinforcement is carried out in case of deterioration of landforms that may occur on the ground during an earthquake of dangerous loads.
- Dangerous goods handling equipment is securely positioned against tipping over.
- Loads containing dangerous goods are prevented from being stacked near the building.
- A search, rescue and evacuation team has been formed.
- Training is provided to the teams.
- Drills are held at regular intervals.

8.3.5.4. Measures for sabotage

Preventive measures

- Entrances to the stacking area, warehouse and IMDG area are controlled.
- Dangerous cargo areas are constantly monitored by security cameras.
- Entrances to areas where flammable and combustible materials are stored for coastal facility needs are limited and unauthorized personnel are prevented from entering.
- A record of vehicle drivers entering the port is kept.

Restrictive measures

- The first thing to do in the detection of sabotage in dangerous cargo areas is to inform the law enforcement officers.
- Emergency sirens should sound.
- Evacuation plans showing emergency exits should be in visible places in workplaces.

8.3.5.5. Precautions for dangerous goods

Preventive measures

- Whichever is possible for chemical spreads that may occur from load carrying units containing dangerous goods; valves must be closed, cargo lids must be closed, packaging must be closed.
- Loads are stacked according to the separation provisions of MSC.1/Circ.1216.
- There is natural ventilation for the cargo in the hold.
- Unauthorized persons are restricted from entering the IMDG area.

Restrictive measures

- Personnel and cargo interests who provide services such as detection, inspection and sampling use personal protective equipment suitable for their work.
- Personnel are trained in the use of appropriate personal protective equipment according to the hazard class.
- In case of fire caused by dangerous loads, those working in the field are capable of using portable fire extinguishers.
- There is an evacuation plan in order to evacuate quickly against possible chemical spread and leakage.
- Evacuation plans are posted in visible locations at the shore facility.

8.4. Regulations on the first response to accidents involving dangerous goods

(Methods of first intervention, first aid possibilities and capabilities, etc.).

FD/18

Emergency response methods to be applied such as warning, search, rescue, evacuation, communication, first aid, fire fighting in case of emergencies caused by dangerous goods in the coastal facility; fire, explosion, natural disasters and sabotage.

When an emergency occurs due to dangerous loads, the negativities that may be encountered during the intervention are as follows.

- Difficult fighting conditions; inability to intervene closely, transportation difficulties, weather conditions, high risk of freight transport units.
- Emotional and psychological negativities; The time constraint in responding to the dangerous situation that arises as a result of emergencies caused by dangerous cargoes, the death or injury, the deep responsibility felt to help.
- Physical fatigue; Heavy work for intervention, exhaustion as a result of long intervention periods.

8.4.1. Emergency response for fire

- It is at a height of 0.90-1.60 meters from the ground and there is a fire alarm button and an emergency warning sign every 60 meters.
- When a fire is detected, information such as the class, sub-class, side hazard, if any, packaging group, Flour number, full shipment name of the dangerous cargo will be determined and reported to the fire brigade by calling 110.
- In case of fires caused by dangerous cargo, the fire brigade will come to the coastal facility and make maximum use of the existing facilities of the facility until the time it takes to intervene.
- When there is a fire caused by dangerous goods in the warehouse, openings such as doors and windows that are kept open for ventilation will be closed to prevent the fire from growing.
- Emergency response teams will take the necessary actions for the evacuation of other employees and provide guidance for efficient use of the emergency exit.

8.4.2. Emergency response for explosion

- To the superior who quickly detects the explosion caused by dangerous loads; It should provide the area where the explosion occurred, the mark, label and orange plate information on the load carrying unit caused by the explosion, if any.
- After noticing an explosion, the nearest emergency button should be pressed.
- The fire brigade and other emergency services should be called and informed about the explosion and the injured, if any.
- In accordance with the instructions of the emergency teams, you should leave the emergency exit and go to the emergency assembly area. It should be included in the census to be made here.
- The personnel determined from the emergency teams should cut off the natural gas and electricity of the workplace. It should act by checking whether explosive chemicals pose a danger.
- The firefighting team must begin extinguishing operations with emergency equipment to prevent the fire from breaking out or growing after the explosion.
- The search and rescue and evacuation team must ensure that the employees are evacuated from the area where the explosion occurred and the entire workplace and reach a safe place. After helping the non-injured to find a safe place, the injured should start the search and rescue operations within the framework of the training they have received.
- The first aid team should provide first aid to the wounded.
- Officials should be informed about the explosion. Contributions should be made to the reports prepared afterwards.

FD/18

8.4.3. Emergency response for natural disasters

AFAD resources can be used when dangerous cargoes are exposed to natural disasters such as earthquakes, excessive rainfall, storms (over approximately 60 km/h), and heavy snowfall in the coastal facility. Accordingly;

- Everyone should be notified with the emergency button. If this is not possible, bystanders should be warned audibly.
- Depending on the type of disaster, those who are in a closed area should prefer columns, beams, high places as the nearest first protection zone. Those who are in the open area should remain in the protection zone.
- The evacuation process should be started immediately and safe places should be visited.
- If there is an injured person, first aid teams should intervene.
- The valves should be checked for leaks.
- Natural gas and electricity installations should be turned off.

8.4.4. Emergency response requiring first aid and evacuation

- First aid teams should be informed quickly for situations that require first aid and evacuation caused by dangerous loads.
- First aid team members must respond to the injured and pass on information to higher superiors.
- If necessary, an ambulance should be used and even support should be called from 112.
- The directions of the workplace physician and occupational safety specialist should be followed.

8.4.5. Emergency response in cases of sabotage

As soon as sabotage occurs in dangerous cargo storage areas, the superior must be informed immediately.

- Suspicious package detection
- Suspicious person detection
- Action or demonstration in hazardous cargo areas (transport vehicle drivers or employees should also be considered).
- Security guards should be notified.
- Emergency services should be informed.
- A safe area should be chosen and the position should be maintained.
- One should not participate in the suspicious situation as a spectator.
- Relevant emergency response procedures such as fire and explosion should be followed.

8.5. Notifications to be made on-site and off-site in case of emergency.

On-site communication: When an emergency arises, the first person who sees the emergency informs the first supervisor while initiating the necessary response. The first supervisor informs the Port Directorate. The relevant managers come to the scene and make a preliminary assessment, and if they are outside the business, they determine how the necessary intervention will be by phone. Accordingly, the Emergency Response Teams are informed through the OHS department and the Security Directorate. Other employees and 3rd parties who do not take part in the team are gathered at the defined meeting place and the counting process is carried out

The Emergency Communication Officer carries out the communication between the Crisis Manager, the Emergency Response Team and the leader regarding the emergency, and provides the necessary coordination in line with the instructions of the team leader. All port employees and 3rd parties in the port are informed by the announcement system and sirens.

Off-site communication: Informing the press and the public during the emergency is carried out with the knowledge and guidance of the Senior Management. Communication with public institutions and organizations that need to be informed about the emergency is specified in the Emergency Plan.

8.6. Procedures for reporting accidents

FD/4/13

According to Article 11-(1) l of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety Responsibilities of the Coastal Facility Operator; Accidents related to dangerous cargo, including accidents at the entrance to confined spaces, should be reported to the port authority.

During the transportation of dangerous goods by sea or their handling and/or storage in coastal facilities; An incident or chain of events that have harmful consequences such as death, injury, property damage and environmental pollution, originated by hazardous substances or involving dangerous substances is defined as a directive accident. Accordingly, when there is an undesirable accident in the coastal facility, the following accident notification form will be filled out and submitted to the port authority.

In the Directive, it is not included in the accident notification form as it is considered as an event or series of events other than an accident that occurs in connection with the event, operation and activities and endangers the safety of people or other persons and the environment, which may be dangerous if not corrected, but the form can be used in both accident and incident reporting.

ACCIDENT REPORT FORM

S.No	Subject of notification	Explanation
1	At the time of the accident,	
2	If the accident is known, how it occurred and the cause,	
3	The place where the accident occurred (shore facility and/or vessel), its location and area of impact,	
4	Information of the ship involved in the accident, if any, (name, flag, IMO number, shipowner, operator, cargo and quantity, name of the captain and similar information),	
5	Meteorological conditions,	
6	The UN number of the dangerous goods, the appropriate transport name (which will be based on the legislation specified in the definition of the dangerous goods) and the quantity,	
7	The hazard class of the dangerous substance or the sub-hazard section, if any,	
8	Packaging group, if any, of the dangerous substance,	
9	Additional risks of the hazardous substance, such as marine pollutants, if any,	
10	Details of the mark and label of the dangerous goods,	
11	The characteristics and number of the packaging, load transport unit and load transport unit, if any, in which the dangerous goods are transported,	
12	The manufacturer, sender, carrier and recipient of the dangerous goods,	
13	The extent of the damage/pollution that has occurred,	
14	The number of wounded, dead and missing, if any,	
15	Emergency response practices by the shore facility for the accident.	

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

FDK

All accidents related to Dangerous Goods will first be coordinated with the Port Authority. With the information of the Port Authority, support and cooperation will be provided with the aid units of the Hospital, Fire Brigade, AFAD, and neighboring facilities.

In the event of a possible explosion, fire or signs of emergency in the adjacent facility;

- First of all, precautions will be increased at the facility,
- Teams will be prepared to assist the neighboring facility,

Considering the urgency of the situation and the extent of the danger, when it is assessed that there is no opportunity or time to ask for help, aid and support teams will be assigned to intervene in the incident.

By evaluating the class, quantity and hazard risk of the dangerous cargo area and the cargoes in the field, preparations will be made for measures such as evacuation and dilution of the cargoes, and if there is a ship at the interface, the removal of the ship to the anchorage.

Providing support for measures outside the shore facility

In order to provide support for the measures taken outside the coastal facility in case of emergency, the facility communication coordinator will be contacted for support from the Hospital, Fire Brigade, AFAD and neighboring facilities.

EMERGENCY PHONE CALLS:

EMERGENCY PHONE	112
ISKI	185
NATURAL GAS	187
AYEDAŞ	186
HOSPITAL (Pendik State Hospital)	0(216)491-2937
Provincial Disaster and Emergency Directorate (AFAD)	0(212)600-0600
Fuzz	153
Electrical fault	186
Shore facility manager: Ömer Ekşioğlu	0(533)924-3253
Poison Advisory	114
Tuzla Regional Port Authority	0(216)446-7217
On-site briefing shift supervisor	0(216)494-3206

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

Fixed

Emergencies that may occur for ships and marine vehicles to leave the coastal facility and notifications and operation plans to be made before, during and after evacuation:

In the event of a fire on board the vessel or on the shore cranes under operation:

The port employee who first sees or hears the fire (ship operations workers, crane operators, dock security personnel, CCTV personnel, technical personnel or any port employee who is at the dock due to his duty) immediately calls the Emergency Number from the emergency contact numbers and makes an emergency notification.

If the vessel needs to leave the port with the notification, the following processes are completed:

- If the operation is ongoing, it is stopped and the employees related to the operation are transferred to a safe place.
- If the fire is on the ship, the shore cranes on or near the ship are transported to a place away from the impact area of the fire and the crane booms are destroyed.
- If the fire is on the shore crane and there is an operator inside, first of all, the operator is safely lowered to the dock, and the cranes near the burning crane are transported to a remote location.
- Fire brigade and firefighting teams are informed for fire extinguishing operations at the dock, gate operation employees and customs enforcement officers are informed about the location of the fire and the entry of fire extinguishers into the port area.
- The authorized pilotage and towage organization and moorers are informed and the tugboats are requested to come to the scene of the incident as soon as possible so that the ship can idler.
- Tugboats equipped with fire extinguishing equipment are also requested to come to the scene of the incident in order to intervene in the fire from the sea.
- The Port Authority is called and informed that the ship will leave the port due to an emergency.
- If the ship's machinery is in working condition and can idle from the dock with its own means, the dock ropes are left as soon as possible and it is ensured that it leaves the port, and if the ship's machinery is inoperable, it is ensured that it leaves the port with the help of a tugboat.

Fixed

In the event that the ship tied to the dock cuts the rope due to a sudden strong wind or storm:

As a port operator, meteorological conditions are constantly monitored. In case of severe storm reports, operations employees, operators and on-duty personnel of vessels attached to the dock are informed. The priority is to increase the ropes of the ship under all circumstances and to ensure that the ship's machinery is always ready for action as quickly as possible according to the severity of the coming storm. When the wind reaches a severity that prevents the safe operation of the coastal cranes, the wind alarm of the crane is activated and the operation is stopped and the cranes are secured. In the event that the ship attached to the dock cuts the rope and starts to leave the dock before the operation stops or is in progress, the following processes are followed:

- If the loading or unloading of the ship is in progress and there is a container connected to the spreader of the crane in the hold of the ship, the crane operator is informed by radio/telephone as soon as possible that the ship has left the dock.
- The operator moves the cabin of the crane in the direction of movement to coincide with the speed of movement of the ship, and at the same time starts to move the container in the hold in the fastest and safest way.
- After the container is removed from the ship, it is left at the nearest dock and the safety of the crane is ensured.
- Although the ship pilotage and tugboat organization has informed through the VHF call channel, the port operator is also requested to reach the location of the ship leaving the dock by making an emergency call by radio or telephone.
- Based on the decision of the captain of the ship, a new rope can be given to the dock and the ship is re-connected, or the existing ropes are also forced and the ship is separated from the dock.
- In the event that the ship under operation leaves the dock for compulsory reasons before the operation is completed, both the Port Authority and the Customs Directorate are informed.

In case of emergencies such as possible ship accidents, the Ship Emergency Evacuation Control Form is used in the facility.

8.9. Procedures for the handling and disposal of damaged dangerous goods and wastes contaminated with hazardous cargo

FD/18

There is a specially designated area for operations for damaged cargo transport units and packages containing dangerous goods. There are 2 IBC leak packages in the facility. There is a suitable discharge system for the evacuation of cargo residues spilled in leak packaging.

When the load carrying unit containing such loads is ready for services such as detection, inspection or sampling by discharging the leakage caused by the damaged packaging into the package, it is cleaned before the process and service is provided after the laying process.

When the danger of leaking packages is minimized, the damaged cargo transport units that fulfill the port exit procedures are taken out of the facility by taking the necessary precautions for the environment, or the service is provided after the necessary precautions are taken for the provision of service.

In addition, there is a portable leak packaging with a capacity of 2 tons for damaged packages that do not cause any damage to the load carrying unit, but are only caused by the damage of the packaging itself and there is a risk of contamination of other packages. It is used for packaging load damage that may occur during detection, inspection or sampling processes, and service is provided after the necessary minutes are prepared after the leak is finished and the package is cleaned.

Wastes remaining from the cleaning of load transport units containing damaged dangerous goods are considered as hazardous waste. These wastes are classified according to the hazard class of the cargo. Classification for hazardous wastes belonging to different hazardous classes that do not react with each other is made according to the provisions of IMDG Code 2.0.3.6 hazard priorities. This application also applies to sorbent material or sample container wastes that may occur after sampling dangerous goods.

8.10. Emergency drills and their records.

FD/4/13

Workplaces are drilled at least once a year to prepare for emergencies. Before and after the exercise, dangerous cargoes and deficiencies in terms of emergency preparedness are identified, and these are corrected and carried out with preventive actions.

Personnel working with dangerous loads are made ready for a possible emergency by rehearsing emergencies with drills. All of the exercises are carried out with and without warning. After the exercise, the report is prepared and recorded.

Drills;

Name of the Training	Recurrence Frequency
- In-port ISPS drills	Once a year
- Practical exercise in the use of portable fire extinguishers -	Once a year
- Dangerous loads are in the form of spill and scattering drills.	Once a year

8.11. Information on fire protection systems.

FDK

WHAT TO DO IN CASE OF FIRE

- Immediately warn the workers working in your vicinity in case of fire,
- Inform the workplace management and the Fire Brigade on 110 about the fire,
- Press or have the emergency warning system pressed,
- Without endangering your own life safety, make the first response with the fire extinguishers closest to the fire,
- Never use water in electrical fires,
- To the workplace fire extinguishing team that came to the fire point, about the incident (cause, type of fire, etc.) provide information and walk away from the scene if you are not a team member,
- In the event that an evacuation order is issued, **immediately go to the "EMERGENCY ASSEMBLY AREA"** if you are not in charge of the firefighting team,
- Remove valuable files, documents and flammable and explosive materials without endangering your own life safety,
- Do not panic on the way to the "emergency assembly zone", do not be alarmed, use the roads reserved for evacuation,
- Do not work until you are ordered to return to work by the workplace or emergency management.

8.12. Procedures for approval, inspection, testing, maintenance and readiness of fire protection systems.

FDK

Within the scope of the relevant legislation, fire protection systems in our facility such as pumps, hoses, fire lines, hydrants, fire tubes, etc. are checked every 6 months and cylinder replacements are provided, and water extinguishing systems are checked annually by an accredited company. Deficiencies detected within the scope of regular checks in our facility are reported to the relevant departments and corrected quickly.

8.13. Precautions to be taken in cases where fire protection systems are not working.

FDK

Fire protection systems are routinely checked and recorded in our facility. A fault record is urgently created for the parts or equipment that are found to be defective in the system and work is started to eliminate the malfunction. The relevant Department, on the other hand, initiates an urgent study to find a solution for the parts or equipment for which a fault record has been created.

In cases where the fire protection system is not active, defective, broken; Mobile fire extinguishers, 2 mobile foam vehicles, and water extraction pumps from the sea are used in our facility. On the sea side, towages are used to respond to fires at the piers, and interventions are carried out by requesting help from Pendik Fire Brigade, municipal fire brigade and AFAD for fires that occur in other areas of the facility.

8.14. Other risk control equipment.

FDK

Fire detection systems in our facility, gas measuring device for environmental measurement, lightning rod for precautions against events such as lightning strikes, wind alarm of cranes that are activated when the wind reaches a severity that prevents the safe operation of the cranes on the pier (the cranes stop automatically when they reach the risk limit by measuring the level of the storm or wind), automatic fire extinguishing systems in electrical panels and transformers, emergency alarm buttons throughout the facility, emergency siren, announcement system, camera warning systems in some of the construction machines, video analysis system used for port border security warning system, X-Ray devices at port pedestrian entry points and X-Ray device control equipment under the control of the customs directorate used in container inspection.

FDK

Annual checks are carried out for those under the control of our facility from the other risk control equipment mentioned above, ensuring the efficient and correct operation of the equipment.

9. OCCUPATIONAL HEALTH AND SAFETY

9.2. Occupational Health and Safety Measures

In accordance with the Occupational Health and Safety rules and practices at Anadolu Port, all personnel are trained at the periods and periods specified in the legislation. In Anadolu Port, services are received from a workplace physician and occupational safety specialist for occupational health and safety. In this way, health surveillance of port employees is carried out and it is aimed to prevent occupational accidents by developing an occupational safety culture. The determinations and recommendations of the workplace physician and occupational safety specialist serving on occupational health and safety issues at the port are taken into consideration.

Risk assessment reports are prepared within the periods specified in the legislation and all port personnel are informed. In this direction, all necessary precautions are taken, and when necessary, the use of personal protective equipment is ensured by getting support from the workplace physician and occupational safety specialist for the use of personal protective equipment. It is aimed to address occupational health and safety activities on a regular basis and to resolve them within the framework of the goal of continuous improvement. In occupational health and safety practices, the target of the port operator is "0" accident. In line with this goal, OHS studies are carried out, employees are provided with continuous training and awareness is raised by providing safe working instructions in the port area.

Training Modules Prepared for Anadolu Port Port Personnel;

- Occupational Health, Safety and Environmental Training,
- ISPS Code Trainings
- ISO trainings
- Emergency Plans Information Training and implementation studies,
- Working with Hazardous Chemicals and Leakage Response Training,
- IMDG Code General Awareness and Task-Oriented Training,
- Environmental Awareness and Waste Management Training,

In addition, to various parts of the port for various purposes;

-Security

-Health

-Forbidden

-Information

- Imperative

-Stimulant

- First Aid

-Sign

-Lighted

-Voice

- Safety and health signs posted for symbols, etc., shall be read one by one and the Halfs on these signs shall be strictly observed. The locations of the Safety and Health signs will not be changed without the knowledge and permission of the relevant responsible persons.

In the Anadolu Port Risk Assessment and Emergency Response Plan, **which is prepared to be implemented in emergencies**, the sections related to occupational health and safety have been prepared to be implemented in emergencies.

9.3. Information on personal protective clothing and procedures for using them

The use of personal protective equipment is explained to all employees and guests before starting work. The control and use of PPE is carried out by shift supervisors and OHS personnel. It is ensured that those who do not use it use it. They are not allowed to continue their work without the use of PPE.

Work Clothes

- Work clothes should be clean and neat.
- Apart from the employees who use work clothes at Anadolu Port, it is obligatory for third parties doing business in the port area to wear work clothes. It is not obligatory for guests or those who follow documents to wear work clothes.

Safety Helmet

- All employees and guests entering the shore facility are required to wear protective helmets. This obligation does not apply to those who come to the port office and follow the paperwork.
- All those who carry out handling work must wear hard hats.

Eyewear and Eye Protection

- In the places specified in the field safety rules, if the warning signs indicate the use of glasses due to danger, those entering the areas should use protective safety glasses.
- When the glasses are not in use, they are not left in dusty and dirty places with the lenses in contact.

Gloves and Hand Protection

- Employees must wear appropriate work gloves according to the work performed.
- Work gloves will be according to the needs of the site, according to the characteristics of the materials used.

Shoes and Feet Protection

- All personnel will wear steel-toed safety shoes at the piers and warehouses.
- Shoes must be well-groomed. It should not be burst, torn, torn seam, split at the base, punctured.
- When using work shoes, dirt and other contaminated substances (oil, chemicals, etc.) that get on both the sole and the upper skin are wiped with a damp cloth and kept clean regularly.
- No sharp tools or materials are used to clean shoes.
- Shoes made of dyable leather should be painted with appropriate shoe paint and polish when they are dry and/or at regular intervals.
- Shoes are not used as shoes by pressing on the heel, and they are not worn without socks.
- Work shoes are not used by deteriorating their original shape (removing the steel toe protector).

Ear Protectors and Protection of the Ears

- It is mandatory for people working in places where there is sound and noise above 85dB in the coastal facility to use hearing protectors.
- Shift supervisors and Occupational Safety Specialists will do the use and supervision.
- The earplugs should fit well in the ear hole, not pass sound and noise through the contact points.
- When the earplug hardens, deforms, shrinks, or becomes dirty enough to be cleaned, it should be replaced with a new one.
- Ear protectors should be stored in their containers when not in use.
- When removing the earplug from the external ear canal, it should be removed by bending it with slow movements. Rapid removal can cause damage to the eardrum.
- Dirty ear protectors should never be used and should be cleaned.
- Disinfectants, chemicals, solvents should not be used to clean the ear protector.

Dust Masks

- The use of dust masks is used for the prevention of respiratory diseases.
- Dust masks should be used in the places specified in the port and in the places indicated by the sign.
- The elastic bands of the dust mask should be checked before use. It should not oversqueeze the face. Masks with broken elastic bands should not be used.

- Masks that have undergone deformation from dust or the environment should be replaced with new ones.
- The dust mask is unique to each person. A dust mask used by someone else cannot be used.
- If dust masks have not lost their properties after use, they should be stored in a plastic bag for the next use.
- Attention should be paid to the rules of health information in the bulk storage of dust masks.
- Except for washable type dust masks, the dust mask is not washed, air is not retained.

Gas Mask

- It should be used in places with hazardous exposure to air, bacteria, viruses, chemicals and vaporized poisons.

Seat Belts

- Seat belts should be used when working at a height of 120 cm from the ground.

9.3 Measures and procedures for permission to enter confined spaces.

There is no indoor area in the facility.

10. MISCELLANEOUS

10.2. Validity of the Dangerous Goods Certificate of Conformity

Within the scope of the Regulation on the Procedures and Principles Regarding the Issuance of Operating Permits to Coastal Facilities published in the Official Gazette dated 18.2.2007 and numbered 26438, the coastal facility operating permit of S.S ISTANBUL ANATOLIAN SIDE KUMCULAR PRODUCTION AND MARKETING COOPERATIVE has been renewed until 10.12.2025.

Dangerous Goods Certificate of Conformity Document No. : -

Date of Issue : -

Effective Date : -

10.3. Defined tasks for the Dangerous Goods Safety Advisor

- a) Compliance with the requirements for the transport of dangerous goods
- b) To provide recommendations to the shore facility on the transport of dangerous cargo.
- c) WORKS AND OPERATIONS SPECIFIED IN THE REGULATION ON THE TRANSPORT OF DANGEROUS CARGOES BY SEA AND LOADING SAFETY
- d) Works and transactions specified in the DIRECTIVE ON THE ISSUANCE OF COASTAL FACILITY DANGEROUS CARGO CONFORMITY CERTIFICATE

10.4. Issues for those carrying dangerous cargoes to / from the coastal facility by road

(Documents that road vehicles carrying dangerous goods must have at the entrance/exit from the port or coastal facility area, equipment and equipment that these vehicles must have; speed limits in the port area, etc.).

10.4.1. Issues including occupational health and safety measures

The provisions for the use of documents and license plates that must be complied with by the relevant parties during the transportation of dangerous goods are as follows.

1. Dangerous Goods Declaration
2. Dangerous Goods Transport Waybill
3. Multimodal Dangerous Goods Form
4. Dangerous Goods Manifest
5. Packaging & Load Handling Unit/Vehicle Loading Certificate
6. Safety Data Sheet
7. Transport document showing exemption for carriages under ADR/RID/IMDG Codes 3.4 and 3.5
8. Transport document showing exemption for carriages within the scope of ADR 1.1.3.6
9. In transports within the scope of ADR
 - a) SRC 5 certificate suitable for carriage and valid
 - b) ADR written instruction
 - c) Certificate of Conformity for Carriage and valid
 - d) Transport documents
10. Equipment required to be in the vehicle (according to the relevant class in accordance with ADR 8.1.5)
 - a) Wedge (all grades)
 - b) 2 sewnable warning signs (all classes)
 - c) Reflective vest (all classes)
 - d) Portable lighting tool (all classes)
 - e) Protective gloves (all grades)
 - f) Eye protection equipment (all classes)
 - g) Eye rinse liquid (all grades except class 1 and class 2)
 - h) Paddle (solid and liquid class 3, class 4.1, class 4.3, class 8 and class 9 only)
 - i) Sewer cover (solid and liquid class 3, class 4.1, class 4.3, class 8 and class 9 only)
 - j) Collection container (solid and liquid class 3, class 4.1, class 4.3, class 8 and class 9 only)

- k) Emergency mask (class 2.3 and class 6.1)
11. CSC Certificate for transports with load transport unit
 12. If heat-treated wood is used in the load bearing unit (CTU) and for loading safety or transport, a certificate showing that the wood is suitable
 13. Loading safety certificate showing that the loads inside the load transport unit or vehicle are properly secured within the scope of the IMDG Code (except for part-piece loads with no gaps, no possibility of movement, and solid/liquid bulk cargoes)
 14. Risk assessment result of those containing harmful gases or fumigated in the cargo transport units arriving at the port facility and the cargo transport units leaving the port facility, or if gas measurement has been made, the certificate of conformity for transportation
 15. Certificate of professional competence in accordance with the class of the dangerous cargo carried by the vehicle drivers (SRC 5)
 16. Cargo transport units that will continue their journey by road from the coastal facility must wear an orange plate and a hazard warning sign in accordance with the provisions of ADR 5.3. It is sufficient to have orange plates on the front and rear of vehicles carrying packaged dangerous goods. In addition, no hazard warning sign is required (this provision applies when class 7 handling is not carried out at the port. In any case, these classes do not have an operating license. If there was a Class 7 operating permit, it would be mandatory to install this hazard warning sign).
 17. Dangerous cargoes arriving at Anadolu Port Port Facility cannot be transported without the mandatory documents for the transportation listed above, orange plate and hazard warning signs. Loads that are not properly secured under the IMDG Code are also treated as dangerous cargo.
 18. The speed limit in the port area is set at 20 km/h.

10.4.2. Transport legislation requirements

Within the scope of Article 8-(2) of the regulation on the transport of dangerous goods by road, at the entrances and exits of coastal facilities;

FDK

- Transport documents in accordance with ADR 5.4.1
- Periodic inspections of load bearing units
- Hazard warning signs/signs and orange license plates are checked.

The equipment and personal protective equipment that must be kept at the entrance/exit of road vehicles carrying dangerous goods to the port or coastal facility area are as follows.

Equipment required in the transport unit (ADR 8.1.5)		
Label number	8.1.5.2 (equipment)	Additional requirements
1, 1.4, 1.5, 1.6 to 2.1, 2.2	Wedge	
	2 sewable warning signs	
	Reflective vest	(for each vehicle member)
	Portable lighting tool	(for each vehicle member)
	Protective glove	(for each vehicle member)
	Eye protection equipment	(for each vehicle member)
4.2, 5.1, 5.2, 6.2 and 7	Wedge	
	2 sewable warning signs	
	Eye rinse fluid	
	Reflective vest	(for each vehicle member)
	Portable lighting tool	(for each vehicle member)
	Protective glove	(for each vehicle member)
3, 4.1, 4.3, 8, and 9	Eye protection equipment	(for each vehicle member)
	Wedge	Note: The shovel, sewer cover, and collection container are only required for solids and liquids.
	2 sewable warning signs	
	Eye rinse fluid	
	Reflective vest	
	Portable lighting tool	

	Protective glove	(for each vehicle member)
	Eye protection equipment	(for each vehicle member)
	Oar	(additional protective equipment)
	Sewer cover	(additional protective equipment)
	Collection container	(additional protective equipment)
2.3	Wedge	
	2 sewable warning signs	
	Reflective vest	(for each vehicle member)
	Portable lighting tool	(for each vehicle member)
	Protective glove	(for each vehicle member)
	Eye protection equipment	(for each vehicle member)
	Emergency mask	(additional protective equipment)
6.1	Wedge	
	2 sewable warning signs	
	Eye rinse fluid	
	Reflective vest	(for each vehicle member)
	Portable lighting tool	(for each vehicle member)
	Protective glove	(for each vehicle member)
	Eye protection equipment	(for each vehicle member)
	Emergency mask	

10.5. Considerations for those carrying dangerous cargoes to and from the shore facility by sea

Day/night signs to be shown by ships and marine vehicles carrying dangerous cargo at the port or coastal facility, cold and hot working procedures on ships, etc.

10.5.1. RULES TO BE FOLLOWED WITHIN THE BORDERS OF ANADOLU PORT:

- 1) The broadside scaffolding should always be equipped with a net and adequately illuminated in the dark. The vessel should avoid placing the broadside pier on land. If it is inevitable for the ship to put the board pier on land, the protection of the board pier It will be the responsibility of the ship. The port authority will not be held responsible for any damages. Any repair costs required for the ship's board pier or port equipment will be at the ship's account.
- 2) Oil/oily water or any leakage that may cause environmental pollution should not be allowed.
- 3) It is strictly forbidden to discharge any garbage, ship water and ballast water into the sea.
- 4) It is strictly forbidden for the ship to carry out scraping, scraping and painting operations during its stay in port.
- 5) Mooring lines tied to the dock must be equipped with rats.
- 6) The captain must dock the ship in a proper balance. The visible trim to total length ratio of the vessel should not be more than 0.0125 so that operations can begin, and at the same time it must be monitored during operation so that this ratio is lower. In the event that the ship arrives above the specified rate, the port has the right to hold the ship to change this rate so that it can start its operations more safely. The same situation exists as the right of the ship to stop the operation in cases where it occurs due to the predicate made by the port while the ship is under operation. The rate will be in the values mentioned above.
- 7) The entrance and interior of the hatch manholes should be kept illuminated and this illumination should be provided by the ship's crew throughout the transportation operations.
- 8) It is forbidden to carry out any risky work on the deck that may cause a fire. In case of need, "ANADOLU Port Operation Department" and protective measures against the risk of fire must be carried out.
- 9) In the event of a fire, it should be activated immediately and the "ANADOLU Port Operations Department"

or dock workers or the "**ANADOLU Port Security Department**" or the pilot station "VHF ch.12" should be **informed** immediately via radios.

- 10) The vessel must always be ready to leave the pier in case of emergency. The main engine should never be maintained and repaired while the ship is in port. In case of need, "**ANADOLU Port Operation Department**" and written permission must be obtained before the arrival of the vessel.
- 11) Adequate equipment must be available on board for emergencies.

- 12) Ship docking planning should be in accordance with all local tidal influences, weather and traffic next to the ship.
- 13) The "ANADOLU Port Operations Department" should be informed in advance at an appropriate time **for the purchase of food and materials for the ship**. If it is necessary to provide while the ship is operational, this should not affect the transportation operation and departure time of the ship and should **be done in the knowledge of the "Port Operations Department"**.
- 14) When purchasing fuel, the port should be informed about the start and end times and all necessary measures should be taken to prevent oil pollution.
- 15) In case of problems related to refrigerated load carrying units, our "**Electrical Unit**" should be contacted. Repair service is provided to the cargo transport units loaded by ANADOLU Port. For other load handling units, an agency technician should be requested.
- 16) Rules and safety measures to be followed by crane vessels docking at our port:
 - a) Before starting the operation, the ship's cranes should be turned to the sea side at an angle of 90 degrees.
 - b) No changes should be made in the positions of ship cranes (including food cranes) without informing ANADOLU Port officials.
- 17) The opening/closing of the pins of the ship's hatch cover is under the control of the ship. During this process, the ship's personnel; They should be in the field and ensure that the work is done safely and inform the Operations officials (Chief Scorekeeper, Stork, Ship/Field Operations Chief).
- 18) It is dangerous and forbidden to walk around the port areas. Transportation is provided by shuttles departing every ten minutes from the stops at the pier entrances.

10.6. Additional considerations to be added by the shore facility

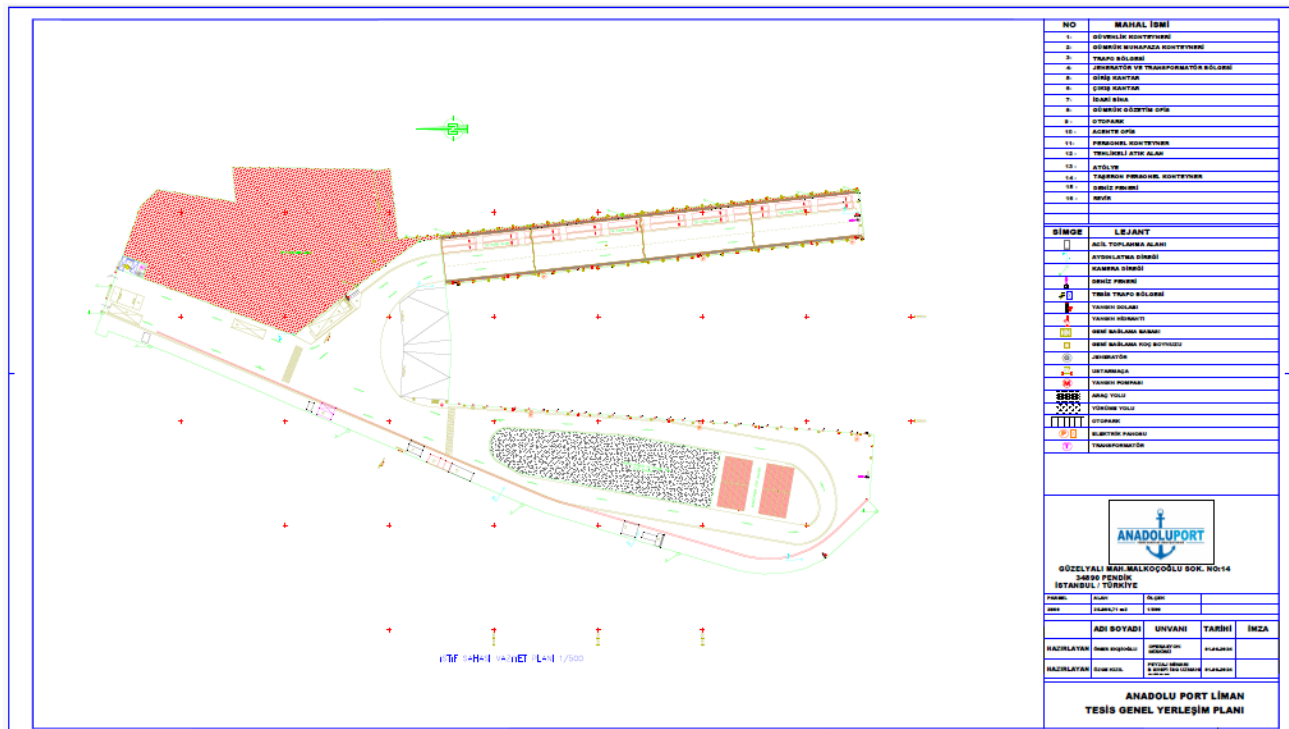
Within the scope of ANADOLU Port Coastal Facility Operation Permit;

- As stated in the Coastal Facility Operation Permit, **the** provisions of the relevant legislation must be fulfilled in order to carry out international activities by coastal facilities within the scope of the International Ship and Port Facility Security Code (ISPS Code).

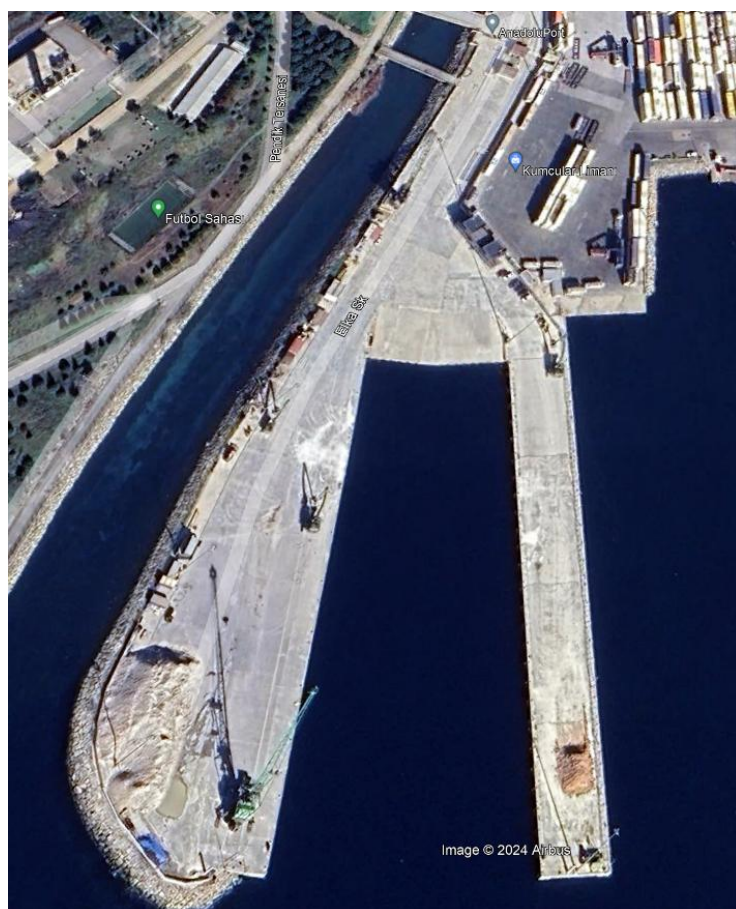
11. ECLAIR

- 1- General site plan of the coastal facility
- 2- Overview photos of the shore facility
- 3- Emergency Touchpoints and Contact Information
- 4- General Layout Plan of the Areas Where Dangerous Goods Are Handled
- 5- Fire Plan of Areas Where Dangerous Goods Are Handled
- 6- General Fire Plan of the Facility
- 7- Contingency Plan
- 8- Plan for Emergency Gathering Places
- 9- Emergency Management Scheme
- 10- Dangerous Goods Handbook
- 11- Leak areas and equipment for CTU and Packages, inlet/outlet drawings
- 12- Inventory of Port Service Vessels
- 13- Administrative boundaries of the Port Authority, anchorages and sea coordinates of the pilot's disembarkation/embarkation points
- 14- Emergency response equipment against marine pollution in the onshore facility
- 15- Personal protective equipment (PPE) usage map
- 16- Dangerous goods incident notification form
- 17- Control results notification form for hazardous goods transport units (CTUs)
- 18- Other attachments as needed
- 19- Dangerous Goods Handling Guide Additional Cargo Notification (where required)

ANNEX-1: COASTAL FACILITY GENERAL SITE PLAN



ANNEX-2: GENERAL VIEW PLAN OF THE COASTAL FACILITY

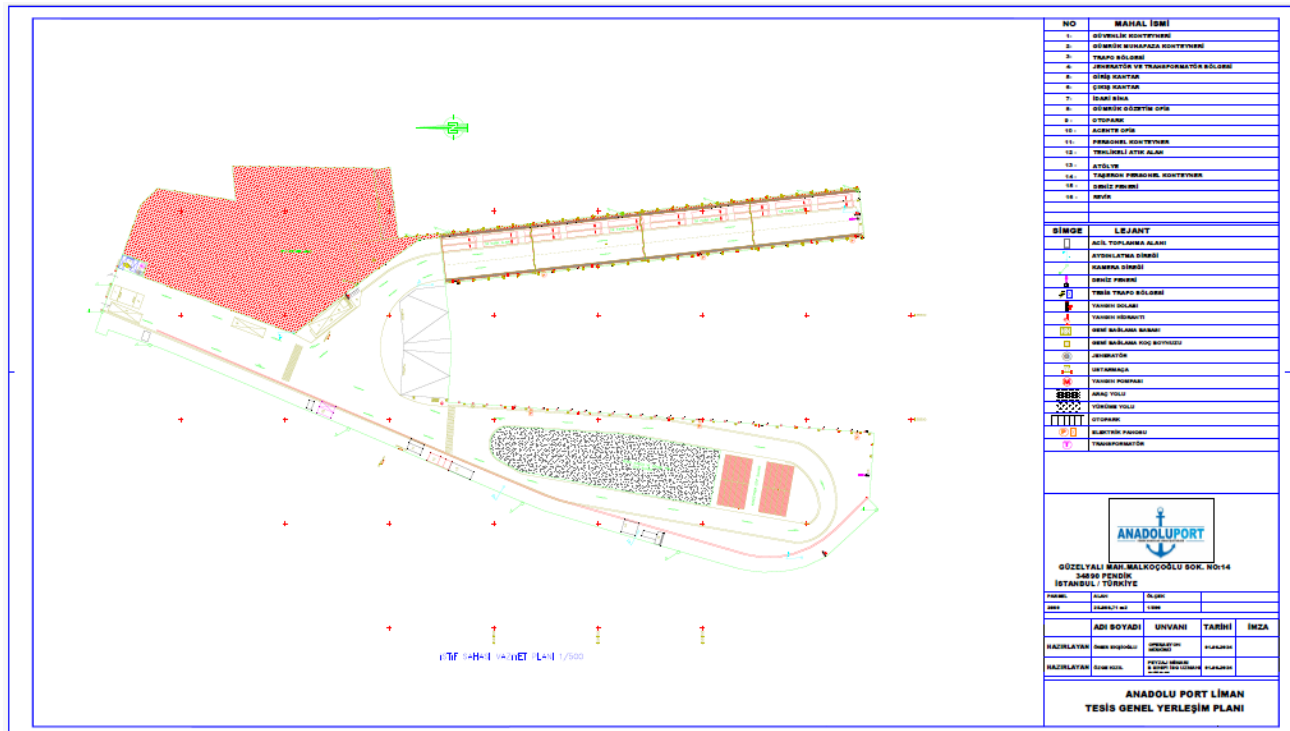


APPENDIX-3: EMERGENCY CONTACT POINTS AND CONTACT INFORMATION

NO	INSTITUTION / TITLE	PHONE
1	ANADOLU PORT PORT FACILITY SECURITY OFFICER	0(216)494-3206
2	GOVERNORSHIP OF ISTANBUL	0 212 455 59 00
3	ISTANBUL PROVINCIAL DIRECTORATE OF SECURITY	0212 635 00 00
4	ISTANBUL ANATOLIAN COURTHOUSE	0216 303-3333
5	ISTANBUL PENDİK CUSTOMS DIRECTORATE	0216 585-5531
6	TUZLA REGIONAL PORT AUTHORITY	0216 446-7217
7	GENERAL DIRECTORATE OF COASTAL SAFETY ISTANBUL BRANCH OFFICE	0 212 323 48 05
8	DIRECTORATE OF CIVIL DEFENCE	122
9	DIRECTORATE OF HEALTH	0(216) 638 30 00
10	PENDİK STATE HOSPITAL	0216 491-2937
11	PROVINCIAL DIRECTORATE OF SOCIAL SECURITY	0212 372 10 00
12	ISTANBUL MUNICIPALITY	0212 449 40 00
13	PENDİK MUNICIPALITY	440 8 180
14	PENDİK MUNICIPALITY POLICE DIRECTORATE	440 8 180
15	POLICE EMERGENCY	112
16	GENDARMERIE	112
17	BEACH SECURITY	158
18	EMERGENCY ROOM	112
19	FIRE BRIGADE	112
20	AFAD	122
21	FUZZ	153

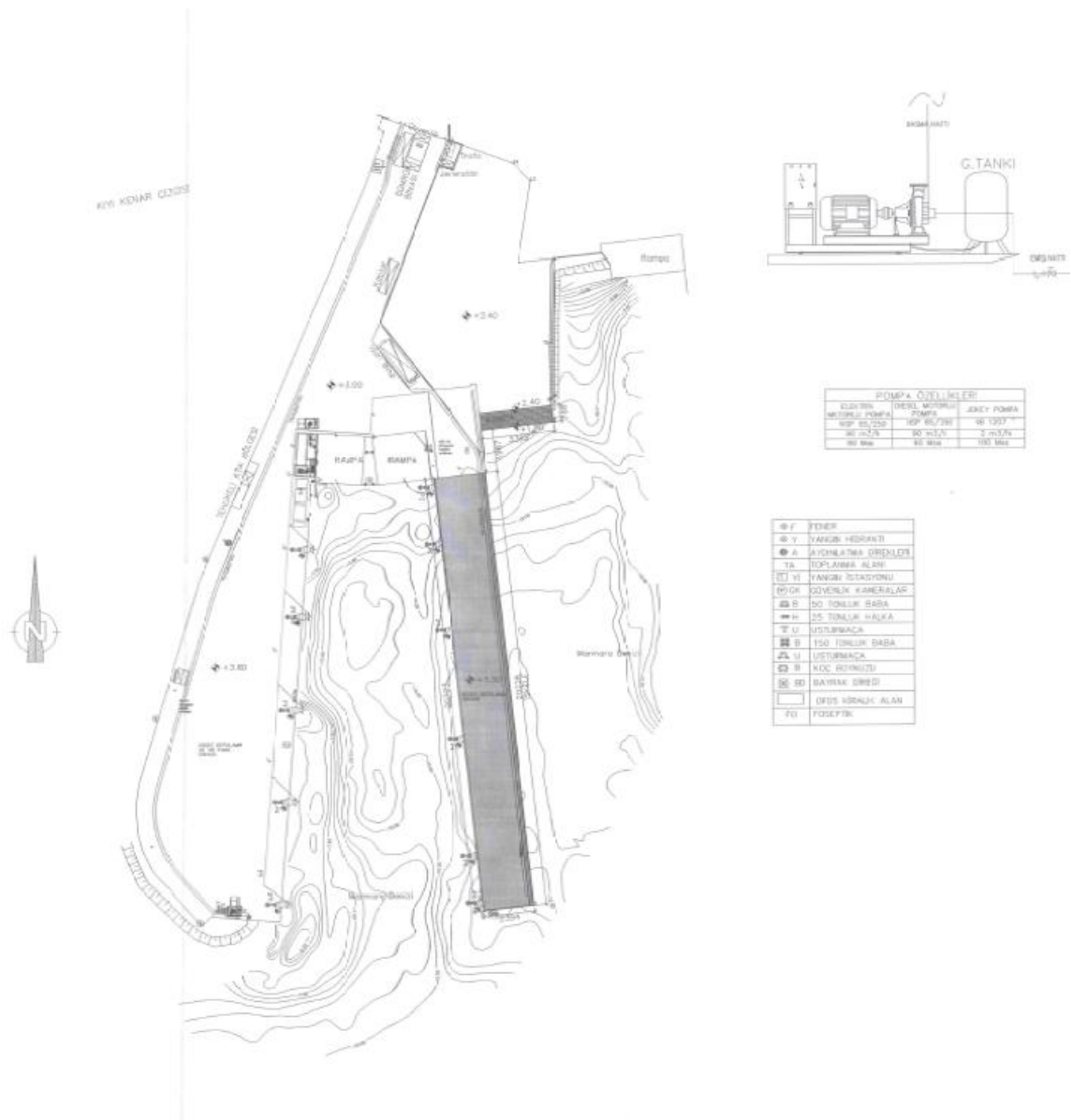
ANNEX-4: GENERAL SITE PLAN OF THE AREAS WHERE DANGEROUS GOODS ARE HANDLED

SITE PLAN OF PLANT NO. 1 - UNLOADING AND UNLOADING PIER OF TANKERS

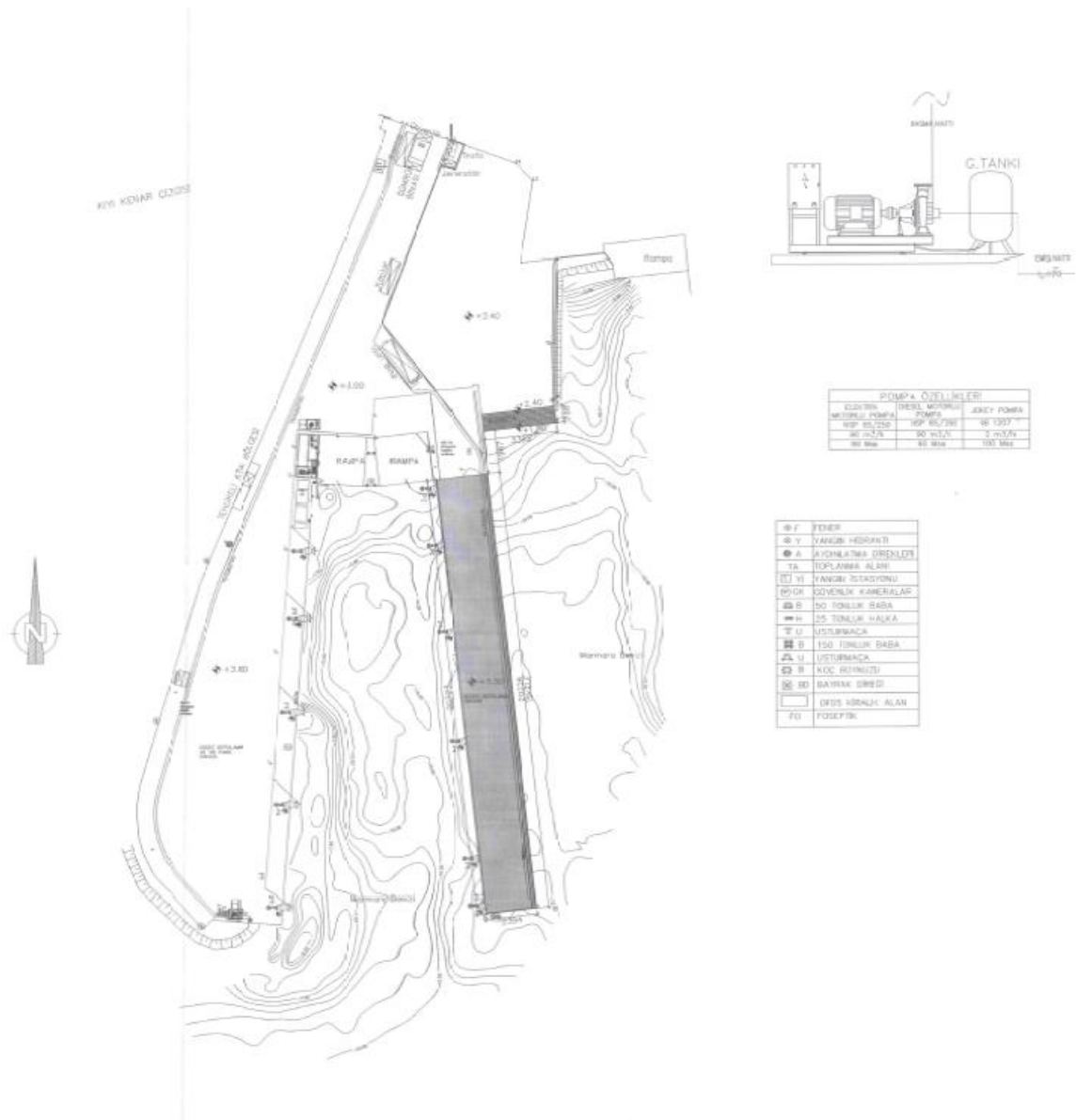


VEHICLES THAT COMPLETE THE DISCHARGE OF THE SHIP BETWEEN THE PIER AND THE DOCK ARE TAKEN OUT OF THE SHORE FACILITY WITHOUT WAITING.

APPENDIX-5: Fire Plan of Areas where Dangerous Goods are Handled



APPENDIX-6: General Fire Plan of the Facility



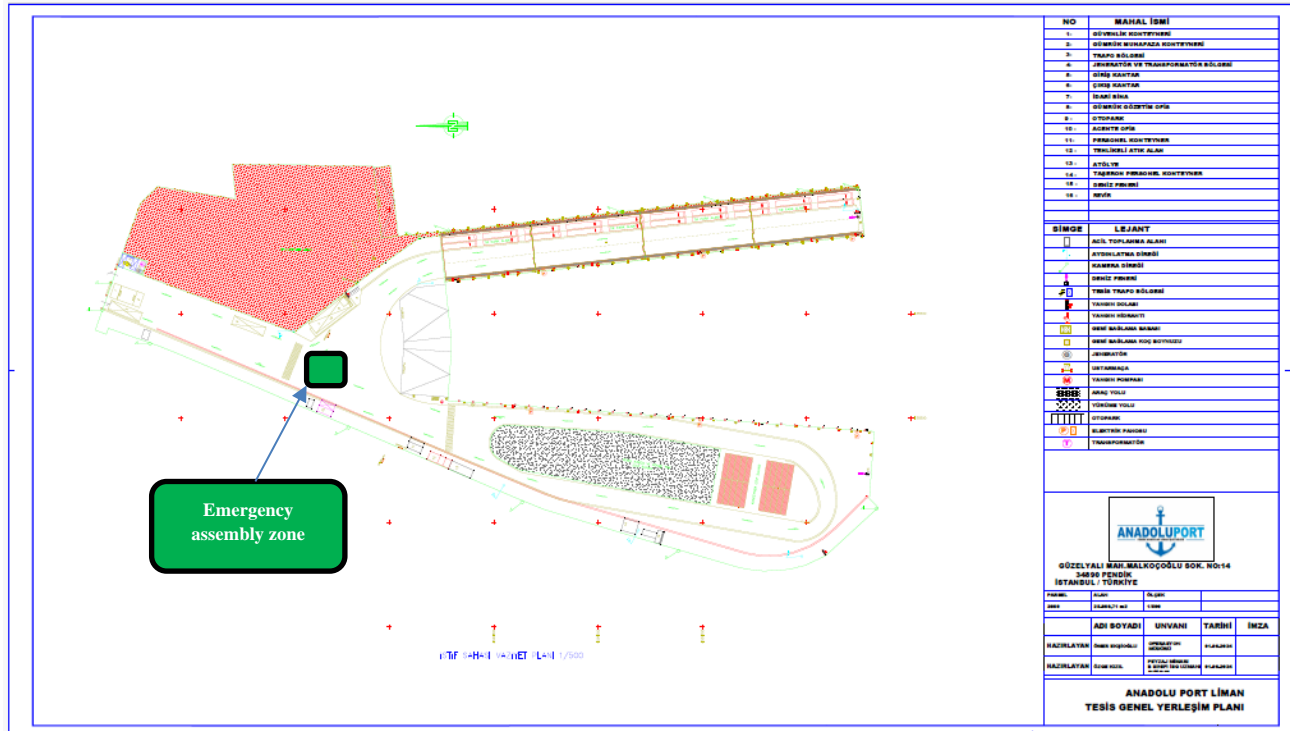
APPENDIX-7: EMERGENCY PLAN

- It is kept as a separate document at the port facility and is renewed at least every 2 years. The details of the Contingency Plan are as follows.
- Emergency procedures,
- Organization chart for emergency response
- Name, title and contact details of the person/organization preparing the emergency procedures,
- Name, title and contact information, duties and responsibilities of the authorized person appointed to coordinate the response activities to emergencies that may occur in the coastal facility,
- Name, title and contact information, duties and responsibilities of the facility authority who will contact the relevant Port Authority and other relevant institutions and organizations in case of emergency,
- The names and duties of the teams designated to respond to emergencies and the names, duties and responsibilities of the personnel assigned to these teams,
- The nature and capacities of the resources, equipment and equipment to be used by the coastal facility to respond to emergencies,
- The measures to be taken and the actions to be taken in order to control the serious conditions that can be foreseen to cause emergencies and to minimize the negative effects that may be caused by them, and the existing possibilities, capabilities and capacities of the facility,
- Regulations regarding the nature and announcement methods of the measures 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 what people should do in the face of a warning,
- In case of emergency, the initial notification procedures to be made to the Port Authority, the content of the information required to be included in this notification, and the procedures for transmitting this information to the Port Authority as new information is obtained,
- Trainings to be received by the personnel who will take part in emergencies,
- Coordination methods to be provided with emergency teams outside the shore facility in case of emergency,
- The nature of the drills to be carried out for emergencies and the period of their implementation,
- Arrangements to provide support for measures taken outside the shore facility in case of emergency.

Contingency plans must cover each of the following emergencies:

- a) Facility, equipment and site fires,
- b) Cargo fires belonging to each hazard cargo class and sub-hazard classes allowed to be handled at the port,
- c) Ship fires,
- d) Explosion
- e) Accidental death and serious injury,
- f) Natural disasters such as earthquakes, floods, landslides, tsunami waves,
- g) Adverse weather conditions such as very strong winds, storms, excessive snow or icing,
- h) Leakage, leakage or spillage of dangerous goods belonging to each hazard class or sub-hazard classes allowed to be handled at the port,
- i) Marine pollution (e.g. oil/fuel leakage or spillage/fall of dangerous cargo or environmentally hazardous substances into the sea),
- j) Gas leakage,
- k) Power outage.

APPENDIX-8: EMERGENCY MEETING PLACE



It is located at the place where the Administrative buildings begin, as shown in the figure above, as an emergency meeting point by the port management and port occupational safety unit.

APPENDIX-9- Emergency Management Scheme

PORT MANAGER
NABİ ERTURK

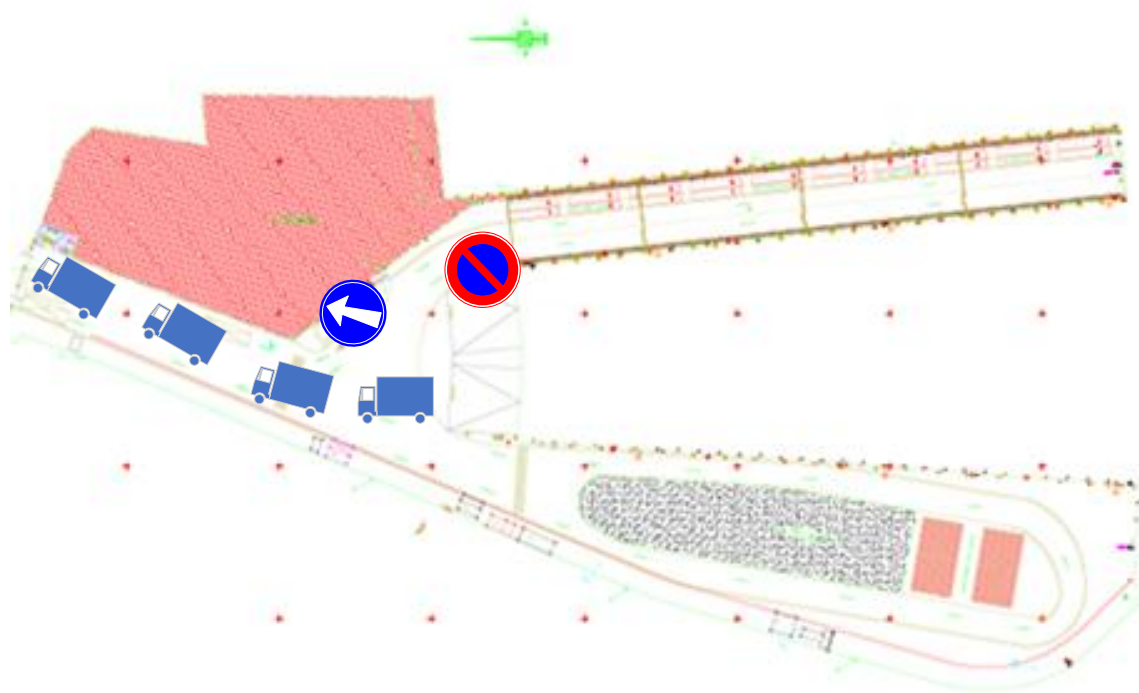
Hazardous materials operations supervisor**Omer Eksioglu****GSM :+90(533)924-3253**

EMERGENCY TEAMS			
DUTY IN EMERGENCIES	Name & Surname	Role in the Workplace	Phone
Emergency Direction.	Omer Eksioglu	Port Dangerous Goods Operations Manager	0(212)679-9001
Extinguishing team			
Crew Chief	Ali Akasyan	SHIFT SUPERVISOR	0(212)679-9001
MEMBER	Ali Atasoy	Field Personnel	0(212)679-9001
MEMBER	Alper Kolsuz	Shift Supervisor	0(212)679-9001
MEMBER	Burak Yasin Kilic	Field Personnel	0(212)679-9001
Rescue team			
TEAM CHIEF	Dogukan Engin Inkun	Field Personnel	0(212)679-9001
MEMBER	Ege Kerem Gursoy	Field Personnel	0(212)679-9001
First Aid Team			
TEAM CHIEF	Hamza Gungor	Field Personnel	0(212)679-9001
MEMBER	Ilhan Ozcan	Field Personnel	0(212)679-9001
MEMBER	Mehmet Bayraktar	Field Personnel	0(212)679-9001
MEMBER	Murat Bişgin	Field Personnel	0(212)679-9001
MEMBER	Murat Hashlak	Field Personnel	0(212)679-9001
Protection team			
TEAM CHIEF	Ergun Ozen	Field Personnel	0(212)679-9001
MEMBER	Hakan Kankaya	Field Personnel	0(212)679-9001
Technical Support-Communication Team			
	Musa Bektas	Field Personnel	0(212)679-9001

APPENDIX-10 HAZARDOUS SUBSTANCES HANDBOOK

Coastal facilities engaged in dangerous cargo loading/evacuation and handling activities in order to contribute to the safe fulfillment of these activities; Dangerous goods classes, packages, packages, labels, signs and packaging groups of dangerous goods, separation tables on the ship and at the port according to the classes of dangerous goods, separation distances of dangerous goods in warehouse storage, separation terms, dangerous goods documents, dangerous goods emergency response action flow diagram, in dimensions that can be carried in the pocket, TMEK.01 coded Dangerous Cargo Handbook has been prepared and submitted to the relevant persons.

EK-11 Leak areas and equipment for CTU and Packages, input/output drawings



APPENDIX-12 INVENTORY OF PORT SERVICE VESSELS

The number of Ro-Ro ships arriving at the port within the scope of regular voyage permits varies.

In Anadolu Port; There are no "Port Service vessels" such as harbor tugboats, mooring boats, firefighting vessels, pollution response vessels, etc.

APPENDIX-13 SEA COORDINATES OF ISTANBUL REGIONAL PORT AUTHORITY ADMINISTRATIVE BOUNDARIES, ANCHORAGES AND PILOT CAPTAIN DISEMBARKATION/EMBARKATION POINTS

1) TUZLA REGIONAL PORT AUTHORITY

A) Port administrative area boundary

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

- a) 40° 45' 24" N – 029° 21' 15" D
- b) 40° 43' 30" N – 029° 21' 18" D
- c) 40° 43' 30" N – 029° 09' 24" D
- d) 40° 54' 05" N – 029° 08' 56" D

B) Mooring sites

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

- 1) 40° 50' 48" N – 029° 15' 18" D
- 2) 40° 50' 12" N – 029° 15' 18" D
- 3) 40° 49' 18" N – 029° 14' 36" D
- 4) 40° 49' 18" N – 029° 13' 12" D
- 5) 40° 50' 48" N – 029° 13' 12" D

b) Anchorage area no. 2: The anchorage area of ships carrying dangerous cargo, nuclear-powered military ships and ships to be quarantined and ships to be degassed is the sea area formed by the following coordinates.

- 1) 40° 49' 18" N – 029° 13' 12" D
- 2) 40° 49' 18" N – 029° 12' 00" D
- 3) 40° 50' 00" N – 029° 12' 00" D
- 4) 40° 50' 48" N – 029° 13' 00" D
- 5) 40° 50' 48" N – 029° 13' 12" D

c) **(Amended: OG-26/7/2014-29072)** Anchorage Area No. 3: The anchorage area of ships that do not carry dangerous cargo to cross the Bosphorus is the sea area formed by the following coordinates.

- 1) 40° 53' 05" N – 029° 10' 48" D
- 2) 40° 52' 39" N – 029° 09' 39" D
- 3) 40° 51' 00" N – 029° 10' 18" D
- 4) 40° 51' 24" N – 029° 12' 00" D
- 5) 40° 52' 31" N – 029° 13' 18" D

Pick-up and drop-off location of the pilot

40° 51' 12" N – 029° 15' 00" E

APPENDIX-14 EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION AT THE PORT FACILITY

Emergency response equipment against marine pollution in the onshore facility					
List of Equipment Specified in Anadolu Port Risk Assessment and Emergency Response Plan (LEVEL-1)	List of Equipment Specified in Anadolu Port Risk Assessment and Emergency Response Plan (LEVEL-2)	List of Equipment Specified in Anadolu Port Risk Assessment and Emergency Response Plan (LEVEL-3)	Equipment Belonging to the Facility (Anadolu Port)	List of Equipment Available in the Warehouse	SUM
700 meters barrier (fence type/solid/inflatable)	1400 meters barrier (fence type/solid/inflatable)			2175 meters (fence type/solid/inflatable)	2175 meters (fence type/solid/inflatable)
7 sets of barrier support equipment	14 sets of barrier support equipment			7 sets	7 sets
2 pcs scraper set	Set of 3 scrapers	Set of 4 scrapers		5 pcs.	5 pcs.
2 gas measuring devices	3 gas measuring devices	4 gas measuring devices		2 pcs.	2 pcs.
2 barrier winding drums	4 barrier winding drums			9 pcs.	9 pcs.
1 water jet	2 water jets			5 pcs.	5 pcs.
360 meters absorbing boom	900 meters absorbing boom		30 meters	4002 meters	4032 meters
400pcs absorbent pads	850pcs absorbent pads		200 pcs.	9000 pieces	9200 pcs.
20 kg sorbent particles	50 kg sorbent particles			20 kg sorbent particles	20 kg sorbent particles
20 sorbent pillows	35 sorbent pillows			20 sorbent pillows	20 sorbent pillows
1 centrifugal pump	3 centrifugal pumps			2 pcs.	2pcs
3 walkie-talkies	7 walkie-talkies			15 pcs.	15 pcs.
20 life jackets	30 life jackets	40 life jackets		20 pcs.	20 pcs.
20 hard hats	30 hard hats	40 hard hats		26 pcs.	26 pcs.
20pcs hard hat light exproof	30pcs hard hat light exproof	40pcs helmet light exproof		20 pcs.	20 pcs.
20 raincoats	30 raincoats	40 raincoats		20 pcs.	39 pcs.
20 pairs of intervention shoes	30 pairs of intervention shoes	40 pairs of intervention shoes		20 pcs.	20 pcs.
50 pairs of gloves	70 pairs of gloves	100 pairs of gloves		20 pairs	21 pairs
20pcs filter half face gas mask	30pcs filter half face gas mask	40pcs filter half face gas mask		20 pcs.	20 pcs.
20 pieces of safety goggles	30 pieces of protective work goggles	40 pieces of protective work goggles		20 pcs.	20 pcs.
20 pieces of overalls	30 pieces of overalls	40 overalls	5 pcs.	15 pcs.	20 pcs.
150 tyvek suites	250 tyvek suites	400 Tyvek Suites		150 pcs.	150 pcs.
5pcs exproof flashlight	7pcs exproof flashlight	10pcs exproof flashlight		10 pcs.	10 pcs.
2 watercraft	4 pieces of watercraft	6 watercraft		4 pcs.	4 pcs.
25pcs carton box	40pcs carton box	50pcs carton box		25 pcs.	25 pcs.
1 load carrying unit and stretcher	3 load carriers and stretchers			1 load carrying unit, 2 stretchers	1 load carrying unit, 2 stretchers
2 mesh	3 mesh			2 pcs.	2 pcs.
50 nylon bags	70 nylon bags			50 pcs.	50 pcs.
10 lt detergent	20 lt detergent			10 lt	10 lt
30 stickers	50 labels			30 pcs.	30 pcs.
2 floating storage tanks	4 floating storage tanks	7 floating storage tanks		13 pcs.	13 pcs.
2 land storage tanks	4 Land Storage Tanks	7 Land Storage Tanks		10 pcs.	10 pcs.
2 pieces of impermeable material	4 pieces of impermeable material	6 pieces of impermeable material		2 pcs.	2 pcs.
10 plastic drums	25 plastic drums	40 plastic drums		10 pcs.	10 pcs.
200pcs plastic bags	500pcs plastic bags	1000pcs plastic bags		250 pcs.	250 pcs.

2 balls of greenhouse nylon	5 balls of greenhouse nylon	7 balls of greenhouse nylon		2 balls	2 balls
3 rolls of warning strips	5 rolls of warning strips	10 rolls of warning strip		3 rolls	3 rolls
5 trolleys	7 trolleys	10 trolleys		10 pcs.	10 pcs.
5 buckets	10 buckets	30 buckets		20 pcs.	20 pcs.
5 rakes	7 rakes	10 rakes		25 pcs.	25 pcs.
5 pickaxes	7 pickaxes	10 pickaxes		23 pcs.	23 pcs.
15 paddles	25 paddles	40 paddles		20 pcs.	20 pcs.
1 generator	2 generators	3 generators		2 pcs.	2 pcs.
5 spotlights and legs	10 pieces spotlights and legs	15 pieces spotlights and legs		5 pcs.	5 pcs.
10 sampling containers	15 sampling containers	25 sampling containers		15 pcs.	15 pcs.

APPENDIX-15 PERSONAL PROTECTIVE EQUIPMENT (PPE) AND USAGE MAP

	Chief	Facility manager	Manual cleaner	Chemical spray	Chemical brush	High-pressure washer	Low-pressure washing	Visitor purification	Visitor warm/warm zone	Cold region	Removal	Boat crew	Water	Cold	Hot	Noise	Gas sampling
Highlighter Vest	■																
Overalls	■	■								■		■		■			
Thin linoleum dress			■		■	■	■	■	■								
Safety Boat	■	■		■						■	■	■					
Rubber Boots			■		■	■	■	■	■								
Tall Waterproof Boot													■				
Binder Gloves	■	■															
PVC Gloves			■		■	■	■	■	■								
Ribbon Seal			■		■			■									
Ear protector																■	
Safety Goggles	■						■		■								
Glasses			■	■		■		■									
Pulse Head			■	■	■	■	■	■	■								■
Safety helmet											■						
Life jacket												■	■				
Apparatus																	
Tyvek overalls															■		
Thermal coverall					■									■			
Gas mask					■												■


ANNEX-16 DANGEROUS GOODS INCIDENT NOTIFICATION FORM:

Issue no- Date		
Company / Institution		
Sender		CONTACT INFORMA TION
Requirement		
PORT FACILITY "HAZARDOUS SUBSTANCE INCIDENT NOTIFICATION" DATE:		
1. The time at which the accident occurred,		
2. If the accident is known, how it occurred and the cause,		
3. The place where the accident occurred (shore facility and/or ship), its position and area of impact, ç) Information of the ship involved in the accident , if any (name, flag, IMO number, shipowner, operator, cargo) and the amount, the name of the captain, and similar information),		
4. Meteorological conditions,		
5. The UN number of the dangerous goods, the appropriate transport name (the legislation specified in the definition of the dangerous goods to be taken as a basis) and its amount, The hazard class of the dangerous substance or the sub-hazard section, if any, Packaging group, if any, of the dangerous substance, Additional risks of the hazardous substance, such as marine pollutants, if any, Details of the mark and label of the dangerous goods, The packaging in which the dangerous goods are transported, if any, the characteristics and number of the load transport unit and the load transport unit, The manufacturer, sender, carrier and recipient of the dangerous goods		
6. The extent of the damage/pollution that has occurred,		
7. Number of dead and injured in the accident (if any),		
8. How the accident was intervened,		
9. From which organizations assistance is requested,		
10. Other ships or neighboring facilities that may be affected by the accident,		
FORM PREPARED : Name Surname : Position : Signature :		

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

Year/Semester	/.....		
Relevant Port Authority				
Name of the Shore Facility				
CONTROL SUBSTANCES	Checked (Pieces)	Inaccurate (Pieces)	Controlled (%)	Inaccurate (%)
Compliance of CTU Sheets and Brands				
Nonconforming or Damaged Packaging				
Labels and Brands of Packaging				
Documentation (Dangerous Goods Declaration)				
Improper or Damaged Portable Tanks or Land Tankers				
CTU/Vehicle/Load Carrying Unit Stacking and Clamping				
Compliance of the Load with the Separation Rules				
Safe Load Transport Units Contract (CSC) Approval Plate				
Land Tanker Mooring Apparatus and Attachments				
CONTROLLED CTU FILLING COUNTRY INFORMATION	Load carrying unit Custom	Other CTU (Pieces)	Tool (Pieces)	
Filled in the country				
Stuffed Abroad Country:.....				
Stuffed Abroad Country:.....				
Stuffed Abroad Country:.....				
Stuffed Abroad Country:.....				
Stuffed Abroad Country:.....				

ANNEX-18 SHIP NOTIFICATION FORM

 SHIP DECLARATION FORM	
NAME OF THE VESSEL	
TYPE OF SHIP	
PORT OF ARRIVAL	
DESTINATION PORT	
EXPEDITION NUMBER	
FLAG	
GROSS TONE	
D.W.T.	
CALL SIGN	
IMO NUMBER	
OUTFITTER	
FULL SIZE(LOA)	
WIDTH	
DEPARTURE DATE AND TIME FROM THE PORT	
LANA ARRIVAL DATE AND TIME	
DOCKING PIER	
ARRIVAL DRAFT FWD-AFT	
OUTBOUND DRAFT FWD-AFT	
FREIGHT SENDER	
RECIPIENT OF THE CARGO	
TYPE AND QUANTITY OF CARGO	
IMDG CLASS QUANTITY	
NUMBER OF PASSENGERS	
SHIP CRANE EQUIPMENT	
ADDITIONAL INFORMATION	

NOTE: The information in the form must be filled in completely by the ship agent/shipowner. Forms with incomplete and/or incorrect information will not be considered by the port administration.

The second arrival of the ships carrying the same cargo under the same conditions must be notified to the port management (e-mail: operation@anadoluport.net) at least 24 hours in advance via e-mail.

The Name, Flag, Gross Ton, Call Sign, Imo Number, Full Length and Width of the Ship information written on the Ship Notification Form must be the same as the information written on the International Tonnage Certificate of the ship.

I accept the accuracy of all information contained in the Vessel Declaration Form. In the event that the information I have provided is incorrect or incomplete, we declare and undertake that all kinds of administrative / fine and any damages and work accidents that may occur belong to us.

The Name, Surname, Title, Position, Signed and stamped of the person who sent the Ship Notification Form will be sent to us in PDF format.

In the "Risk Assessment and Emergency Response Plan" prepared within the scope of the Law No. 5312 on the Principles of Response and Compensation for Damages in Emergency Situations in the Pollution of the Marine Environment with Oil and Other Harmful Substances and the Implementation Regulation **to be applied in emergencies**, the measures to be taken against fire, flash, explosion

situations, marine pollution and other emergencies are explained in detail. Emergency plans that should be included in the annexes, general fire plans of the facility, fire plans of the areas where dangerous goods are handled, leakage areas and equipment for CTU and packages, entry/exit drawings and emergency response equipment against marine pollution are included in detail in the **"Anadolu Port Risk Assessment and Emergency Response Plan"**. The Risk Assessment and Emergency Response Plan is complementary to this study. **"Anadolu Port Risk Assessment and Emergency Response Plan"** is available at the port to be requested by the authorized institutions. In the plans, detailed information about occupational health and safety is explained and it is aimed to protect all port employees and everyone who may come to the port from outside. **S.S ISTANBUL ANATOLIAN SIDE KUMCULAR PRODUCTION AND MARKETING COOPERATIVE** is a port that serves as a transit point in its port facility, where supply services such as loading and/or unloading dangerous cargoes coming to the port are carried out on the ship. For this reason, in case of any emergencies that may occur in the port and in cases such as sea pollution, it will immediately notify the competent institutions and the Tuzla Regional Port Authority.