



CEYPORT TAŞUCU

INTERNATIONAL PORT MANAGEMENT INC.

DANGEROUS GOODS GUIDE



ISSUE DATE: 01.07.2022
(See the revisions in Revision Page)

Rahman ÇOBAN
Director of Operations

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|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 2 |
| | DANGEROUS GOODS GUIDE | | | |


REVISION PAGE

| Revision No | Revision content | Revision Date | Revised by | |
|-------------|---|---------------|--------------|-----------|
| | | | Name Surname | Signature |
| 01 | Facility Information Form TMGD information has changed in line 14. Loads handled on lines 17 have been adjusted. Handling equipment has been updated on lines 28. | 22.05.2023 | Rahman ÇOBAN | |
| 01 | On page 10, the arrangements of the handled cargoes in the article 1.2 have been made. | 22.05.2023 | Rahman ÇOBAN | |
| 01 | On page 11, the expression IMSBC CODE has been removed. | 22.05.2023 | Rahman ÇOBAN | |
| 01 | Article m in Turkish TYUR has been added to page 12. and spelling done | 22.05.2023 | Rahman ÇOBAN | |
| 01 | The name of the Regulation has been updated on page 23 | 22.05.2023 | Rahman ÇOBAN | |
| 01 | Quality management system information has been added on 39 pages. | 22.05.2023 | Rahman ÇOBAN | |
| 01 | Information about fire capacity has been added to page 40. | 22.05.2023 | Rahman ÇOBAN | |
| 01 | Number updated on page 41. | 22.05.2023 | Rahman ÇOBAN | |
| 01 | New information has been added to article 8.7 on page 46. | 22.05.2023 | Rahman ÇOBAN | |
| 01 | Added 8.9.4 to page 49. | 22.05.2023 | Rahman ÇOBAN | |
| 01 | Article 10.4.2.2 in the Turkish PIU has been added to page 57. | 22.05.2023 | Rahman ÇOBAN | |


| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 3 |
| | DANGEROUS GOODS GUIDE | | | |

CONTENTS

| | |
|---|-----------|
| REVISION PAGE..... | 2 |
| CONTENTS | 3 |
| 1. INTRODUCTION | 6 |
| 1.1 General information of facility: | 6 |
| 1.2 Loading/discharge, handling and storage procedures of dangerous goods handled and temporarily stored in shore facility:..... | 10 |
| 2. RESPONSIBILITIES: | 16 |
| 2.1 Responsibilities of those responsible for the goods:..... | 16 |
| 2.2 Responsibilities of shore facility operator: | 16 |
| 2.3 Responsibilities of the Ship Captain:..... | 18 |
| 2.4 Responsibilities of Dangerous Goods Safety Advisor:..... | 19 |
| 2.5 Responsibilities of third party, cargo/ship agency engaged in shore facility: | 21 |
| 3. RULES TO BE FOLLOWED/APPLIED AND MEASURES TO BE TAKEN BY SHOR | 22 |
| 3.1 Rules to be followed by Shore facility Operators:..... | 22 |
| 3.2 Measures to be taken by Shore facility Operators: | 23 |
| 4. CLASSES, TRANSPORTATION, LOADING/DISCHARGE, HANDLING, SEGREGATION, STOWING AND STORAGE OF DANGEROUS GOODS: | 25 |
| 4.1 Classes of Dangerous Goods: | 25 |
| 4.2 Packs and packagings of dangerous goods:..... | 25 |
| 4.3 Placards, plates, brands and labels related to the Dangerous goods handled in our shore facility are as follows:..... | 25 |
| 4.4 Signs and Packing Groups of Dangerous Goods:..... | 28 |
| 4.5 Ship and Port Breaking Tables According to Classes of Hazardous Materials: | 29 |
| 4.6 Separation distances and terms of dangerous goods in Warehouses | 30 |
| 5. MANUAL FOR DANGEROUS CARGOES HANDLED IN SHORE FACILITY | 31 |
| 6. OPERATIONAL ISSUES | 32 |
| 6.1 Procedures for safely berthing, mooring, loading/discharging, harbouring or anchoring of ships transporting dangerous goods at night and day: | 32 |
| 6.2 Procedures for additional measures taken for loading, discharging and transshipment according to seasonal conditions: | 32 |
| 6.3 Procedures for keeping away flammable, combustible and explosive materials from spark-producing operations and not operating vehicles, equipment and tools capable of sparking in fields of dangerous goods handling, stowing and storage: | 33 |
| 6.4 Procedures for fumigation, gas measuring and degassing:..... | 33 |
| 7. DOCUMENTATION, CONTROL AND RECORD : | 33 |
| 7.1 Relevant Required Document Hazardous Substances Information and documents what it is, these procedures are by-Related Supply and Control: | 33 |
| 7.2 Coastal resort course in all regular and complete Keeping Procedures As of the current List of Hazardous Substances and Other Related Information:..... | 37 |
| 7.3 Procedures for control of properly defining of dangerous goods in the facility, using proper shipping names, certificating, packaging/packed, labeling and declaring of dangerous goods, loading to approved package, container or good cargo transport unit in accordance with rules and transporting in a safe condition and reporting the results of control: | 37 |

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 4 |
| | DANGEROUS GOODS GUIDE | | | |

| | | |
|------------|--|-----------|
| 7.4 | Procedures for obtaining and keeping dangerous goods safety information form (MSDS): | 38 |
| 7.5 | Procedures for keeping records and statistics of dangerous goods.: | 38 |
| 7.6 | Information on Quality Management System..... | 39 |
| 8. | EMERGENCIES, PREPAREDNESS FOR EMERGENCIES AND RESPONSE:..... | 40 |
| 8.1 | Response procedures for dangerous goods that endangers/able to endanger life, property and/or environment and dangerous incidents involving dangerous goods:.... | 40 |
| 8.2 | Information for possibility, capacity and capability of shore facility to response emergencies:..... | 40 |
| 8.3 | Regulations of first Response for accidents involving dangerous goods:..... | 41 |
| 8.4 | Notifications to be made in and out of the premises in emergency situations: ... | 46 |
| 8.5 | Accident Reporting Procedures.: | 46 |
| 8.6 | Coordination, support and cooperation method with official authorities. | 46 |
| 8.7 | Emergency evacuation plan for removal of ships and marine vessels from coastal installations in an emergency..... | 46 |
| 8.8 | Procedures for handling and disposal of damaged hazardous cargoes and hazardous cargoes..... | 46 |
| 8.9 | Emergency drills and their records..... | 47 |
| 8.10 | Information on Fire Protection Systems | 49 |
| 8.11 | Procedures for Approval, Inspection, Testing, Maintenance and Use of Fire Protection Systems | 49 |
| 8.12 | Precautions to be Taken When Fire Protection Systems Do Not Work..... | 50 |
| 8.13 | Other Risk Control Equipment | 50 |
| 9. | OCCUPATIONAL HEALTH AND SAFETY:..... | 51 |
| 9.1 | Occupational Health and Safety Precautions..... | 51 |
| 9.2 | Information on personal protective clothing and procedures for their use..... | 52 |
| 9.3 | Closed Space Entry Measures and Procedure..... | 53 |
| 10. | OTHER ISSUES:..... | 54 |
| 10.1 | Validity of Dangerous Goods compliance Certifica..... | 54 |
| 10.2 | Defined duties for Dangerous Goods Safety Advisor..... | 54 |
| 10.3 | Issues for carrier of dangerous goods to the shore facility /from the shore facility by land (documents to be kept by road vehicles during entrance/exit of port or shore facility field, equipment and tools kept by these vehicles; port field speed limits, etc)..... | 55 |
| 10.4 | Issues regarding to the carriers of dangerous goods to coming the shore facility/leaving from shore facility by sea (exhibition of signals by ships and sea vehicles to the port or shore facility by day/at night, cold and hot working procedures aboard ship) | 56 |
| 10.5 | Additional issues added by shore facility..... | 57 |
| 11. | ANNEXES..... | 59 |
| | ANNEX-1 General Layout of Shore facility | 59 |
| | ANNEX-2 Photo of General Appearance of Shore facility | 60 |
| | ANNEX-3 Emergency Contacts and Contact Information | 62 |
| | ANNEX-4 General Layout Plan of Fields that Dangerous Goods Handled | 63 |

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 5 |
| | DANGEROUS GOODS GUIDE | | | |

| | |
|---|----|
| ANNEX-5 Fire Plan of Field that Dangerous Goods Handled..... | 64 |
| ANNEX-6 General Fire Plan of Facility | 65 |
| ANNEX-7 Emergency Action Plan | 66 |
| ANNEX-8 Emergency Meeting Point Plan | 67 |
| ANNEX-9 Emergency Management Plan..... | 68 |
| ANNEX-10 Dangerous Goods Manual | 69 |
| ANNEX-11 Leakage Areas, Equipment, Entrance/Exit Drawings for CTU and Packages..... | 70 |
| ANNEX-12 Inventory of Port Service Ships | 71 |
| ANNEX-13 Port Authority Administrative Boundaries, Anchoring Locations and Harbor Pilot Marine coordinates of Landing/boarding points | 72 |
| ANNEX-14 Emergency Response Equipment against Marine Pollution in Port facility | 73 |
| ANNEX-15 Personal Protective Equipment (PPE) Use Map | 74 |
| ANNEX-16 Notification Form for Dangerous Goods Incident..... | 75 |
| ANNEX-17 ..Notification Form for Control Results of Dangerous Goods Cargo Transport Units (CTUS)..... | 77 |
| ANNEX-18 Other required attachments | 79 |
| ANNEX-19 Dangerous Goods Handling Guide Additional Cargo Notification (When necessary) | 80 |

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 6 |
| | DANGEROUS GOODS GUIDE | | | |

1. INTRODUCTION:

The aim of this guide is to ensure that the dangerous goods transport activities to be carried out by sea to Ceyport Taşucu International Port Management Inc. are carried out in a manner that is compatible with serial, safe, high quality, negative impact on the environment and other transportation activities. When dangerous cargoes are handled at the entrance of the port and the port areas, it should be checked that safety measures are taken and environmental protection is provided for all persons in or near the harbor area, where the general safety and security is provided.


1.1 General information of facility :

FACILITY INFORMATION FORM


| | | |
|---|---|--|
| 1 | Name/title of facility operator | CEYPORT TAŞUCU INTERNATIONAL PORT MANAGEMENT INC. |
| 2 | Contact Information of facility operator (address, phone, fax, e-mail and web page) | Taşucu Mh. Palmiye 1 Sk. Dış Kapı No:1 Silifke /MERSİN Faks: 0 324 741 53 73 info@ceyporttasucu.com.tr Tel:0 324 741 53 00 |
| 3 | Name of facility | CEYPORT TAŞUCU PORT |
| 4 | Province of the facility | MERSİN |
| 5 | Contact Information of facility (address, phone, fax, e-mail and web page) | Taşucu Mh. Palmiye 1 St. Outer Door No:1 Silifke /MERSİN |
| 6 | Geographical area of facility | The Mediterranean Region |
| 7 | Port Authority of facility and contact details | Taşucu Harbour Master Phone : 0 324 741 40 04 |
| 8 | The municipality where the facility is connected and contact details | Silifke Municipality Saray Mah. İnönü cad. No:1 Silifke / MERSİN |
| 9 | Name of the Free Zone or Organized Industrial Zone where the plant is located | - |

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 7 |
| | DANGEROUS GOODS GUIDE | | | |

| | | | | |
|----|---|--|----------------|------------------|
| 10 | Validity date of shore facility Operating Permit/Provisional Operating Permit | 02.03.2024 | | |
| 11 | Facility operating status (X) | Own load and additional 3 rd person (X) | Own load (...) | 3 rd Party (...) |
| 12 | Name and surname of the facility manager, contact details (phone, fax, e-mail) | Rahman ÇOBAN GSM: 05365963710 Phone : 0324 741 25 93 Fax : 0324 741 53 73 | | |
| 13 | Name and surname of responsible person for dangerous goods operation of facility, contact information information (phone, fax, e-mail) | Şahin GEDİK GSM: 05365963716 Tel:0324 741 25 92 Faks:0 324 741 53 73 Email: operasyon@ceyporttasucu.com.tr | | |
| 14 | Name and surname of Dangerous Goods Safety Advisor of Facility, contact information information (phone, fax, e-mail) | Suat BAŞANALAN TEL:05530061002 Mail:suat@tmgddanismanlik.com | | |
| 15 | Marine coordinates of facility | 36°18'54'' N - 033°54' 09'' E | | |
| 16 | Type of dangerous goods handled in facility (goods under MARPOL Annex-1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap goods) | Packed Dangerous Loads (RO-RO) | | |
| 17 | Dangerous goods handled at the facility (loads other than the IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the port authority with Annex-1 form. It will be added to TYER when appropriate) | CO2(UN 2187) | | |
| 18 | Classes for cargo handled, subject to IMDG Code | According to the IMDG Code, Class 2, 3, 4, 5, 6.1, 8 and 9 can be loaded. | | |
| 19 | Groups in characteristic table for handled cargo subject to IMSBC Code | - | | |
| 20 | Types of ships that can dock facility | General Cargo/Bulk Cargo/Ferryboat/Passenger, Ro-Ro Passenger Ships, Conyeter / Other (Tugboat, service, offshore activity, livestock ships) | | |
| 21 | Facility's distance to main road (kilometer) | 2 Km. | | |
| 22 | Facility's distance to railway (km) or railway connection (Yes/No) | None 85 Km. | | |
| 23 | Facility's distance to closest airport (km) and its name | Adana Şakirpaşa <u>Airport</u> ; 180 km. | | |

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 8 |
| | DANGEROUS GOODS GUIDE | | | |

| 24 | Goods handling capacity of facility (Ton/Year; TEU/Year; Vehicle/Year) | 3.000.000 Tons/Year 200.000 vehicle /Year 100.000 TEU/Year | | | | | | | | | | | | | | | | |
|--------------------|---|--|------------|----------------------------|-------------------|----|------------------|----|---------------|-----|------------------|----|------------------|---|--------------------|-----|----------------|----|
| 25 | Scrap handling made/not made in facility | No | | | | | | | | | | | | | | | | |
| 26 | Is there border crossing?(Yes/No) | No | | | | | | | | | | | | | | | | |
| 27 | Is there a bonded areas?(Yes/No) | Yes | | | | | | | | | | | | | | | | |
| 28 | Goods Handling equipment and capacity | 2 pieces of 45 tons CRS (Conteyner Reach Stacker), 16 Ton Forklifts, 2 pieces of 3 tons forklifts and 3 pieces of 40 tons, 53 tons and 100 tons cranes each. | | | | | | | | | | | | | | | | |
| 29 | Storage tank capacity (m ³) | Not available | | | | | | | | | | | | | | | | |
| 30 | Open storage area (m ²) | 413.963 m ² | | | | | | | | | | | | | | | | |
| 31 | Semi-closed storage area (m ²) | Not available | | | | | | | | | | | | | | | | |
| 32 | Closed storage area (m ²) | 9.655 m ² | | | | | | | | | | | | | | | | |
| 33 | Determined fumigation and/or decontamination from fumigation area (m ²) | Not available | | | | | | | | | | | | | | | | |
| 34 | Name/title of pilotage and towage service provider, contact information | CEYPORT TAŞUCU INTERNATIONAL PORT MANAGEMENT INC. Tel:0324 741 25 92 Fax:0 324 741 53 73 Email: info@ceyporttasucu.com.tr | | | | | | | | | | | | | | | | |
| 35 | Have Security Plan was created? (Yes No) | Yes | | | | | | | | | | | | | | | | |
| 36 | Capacity of Waste Acceptance Facility (This part will be issued separately according to the waste accepted by facility) | <table border="1"> <thead> <tr> <th>Waste Type</th> <th>Capacity (m³)</th> </tr> </thead> <tbody> <tr> <td><i>Bilgewater</i></td> <td>80</td> </tr> <tr> <td><i>Bilge Oil</i></td> <td>38</td> </tr> <tr> <td><i>Sludge</i></td> <td>170</td> </tr> <tr> <td><i>Waste oil</i></td> <td>60</td> </tr> <tr> <td><i>Dirty Oil</i></td> <td>-</td> </tr> <tr> <td><i>dirty water</i></td> <td>2,5</td> </tr> <tr> <td><i>Garbage</i></td> <td>10</td> </tr> </tbody> </table> | Waste Type | Capacity (m ³) | <i>Bilgewater</i> | 80 | <i>Bilge Oil</i> | 38 | <i>Sludge</i> | 170 | <i>Waste oil</i> | 60 | <i>Dirty Oil</i> | - | <i>dirty water</i> | 2,5 | <i>Garbage</i> | 10 |
| Waste Type | Capacity (m ³) | | | | | | | | | | | | | | | | | |
| <i>Bilgewater</i> | 80 | | | | | | | | | | | | | | | | | |
| <i>Bilge Oil</i> | 38 | | | | | | | | | | | | | | | | | |
| <i>Sludge</i> | 170 | | | | | | | | | | | | | | | | | |
| <i>Waste oil</i> | 60 | | | | | | | | | | | | | | | | | |
| <i>Dirty Oil</i> | - | | | | | | | | | | | | | | | | | |
| <i>dirty water</i> | 2,5 | | | | | | | | | | | | | | | | | |
| <i>Garbage</i> | 10 | | | | | | | | | | | | | | | | | |

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 9 |
| | DANGEROUS GOODS GUIDE | | | |

| 37 | PORT / SCAFFOLDING ETC. PROPERTIES OF THEIR AREAS | | | | |
|------------------------------|---|---------------|-----------------------------|------------------------------|---|
| Berth/Jetty No | Height (meter) | Width (meter) | Maximum water depth (meter) | Min, mum water depth (meter) | Tonnage and height of The largest ship berthed (DWT or GRT - meter) |
| <i>Piers No. 1</i> | 82 | 25 | | 6 | 10.000 GRT-100 m. |
| <i>Piers No.2</i> | 78 | 25 | | 6 | 10.000 GRT-100 m. |
| <i>Piers No.3</i> | 120 | 25 | | 6 | 10.000 GRT-100 m. |
| <i>Piers No.4</i> | 130 | 50 | | 6,5 | 10.000 GRT-100 m. |
| <i>Piers No.5</i> | 180 | 50 | | 9.6 | 30.000 GRT-100 m. |
| <i>Piers No.6</i> | 20 | 500 | | 9.6 | 45.000 GRT-100 m. |
| Pipeline name (if available) | | | <i>Number (Piece)</i> | <i>Length (Meter)</i> | <i>Diameter of (Inch)</i> |
| - | | | - | - | - |

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|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 10 |
| DANGEROUS GOODS GUIDE | | | | |

1.2 Loading/discharge, handling and storage procedures of dangerous goods handled and temporarily stored in shore facilities :

Dangerous goods are handled in RO-RO vehicles arriving/outgoing by Domestic/International transportation at the port facility. The port is generally used for voyages connected to the Turkish part of Northern Cyprus, Lebanon, Syria and Israel.

Although it is not clear which dangerous cargo will be handled regarding packaged dangerous goods, carbon dioxide gas (UN 2187) cargoes have been handled mostly in the voyages to date.

1.2.1 Safe Handling of Packaged Dangerous Goods (RO-RO) Operation Procedure :

The personnel whose names are written below, who have received the necessary training in this regard, will be responsible for the operations related to the handling, loading and unloading of packaged dangerous goods in our port facility, depending on the shift situation. The job description of the Packaged Dangerous Goods Responsible Personnel is specified in the Packaged Dangerous Goods Operations Responsible Job Description.

ŞAHİN GEDİK
ERHAN ŞAHİN
ALPER ÇALIŞKAN


a. The dangerous cargoes coming from Liman shall be ensured to fulfill the following conditions in terms of the safety of the port facilities, employees and vessels in port.

1) An information meeting will be held at least 1 day before the acceptance of dangerous cargo to the port facility.

(2) This meeting will be attended by Operations, Field Planning, Health Safety Environment, TMGD and other interested parties.

(3) At the coordination meeting; The following items regarding the dangerous cargoes to be accepted in the lima will be discussed in the scope of the IMDG CODE documents and the acceptance / rejection of the material or the removal of the managerial decision will be discussed.

a) Risk from dangerous load,

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 11 |
| DANGEROUS GOODS GUIDE | | | | |

- b) Interaction with existing dangerous cargo on the port,
- c) Interaction with the cargoes planned to be accepted in the near future,
- d) Stacking conditions,
- e) Decomposition conditions,
- f) the need for materials and equipment due to the urgent intervention,
- g) Adequacy of emergency response teams,
- h) Interaction from neighboring facilities

b. If it is decided to accept dangerous burden in the meeting, management, operation, storage, security, emergency response units will be informed and preparation and acceptance process will be started.

c. Lima acceptance will be notified to the port presidency in writing, together with the grounds if there is a need to inform the harbor presidency.

d. Before the handling starts, the SDS (Safety Data Sheet) of the material will be provided, in addition, the IMDG-CODE will be examined and the precautions to be taken in case of fire and leakage of dangerous goods will be determined and they will be kept ready for use at any time at the pier where the handling is made.

e. According to the possible hazards for emergency first aid, relevant tables and annexes of MFAG will be prepared.

f. The protective clothing to be used in case of accident or accident is determined according to the type of load and the use will be made available.

g. Measuring devices / modules shall be available to ensure proper measurement by determining the gases to be inadequate in terms of dust emissions, toxic flammable vapor emissions and oxygen according to the specifications of the hazardous substance being handled.

h. All personnel (including car / truck operators) who will take part in the handling before the start of the handling will be informed about the hazards of the hazardous material and warning signs indicating the danger to the areas handled will be posted.

i. The control of the existing alarm system and the camera system which will be in control and recording will be done.

j. It will be checked that there are no obstacles on the transportation roads so that the dangerous goods will leave the port as soon as possible from the place where they are handled.

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 12 |
| DANGEROUS GOODS GUIDE | | | | |

k. Before handling, the details of the evacuation / loading plan with the ship's captain will be discussed, confirmation of whether there is any previous burdens or other dangerous cargoes that need to be separated in the warehouses, and whether the captain or the ship's personnel are the foundation of the hazardous cargo hazards.

l. It will be ensured that the dangerous substance is transported by means of appropriate labels and plates and equipment fitted with the necessary equipment.

m. The handling of dangerous goods and other issues regarding their loading/unloading will be carried out within the framework of the relevant legislation.

n. Handling of dangerous goods on the ground will not be allowed.

o. If the RO-RO loading takes place in the Port;

(1) The load carrying units; Internal loading procedures and/or loading on other transport mode vehicles shall be taken into account in the provisions of the "Packet Transport Application Code (CTU Code)".


(2) A "Container/Vehicle Packing Certificate" will be provided if container/vehicle loading is carried out in the areas where the freight transport units are evacuated and/or in closed warehouses (CFS-Container Freight Station).

(3) It is strictly prohibited to open fumigated vehicles in the port.

p. Load carriage units that do not have such certificates will not be allowed to be loaded onto the ship, which will check that each incoming freight transport unit / RO-RO has a "Container / Vehicle Loading Certificate".

q. Hazardous substances do not contain cigarettes or similar substances in the handling areas. Equipment and equipment that may create flames or sparks are not used. For this purpose, appropriate warning signs will be checked to see where they can be seen.

r. It will be checked that the Fire Alarm buttons are working.

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 13 |
| DANGEROUS GOODS GUIDE | | | | |

1.2.2 Considerations in Handling of Hazardous Bundled Duties:

Port Facility; Equipped with equipment consisting of portable fire extinguishers and equipped with the fire equipment specified in clause 8.10.

Emergency situations (fire, explosion, leakage, etc.) and interventions in accordance with the job descriptions and work areas of private company employees using personnel and ports engaged in the loading / unloading of dangerous goods packed in coastal facilities, and in accordance with IMDG Code rules in occupational health and safety Are controlled by us from whom they are trained.

Works and transactions for damaged cargo carrying units or packages containing dangerous goods shall be carried out by taking necessary measures.

The communication equipments used are in the handling / handling and handling of dangerous cargo; It will be safe to use and in good condition and in sufficient number and capacity to provide uninterrupted communication.


The necessary warnings, warning signs and fire alarm (alarm) buttons will be checked for visible and easily accessible locations. In hazardous locations and situations, the personnel will be equipped with personal protective clothing and equipment that meet occupational safety and health standards. Personnel without job descriptions and personal protective clothing and equipment that fit their work area will not be employed.

1.2.2.1 Emergency Information :

The operational officers shall have the following information on all dangerous cargoes transported or carried within their area of responsibility.

1.2.2.1.1 Definition of hazardous loads in accordance with the IMDG Code;

- Details of the special equipment required for safe transport of a particular hazardous load;
- Emergency procedures involving steps in the event of a spill or leak, countermeasures to be taken against an accidental theme, fire fighting procedures and appropriate fire fighting equipment.
- When special equipment is needed to transport hazardous cargo, information about this equipment and related test and inspection certificates will be immediately submitted to captain, port operator and responsible persons.
- Information on emergency procedures will be given to the person responsible for the ship and cargo handling. This information will be placed

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 14 |
| | DANGEROUS GOODS GUIDE | | | |

on the ship at the point where the freight office and the interim point can be reached immediately by those concerned.

- This information will include the telephone numbers of the competent authorities to be informed when emergency procedures at the berth, fire and emergency arrangements at the berth and fire, ambulance, police and dangerous cargo occur.
- In case of an accident involving dangerous cargoes, the port responsible for the call will include the telephone and emergency telephone number.

1.2.2.2 General Transport Precautions:

- The port authority shall take the necessary care to prevent any damage to the packages, unit loads and freight transport by anyone involved in the carriage of Dangerous goods within their area of responsibility.
- When dangerous cargoes are being transported, measures will be taken to prevent access by unauthorized persons to transport areas.
- If there is a problem with taking dangerous cargo into the cargo, applicable steps will be taken to minimize the existing risks and the adverse effects on the environment.
- Packages and packages to be used in the activities of replacing, repairing or placing damaged packages in rescue packages shall be produced and certified in accordance with the provisions of Chapter 6 of the IMDG Code, appropriate for the construction of the hazardous substance.
- In the port facility, Internal loading procedures and / or loading on other transport mode vehicles shall be taken into account in the provisions of the "Packet Transport Application Code (CTU Code)".
- A "Container / Vehicle Packing Certificate" will be issued if container / vehicle loading is taking place in the area where the chargeable transport units of the site accountant are emptied and / or in closed warehouses (CFS areas).
- Cargo transport units without such certificates will not be allowed to be loaded on the port at the port of entry, which will be checked for the "Container / Vehicle Loading Certificate" of each freight transporting unit to the coastal facility for carriage by sea.
- Table 1 (Decomposition for Hazardous Loads in Port Areas) in the Annex to MSC / Circ.1216 of the International Maritime Organization (IMO) Annex to "Recommendations on the Safe Transport of Dangerous Goods and the Related Activities in Port Areas" of the handling and temporary storage operations to be carried out In accordance with the rules of separation laid down in the Schedule.
- Freight transport units containing fumigated and / or poisonous gasses will be stacked so that their lids can not open uncontrolled.
- The freight transport units carried by temperature-controlled dangerous goods shall be temporarily stored in the IMO field, taking the necessary

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 15 |
| DANGEROUS GOODS GUIDE | | | | |

precautions. The temperature values of the identified load carrying units will be continuously monitored and monitored by the camera system.

- Class 4.3 does not contain any enclosed spaces for packages containing dangerous substances that release flammable gases in contact with water and for freight transport units containing such packagings. Containers with Class 4.3 loads may be stacked on the grounds that they are not affected by plain rain, sea water and similar factors, taking into account the IMO classification rules. Under other conditions, it is not allowed to be handled or entered into the port facility.

1.2.2.3 Considerations in Vehicle Operation:

For the freight transport units carrying hazardous cargoes at the coastal facility, the parking area is specified in the site plan. Incoming vehicles are taken from the 'Incoming Vehicle Waiting Parking Area'. After that, it is passed through the Inspection Station and the vehicle x-ray device, and then the appropriate ones are output. Vehicles with Hazardous Materials use the parking space allocated to them nearest to the sea side of the Park Area. The arriving vehicles wait in the 'Outbound Car Park' until they board the ship. It is taken aboard as soon as loading begins. Vehicles with Hazardous Materials use parking spaces reserved for them nearest to the sea side of the Park Area. In the parking area, the separation provisions set out in Article 4.5 apply.

For loading operation the ship is loaded according to the approved loading stack plan of the 2nd Captain. Freight transport units containing hazardous loads must be specified on the pland and act according to the required separation rules.

The loading ship is carried out under the supervision of the 2nd Captain or the ship's crew and the responsibility belongs to the ship.

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 16 |
| DANGEROUS GOODS GUIDE | | | | |

2. RESPONSIBILITIES

All measures will be taken in our facility to make the carriage safe, safe and harmless to the environment, to prevent accidents and to reduce the damage as much as possible in the event of an accident, and the responsibilities of these authorities as well as the responsibilities of these authorities are as follows.

2.1 Responsibilities of those responsible for goods:

2.1.1 Preparing all required document, information and papers related to dangerous goods or making them prepared, providing these documents keeping together with the goods during the carrying procedure.

2.1.2 Providing classification, identification, packaging, signing, labelling and placarding of the dangerous goods in accordance with the legislation.

2.1.3 Providing loading, stowing, securing, transporting and discharging the dangerous goods in approved package, container and cargo transport units in accordance with the rules.

2.1.4 Providing the training the related personnel about risks, security measures, safe operation, emergency measures, safety and similar issues of dangerous goods transported by sea and recording these trainings.

2.1.5 Providing taking required safety measures for dangerous goods that are against rules, insecure or having risk against people or environment.

2.1.6 Providing required information and support to the relevant people in case of emergency or accident.

2.1.7 Informing the administration about accidents of dangerous goods that happened in responsible area.

2.1.8 Providing the information and documents requested in the controls by public authorities and providing necessary cooperation.

2.2 Responsibilities of shore facility operator:

2.2.1 Providing the ships berthing and mooring in appropriate sheltered, safely condition.

2.2.2 Providing entrance-exit system between ship and shore appropriately and secured.

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 17 |
| DANGEROUS GOODS GUIDE | | | | |

2.2.3 Providing training to the people in charge of loading, discharging and handling of dangerous goods.

2.2.4 Providing the dangerous goods to be transported, handled, segregated, stowed, waited temporarily and inspected by personnel who is qualified, trained and take the occupational safety measures, in safe condition in accordance with the rules.

2.2.5 Requesting all required document, information and papers related to dangerous goods from those responsible for goods and providing them accompanying with the goods.

2.2.6 Keeping the updated list of dangerous goods in operating field.

2.2.7 Providing the training to the operating personnel about risks, security measures, safe operation, emergency measures, safety and similar issues of dangerous goods handled and recording these trainings.

2.2.8 Controlling the documents in order to confirm that dangerous goods are entered to the facility, are identified, classified, certificated, packed, labeled, declared, loaded to the approved and appropriate packages, container and cargo transport unit in safe condition, and transported according to the procedure.

2.2.9 Taking required safety measures for dangerous goods that are against rules, insecure or having risk against people or environment and informing the port authority.

2.2.10 Providing making arrangement for emergencies and informing related people.

2.2.11 Informing the port authority about accidents of dangerous goods that happened in responsible area.

2.2.12 Providing the information and documents requested in the controls by public authorities and providing required cooperation.

2.2.13 Making the activities related to dangerous goods in berths, jetty, storages, warehouses which are designated for these activities.

2.2.14 Providing the transportation of the dangerous goods which are not suitable or not allowed for temporarily waiting in operating field, to the out of shore facility as soon as possible without waiting.

2.2.15 Disallowing berthing to jetty or berth for the ship and sea vehicles transporting dangerous goods which do not have port authority's permission.

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 18 |
| DANGEROUS GOODS GUIDE | | | | |

2.2.16 Providing an appropriate storage field for containers of dangerous goods in accordance with segregation and stowing rules, taking required measures for fire, environment and other safety issues in this field. Taking required measures for other risks especially temperature in hot weather during loading, discharging, transshipping dangerous goods to ship or sea vehicle and people who carried out loading, discharging and transshipping together with people in charge of ship. Keeping the flammable goods away from spark-producing operations, not activating tools or vehicles which produce spark in dangerous goods handling field.

2.2.17 Preparing a emergency evacuation plan for evacuation of ship and sea vehicles from shore facilities in emergencies.

2.2.18 To prepare an emergency evacuation plan to evacuate ships and marine vessels from coastal facilities in an emergency.

2.3 Responsibilities of Ship Master:

2.3.1 Providing equipment and devices of the ship to be in compliance with dangerous goods transport.

2.3.2 Requesting all required document, information and paper of dangerous goods from shore facility and those responsible for goods, providing to accompany the dangerous goods.

2.3.3 Providing full implementation and proceeding of safety measures for loading, stowing, segregation, transporting and discharging of dangerous goods aboard ship and making required inspection and controls .

2.3.4 Controlling the dangerous goods, entered to the ship, for identification, classification, certification, packaging, marking, labeling, declaring, loading to approved and appropriate packages, container and cargo transport units in a safe condition and transporting in accordance with the procedure.

2.3.5 Providing all ship personnel information and training for risks, safety measures, safe operating, emergency measures and similar issues related to dangerous goods transported, loaded, discharged.

2.3.6 Providing the people who take qualified and required trainings about loading, transporting, discharging and handling of dangerous goods, to operate as taking the occupational safety measures.

2.3.7 Not going out, anchoring of the field designated for him, not berthing to jetty or berth without the permission of port authority .

2.3.8 Applying all rules and measures during sailing, maneuvering, anchoring, berthing and departing for transportation of the dangerous goods in safe condition.

2.3.9 Providing safe entry and exit between ship and berth.

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 19 |
| DANGEROUS GOODS GUIDE | | | | |

2.3.10 Informing the personnel about application, safety measures, emergency measures and response methods about dangerous goods.

2.3.11 Keeping the updated list of all dangerous goods aboard ship and informing the relevant authorities.

2.3.12 Taking required safety measures for dangerous goods that are against rules, insecure or having risk against ship, people or environment and informing the port authority.

2.3.13 Informing the accidents of dangerous goods aboard ship to the port authority.

2.3.14 Providing required support and cooperation in the controls by the public authorities.

2.4 Responsibilities of Dangerous Goods Safety Advisor:

2.4.1 Monitoring compliance with requirements about carriage of dangerous goods.

2.4.2 Offering suggestions to shore facility about carriage of dangerous goods.

2.4.3 Preparing an annual report to shore facility about the activities of shore facility operator for carriage of dangerous goods. (Annual reports are kept for 5 years, submitted to the authorities on request.)

2.4.4 Controlling the following application and methods;

- Controlling of identifying appropriately, using the proper shipping name of dangerous goods, certificating, packing/package, labelling and declaring of dangerous goods, loading and transporting to the approved and appropriate packs, container and cargo transport units in a safe condition , and procedures for reporting control results.
- Procedure for loading/discharge of dangerous goods handled and stored temporarily,
- Whether taking into consideration of special requirements of shore facility about dangerous goods while buying the transport vehicles regarding to handled dangerous goods,

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 20 |
| DANGEROUS GOODS GUIDE | | | | |

- Control methods of equipment used for transporting, loading and discharging the dangerous goods,
- Whether the shore facility personnel take appropriate training including the amendments in legislation, and whether the records are kept or not
- Compliance of emergency methods applied in case of an accident or incident that affects safety during transporting, loading or discharging dangerous goods,
- Compliance of reports prepared for serious accidents, incidents or serious violations occurred during transporting, loading or discharging dangerous goods,
- Determination of required measures against repetition of accidents, incident or serious violation and evaluation of the implementation,
- To what extent, considering rules about selection of subcontractors or third parties and dangerous goods transportation,
- Determination whether the employee working in transporting, handling, storing and loading/discharging of dangerous goods, have detailed information about operational procedures and instruction.
- Compliance of measures taken to be prepared for risks during transporting, handling, storing and loading/discharging of dangerous goods.
- Procedures for what the required document, information and papers related to dangerous goods.
- Procedures about berthing, mooring to shore facility, loading/discharging, harbouring or anchoring for ships transporting dangerous goods at night and day.
- Procedures about additional measures for loading, discharging and transshipment according to seasonal conditions.

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 21 |
| DANGEROUS GOODS GUIDE | | | | |

- Procedures about fumigation, gas measuring and degassing, Procedures keeping records and statistics of dangerous goods.
- Accuracy of information about ability, capacity and capability of shore facility for emergency response.
- Compliance of regulations for first response to the accidents involving dangerous goods.
- Procedures for handling and disposal of the damaged dangerous goods, wastes contaminated with dangerous goods.
- Information about personal protective clothing and procedures for using them.

2.5 Responsibilities of third party, cargo/ship agency, etc. engaged in shore facility

2.5.1 To train the personnel who will do business in the coastal facility, the trainings specified in the Regulations of the Ministry of Maritime Affairs and Communications.

2.5.2 Complying with the requirements of IMDG Code in shore facility.

2.5.3 Complying with Dangerous Goods Guide and the procedures related to Dangerous Goods issued by shore facility.

2.5.4 Reporting to the facility authorities when determining any nonconformity about handling, transporting and storing dangerous goods in shore facility.

2.5.5 Sending shore facility operator and Administration, the form (MSDS) which is an important part for eliminating the risks against Worker's Health and Occupational Safety and prepared to inform the user accurately and sufficiently and involves danger and risks about dangerous goods during using and storing dangerous goods.


| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 22 |
| DANGEROUS GOODS GUIDE | | | | |

3. RULES TO BE FOLLOWED/APPLIED AND MEASURES TO BE TAKEN BY SHORE FACILITY:

3.1 Rules to be followed by Shore Facility Operators:

Shore facility operator having Dangerous Goods Compliance Certificate shall follow the following rules.

- 3.1.1** Shore facility operators should provide transportation of the dangerous goods out of the facility as soon as possible without waiting in port field, if the goods cannot be stored in the field they are discharged in berth or jetty.
- 3.1.2** Dangerous goods should be packed properly and involve information regarding definition of dangerous goods, risk and safety measures on the packages.
- 3.1.3** Shore facility personnel, seamen and other responsible people for goods should wear protective clothing suitable for physical and chemical features of goods during loading, discharging and storing.
- 3.1.4** People who fight against fire in handling field of dangerous goods are equipped with fireman's outfit, having fire extinguisher, first aid units and tools ready to be used at any moment.
- 3.1.5** Shore facility operators prepare emergency evacuation plan for evacuation of ship and sea vehicles from shore facility in emergencies, submit to port authority for approval.
- 3.1.6** Shore facility operators are responsible to take fire, safety and security measures.
- 3.1.7** Shore facility operators announce issues stated in this article after taking approval from port authority to the people engaged in.
- 3.1.8** The inspection of the provisions of this Article shall be carried out by the port authority and if any nonconformity is detected, the handling operation shall be stopped and the nonconformity shall be remedied.
- 3.1.9** Does not permit personnel who do not have the necessary training and certification in accordance with the Training and Authorization Regulation under the International Code of Dangerous Loads Carried by Sea, to enter and operate hazardous cargo operations and areas where these operations are conducted.

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 23 |
| | DANGEROUS GOODS GUIDE | | | |

3.2 Measures to be taken by Shore facility Operators:

The measures taken in our facility regarding the rules specified in Article 11 of the "Regulation on the Transportation of Dangerous Goods by Sea and Loading Safety" and in Article 19 of the "Ports Regulation" specified by the Administration are as follows.

3.2.1 Berths, jetty, storages and warehouses designated for explosive, combustible, flammable and other dangerous goods:

3.2.1.1 Berths and jetty designated for loading and discharging the ships which transport dangerous goods:

| Pier No | Length (meters) | Width (meters) | Maximum water depth (meter) | Minimum water depth (meter) | Largest ship tonnage and size to berth (DWT or GRT - meter) |
|------------|-----------------|----------------|-----------------------------|-----------------------------|---|
| Piers No.1 | 82 | 25 | 6 | 6 | 10.000 GRT-100 m. |
| Piers No.2 | 78 | 25 | 6 | 6 | 10.000 GRT-100 m. |
| Piers No.3 | 120 | 25 | 6 | 6 | 10.000 GRT-100 m. |
| Piers No.6 | 20 | 500 | 9,6 | 9.6 | 45.000 GRT-100 m. |

3.2.1.2 Storages and Warehouses designated for Dangerous Goods :

There are no warehouses or antepos reserved for hazardous materials in our coastal facilities.

3.2.2. Equipment and Installations of Dangerous Goods Handling:

Equipment and vehicles are not used since the loading/unloading of dangerous goods coming to our shore facility is in the form of RO-RO loading.

3.2.3. Actions to be carried out if it is not possible to store dangerous goods in the area evacuated on the quay or wharf :

Vehicles carrying dangerous goods that are handled in the coastal facilities are directly taken out of the coastal facility.

3.2.4. Information on hazardous materials packings and packaging and risk and safety precautions :

Packaging is not done in our coastal facility.

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 24 |
| DANGEROUS GOODS GUIDE | | | | |

3.2.5. Protective clothing to be used by coastal facility personnel, seafarers and other cargo officers engaged in the handling of dangerous goods during loading, unloading and storage:

Private companies that take advantage of our coastal facilities are using their own protective clothing.

3.2.6. Teams in charge of fighting against fire during handling dangerous goods; equipment, fire extinguishing system and first aid units of the teams :

List of people in charge of fighting against fire in our shore facility and their duties, fire extinguishing systems and first aid teams and duties of the team are the same as "Emergency Action Plan".

Information on fire protection systems in our coastal facilities is as in the Guidelines for Hazardous Substances Article 8.10, 8.11, 8.12.

3.2.7. Shore facility operators, preparing emergency evacuation plan for evacuation of ship and sea vehicles from shore facility in emergency:

It's like it's on the Emergency Plan.


3.2.8. Coast to be taken by plant operators, fire, issues related to security and safety measures:

The measures taken in relation to fire in our facility are like those in the "Emergency Plan".

The matters concerning the safety measures taken in our facility are as in "Hazardous Substances Directive" Article-9.

3.2.9. Training and certifications required by the Regulation on Training and Authorization under the International Code of Dangerous Shipments Carried by Sea :

The personnel who took part in the dangerous cargo handling operation were certified by taking "General Awareness Training, Officer Training, Renewal Training" according to the subject matter regulation.

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 25 |
| DANGEROUS GOODS GUIDE | | | | |

4. CLASSES, TRANSPORTATION, LOADING/DISCHARGING, HANDLING, SEGREGATION, STOWING AND STORAGE OF DANGEROUS GOODS

4.1 Classes of Dangerous Goods :

Classifications of dangerous goods handled in our port must comply with IMDG Code provisions. The principles and criteria for classification of dangerous substances are described in detail in IMDG Code Part 2 and in the Dangerous Goods Guide, which is contained in Chapter 5 of this document. Hazardous substances not classified as required are not processed. All costs incurred for dangerous goods which are not reported in accordance with the port operation, are reported incorrectly or incompletely.

According to the IMDG Code, Dangerous Goods are classified in Class 1 to Class 9, and most of these substances are considered to be marine pollutants.

4.2 Packages and Packaging of Hazardous Substances :

Our port package and packaging of hazardous substances must be handled in accordance with the IMDG Code and related regulations. requirements regarding packaging and packaging of hazardous substances in the IMDG Code and sections 4 and 6 of this document describes in detail the Department of Hazardous Substances located in the guide 5. unpackaged process will be made as necessary to hazardous substances. Convenient and all costs associated with non-approved packaging is recourse to the respective load.

4.3 Plates, Plates, Markers and Labels on Hazardous Materials :








The plates, marks and labels of dangerous goods handled at our port must comply with the provisions of the IMDG Code and other relevant legislation.

The plate, plate, marking and labels for dangerous substances are detailed in the IMDG Code Part 5 and in the Dangerous Goods Guide Information Brochure located in Chapter 5 of this document.










Untreated, unlabeled, unplatenged hazardous materials and freight transport units are not traded as required. All costs incurred for such dangerous goods are paid for by cargo.

The label examples for each class are as follows.









| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 26 |
| | DANGEROUS GOODS GUIDE | | | |

| | | | | |
|---|------------|---|--|--|
| | | Class 1 | | |
|  | 1 | Explosives and products used to produce explosions or pyrotechnic effects | | |
| | | Subclasses | | |
|  | 1.1 | Explosives that are in danger of mass explosion | | |
|  | 1.2 | Explosives with severe projection hazard | | |
|  | 1.3 | Explosives that do not carry fire, explosion or projection hazard but are in danger of mass explosion | | |
|  | 1.4 | Explosives carrying a small fire or projection hazard | | |
|  | 1.5 | Mortar insensitive materials that carry a mass explosion hazard | | |
|  | 1.6 | Extremely insensitive substances | | |

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 27 |
| | DANGEROUS GOODS GUIDE | | | |

| | | Class 2 | | |
|---|-----|--|--|--|
|  | 2.1 | Flammable Gas | | |
|  | 2.2 | Non-Flammable Pressurized Gas | | |
|  | 2.3 | Toxic or Toxic Gas | | |
| | | Class 3 | | |
|  | 3 | Flammable Liquids | | |
| | | Class 4 | | |
|  | 4.1 | Flammable Solids | | |
|  | 4.2 | Spontaneous Flammable Particles | | |
|  | 4.3 | Materials burned in contact with water | | |
| | | Class 5 | | |
|  | 5.1 | Caustic | | |
|  | 5.2 | Caustic | | |

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 28 |
| | DANGEROUS GOODS GUIDE | | | |

| | | | |
|---|------------------|--|--|
| | | Class 6 | |
|  | 6.1 | Toxic Materials | |
|  | 6.2 | Contagious Matter | |
| | | Class 7 | |
|  | I | Category 1 White (Symbol 7A) | |
|  | II | Category II Yellow (Symbol 7B) | |
|  | III | Category III Yellow (Symbol 7C) | |
|  | Fragmen table | Criticality Safety Index Label (Symbol 7E) | |
| | | Class 8 | |
|  | - | Caustic | |
| | | Class 9 | |
|  | - | Various hazardous compounds | |

4.4 Signs and Packing Groups of Dangerous Goods :

Marking and packing groups of dangerous goods handled in our port must comply with IMDG Code and other relevant legislative provisions. Marking and packaging groups for hazardous substances are described in detail in the IMDG Code 2 nci and 5 nci section and in the "Hazardous Substance List". Hazardous substances that are not marked as required and not assigned to the packaging group are not processed. All costs incurred for such dangerous goods are subject to freight charges.

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 29 |
| | DANGEROUS GOODS GUIDE | | | |

| PACKING GROUPS | | | |
|--|------------------------|------------------------|-------------------------|
| Group | PG I | PG II | PG III |
| Danger | BIG | SECONDARY | SMALL |
| Drop Test | 1.8m | 1.2m | 0.8m |
| Class 3 Flash Point Boiling point | FP < 61°C BP < 35°C | FP < 23°C BP > 35°C | FP 23-61°C BP > 35°C |
| Class 3 Flash Point Boiling point | VERY HIGH | SERIOUS | NON-SPEED LOW |
| Class 8 Elapsed Time for Visible Skin Damage | < 3dk | > 3 – < 60dk | > 60dk – 4 saat |

4.4.1 Signs and Packing Groups of Hazardous Material Handled in Coastal Facilities

It has not been determined that we will be charged / evacuated according to the request of the third parties we will serve.

4.5 Separation Tables on the Ship and at the Coastal Facility According to the Classes of Dangerous Goods:

Depending on the class of dangerous goods handled in our port, stacking and sorting procedures on board must comply with IMDG Code and other relevant legislative provisions. The stacking and sorting procedures for ships on dangerous goods are described in detail in IMDG Code 7 and MSC 1216. It is the responsibility of the ship's captain and the plant manager to comply with the provisions of this seizure and separation.

The Palletizing Table looks like it is.

| SORTING TABLE FOR PORT AREAS | | | | | | | | | | | | | |
|---|-----|-----|-----|---|-----|-----|-----|-----|-----|-----|---|---|---|
| | 2.1 | 2.2 | 2.3 | 3 | 4.1 | 4.2 | 4.3 | 5.1 | 5.2 | 6.1 | 8 | 9 | |
| Alev alabilen gazlar | 2.1 | 0 | 0 | 0 | S | A | S | 0 | S | S | 0 | A | 0 |
| Yanıcı ve zehirli olmayan gazlar | 2.2 | 0 | 0 | 0 | A | 0 | A | 0 | 0 | A | 0 | 0 | 0 |
| Zehirli gazlar | 2.3 | 0 | 0 | 0 | S | 0 | S | 0 | 0 | S | 0 | 0 | 0 |
| Alev alabilen sıvılar | 3 | S | A | S | 0 | 0 | S | A | S | S | 0 | 0 | 0 |
| Alev alabilen katılar | 4.1 | A | 0 | 0 | 0 | 0 | A | 0 | A | S | 0 | A | 0 |
| Kendiliğinden yanıcı maddeler | 4.2 | S | A | S | S | A | 0 | A | S | S | A | A | 0 |
| Suyla temas ettiğinde tehlike arz edenler | 4.3 | 0 | 0 | 0 | A | 0 | A | 0 | S | S | 0 | A | 0 |
| Oksitleyici maddeler | 5.1 | S | 0 | 0 | S | A | S | S | 0 | S | A | S | 0 |
| Organik peroksitler | 5.2 | S | A | S | S | S | S | S | 0 | A | S | 0 | 0 |
| Toksik (zehirli) maddeler | 6.1 | 0 | 0 | 0 | 0 | 0 | A | 0 | A | A | 0 | 0 | 0 |
| Aşındırıcı (korozyif) maddeler | 8 | A | 0 | 0 | 0 | A | A | A | S | S | 0 | 0 | 0 |
| Diğer tehlikeli maddeler ve eşyalar | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

0 = Ayrıştırma gerekmez

A = '...dan uzak' (>3m veya ayrıştırma yok)

S = '...dan uzak' (açıkta >6m ambarda >12m veya açıkta >3m ambarda >6m)

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 30 |
| DANGEROUS GOODS GUIDE | | | | |

- Trailers / Flat or Platform Based Containers

0 = Separate charts do not need to be parsed unless necessary.

A = Should be kept away. At least 3 m. It needs to be separated by distance

S = Separate - at least 6 m in open areas, at least 12 m in port warehouses or storage areas if not separated by an approved fire safety wall. It needs to be separated

- Closed Containers / Mobile Tanks / Closed Highway Vehicles

0 = No decomposition required.

A = Should be kept away - does not need to be separated.

S = Separate - at least 3 m longitudinally and laterally in open areas. If not separated by an approved fire safety wall, in port warehouses or in reservoirs at least 6m in length and width. It needs to be separated

- Open Road Vehicles / Open Top Containers

0 = does not need to be parsed.

A = must be kept away - at least 3 m. It needs to be separated from the distance.

S = Separate - at least 6 m longitudinally and laterally in open areas. If not separated by an approved fire safety wall, at least 12m in longitudinal and lateral directions in port warehouses or in storage. It needs to be separated

4.6 Separation Distances and Separation Terms of Dangerous Goods in Warehouse Storages

Dangerous goods are not handled in the Warehouse and warehouse in the port.


| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 31 |
| DANGEROUS GOODS GUIDE | | | | |

5. MANUAL FOR DANGEROUS CARGOES HANDLED ON SHORE FACILITY

Port facility which carries out loading/discharge, handling and temporarily storing of dangerous goods, contributes to make the activities in a safe condition;

- Dangerous goods classes,
- Dangerous goods packages,
- Packaging,
- Labels,
- Marking and packaging groups,
- Segregation tables for dangerous goods on board and port according to classes,
- Segregation distance of dangerous goods in sheds storages,
- Segregation terms,
- Dangerous goods documents,
- Dangerous goods emergency response action flowchart,

Are the same as in Dangerous Goods Manual Annex-10.

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 32 |
| | DANGEROUS GOODS GUIDE | | | |


6. OPERATIONAL ISSUES

6.1 Procedures for berthing, mooring, loading/discharging, harbouring or anchoring of ships transporting dangerous goods at night and day in a safe condition:

- Ships transporting dangerous goods will be gone alongside to port berths by pilotage and tugboats preferably during day, during night if allowed by Port authority, in accordance with Port Regulations.
- Positions of ship transporting dangerous goods must be considered, berthing must be planned after removal of ship in case of risk.
- In the event that practice of Master for mooring is deemed unsafe for port, it should be requested from Master to connect the ship by extra ropes.
- In case of unfavorable weather conditions, flows and winds create unsafe condition for loading/discharging, the activity must be stopped and the ships must be removed and taken to the anchorage.
- Anchorage sites are different for the ships transporting dangerous goods; ship can wait in the anchorage sites designated for them.

6.2 Procedures for additional measures taken for loading, discharging and transshipment of dangerous goods according to seasonal conditions.

- Seasonal conditions must be considered for loading and discharging of the dangerous goods. Handling flammable, combustible, explosive goods should be postponed or stopped at extreme heat, extreme cold, extreme rainy and weather with unfavorable sight conditions, lighting and weather with electric power load.
- If loading/discharging in unfavorable conditions have to be continued or in mandatory conditions; fire, fire department, emergency response teams must be kept in order to response to unwanted conditions as soon as possible.
- In case of continuity of similar conditions, measures, such as the workers must be elected from the experienced ones, resting periods must be planned frequently in extremely hard working situation, increase the lighting, etc. must be provided.

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 33 |
| DANGEROUS GOODS GUIDE | | | | |

6.3 Procedures for keeping away flammable, combustible and explosive materials from spark producing operations and procedures for not operating vehicles, equipment and tools capable of spark-production in area of dangerous goods handling, stowing and storing are made.

- Berthed in the state, with load deck and the point of smoking in dangerous cargo vessels carrying hazardous cargo coast of storage space, lighting a fire, it is forbidden to work as welding sparks.
- Flammable materials are kept away from spark-forming process and can not be operated cargo handling dangerous tools or instruments that make up the field of spark.
 - In dangerous cargo fields, while handling dangerous goods, working with especially flammable, combustible and explosive ;
 - Not doing hot work (welding, cutting, etc), technical safety measures must be taken in case of mandatory cases,
 - Ex proof hand tools must be used,
 - Working with experienced personnel,
 - Relevant units must be informed before work,
 - Briefing will be given to the personnel working in the field,
 - Especially in closed area of working, measurement of toxic, choking gases and sufficient oxygen must be done, the measurement device must be ready to use.
 - Protective measures and equipment such as water curtain, protective separation, mechanical ventilation must be ready to use.
 - The personnel working in Hot Work must wear necessary protective clothing and equipment, closed circuit breathing apparatus when required.
 - Emergency team must be assigned to response as soon as possible in potentially undesirable situation in this kind of working.
 - Hot Working Procedures are specified in the Dangerous Goods Emergency Plan.


6.4 Procedures for fumigation, gas measuring and degassing.

No fumigation, gas measurement or degassing is allowed in the port area.

7. DOCUMENTATION, CONTROL AND RECORD

7.1 Procedures related to all required documents, information and papers, their provision and control by the authorities.

- 7.1.1 The following documents related to Dangerous Goods are kept by Shore facility livingly.**

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|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 34 |
| DANGEROUS GOODS GUIDE | | | | |

- IMDG CODE Volume 1, 2 and ANNEX Book

7.1.2 Certain prior documents are required to ensure that the Coastal Facility can safely handle dangerous cargo arriving at the facility and take appropriate action. These documents are as follows.

- I. Dangerous Freight Notification Certificate
- II. Container / Vehicle Packing Certificate
- III. Documents Required on Board
- IV. Other Required Documents and Information
- V. Multi Model Hazardous Load Form

7.1.2.1 Dangerous Goods Transport Document :

The shipping documents prepared by the shipper shall include a "Signed Certificate or Hazardous Load Notification Document" stating that the shipment to be transported is properly packed, marked, labeled, and in good condition for shipment.


The vessel carrying the dangerous cargo and the sea vessel must be at least twenty four hours before entering the port administrative area; Ships and marine vessels that are less than twenty-four hours of cruising time to enter the port area shall submit the notification document in writing to the port headquarters by the relevant authorities, with detailed information on their cargo immediately after the departure from the coastal facility.

The cargo concerned must notify the coastal installation at least 3 hours before entering the coastal facility with regard to dangerous cargo arriving by road and rail.

Failure to comply with the notification obligation, or if the notifications do not contain accurate information, administrative action may be taken against the notifier and, if any, may lose the order of docking, departure, or transit.

When the Dangerous Freight Notification Document is provided with the EDP (Electronic Data Processing) or EDI (Electronic Data Exchange) techniques, the sender information will be available in a timely manner as a printed document in the required order in this section.

Dangerous Load Notification Document The IMDG Code may be in any form provided that it contains all the information specified in Section 5.4.

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 35 |
| DANGEROUS GOODS GUIDE | | | | |

7.1.2.2 Container / Vehicle Packing Certificate :

If the dangerous goods are loaded or packaged into any container or vehicle, those responsible for packing / loading the container or vehicle will provide a "container / vehicle packing certificate" which will indicate that the container / vehicle identification number and the procedures performed are in accordance with the following:


- The container / vehicle must be clean, dry and suitable for the appearance of dangerous goods,
- Whether the packages that need to be segregated according to the applicable separation requirements are packed together and / or not loaded / unloaded /
 - All packages are inspected for external damage, only robust packages are installed,
 - Unless otherwise specified, the barrels are stacked vertically, all materials are properly loaded and, if necessary, wrapped with the binding material necessary to comply with the intended transport pattern (s)
 - Bulk loaded materials are loaded uniformly in the container / vehicle,
 - Container / vehicles and packages; Properly labeled and appropriately labeled, labeled and labeled,
 - If solid carbon dioxide (CO₂-dry ice) is used for cooling purposes, the container / vehicle must be properly branded,
 - For each hazardous item loaded into the container / vehicle, the Dangerous Freight Notification document,

"Note: There is no need for container / vehicle packing certificate for portable tanks."

The information required in the Dangerous Load Notification Document and the container / vehicle packing certificate can be collected in a single document. If this is not the case, the documents will be added together. If there is only one document, there will be a signed declaration under the document: "the packing of the materials loaded in the container / vehicle is made according to the appropriate provisions." This notification will be dated and the identity of the signer will be documented.

Signature (s) may be electronic signature (s) if the container / vehicle packing certificate is provided with EDP or EDI sending techniques, or may be replaced by the name (capital letters) of the person or persons authorized to sign.

When a container / vehicle packing certificate is provided to a carrier via EDP or EDI techniques and then the dangerous goods are transferred to a carrier with a printed hazardous materials transport document, the carrier will be sure that the printed document specifies the information "Received electronically" and written in capital letters of the signer's name.

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|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 36 |
| DANGEROUS GOODS GUIDE | | | | |

7.1.2.3 Documents to be found on board :

Each ship carrying hazardous materials and marine pollutants will have a specific list, manifesto or stack plan for the names and locations of dangerous substances and marine pollutants. This specific list and manifest will be based on the documents and certificates required in the IMDG Code.

A detailed stacking plan of the class, which shows the locations of all the dangerous substances and sea pollutants, will be used instead of this specific list or manifesto.

For sending dangerous goods; Appropriate information will be available at any time to be used for any accidents related to dangerous goods during the transportation and emergency intervention to be carried out. This information will be away from packages containing dangerous substances and will be immediately available in case of an incident. Information to be used in emergency intervention will be found in the following documents.

- Within a special list, manifest or hazardous substance declaration,
- Within a separate document such as the safety data sheet,
- Separate documents such as the Medical First Aid Guide (MFAG) for use in Accidents involving Hazardous Materials and Emergency Response Procedures for Emergency Procedures for Vessels carrying Hazardous Substances (EMS Guideline) to be used in conjunction with the transport document.

7.1.2.4 Other required information and documents


In certain cases, the following special certificates or documents will be required.

- An air wear certificate, as requested on certain entries in the Dangerous Goods List.
- Material, material or object; A certificate that excludes IMDG provisions (such as charcoal, fish meal, see separate entrances for seed tub);
- A notification made by the competent authority of the country of origin about approved classification and transport conditions for new formulations of new self-reactive substances and organic peroxides or currently allocated self-reactive substances and organic peroxides.

7.1.2.5 Multimodal Dangerous Goods Form

Multimodal Dangerous Goods Form is a form which is used as a combined dangerous goods declaration regarding transportation of dangerous goods in multiple modes and container packing certificate.

Example of Multimodal Dangerous Goods is in Annex-18.

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 37 |
| DANGEROUS GOODS GUIDE | | | | |

7.2 Procedures for proper and full keeping updated list of dangerous goods in shore facility area and other information :

Port facility is obliged to submit the information about class, quantity, emergency response methods and locations of all dangerous goods in port facility, to the authorities upon request at any time.

Operation Department will keep the records involving the following information of the dangerous goods handled in our port.

- UN Number,
- PSN name (Proper Shipping Name),
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)
- Packing group (I; II; III)
- Marine Pollutant feature,
- Consignee,
- Shipper,
- Container / Packing number,
- Seal number,
- Additional Information (Ignition temperature, viscosity, etc.)
- Storage Location in Port Field
- Duration of stay in Port

This information is kept under computer or file as only reached by authorized personnel, shown upon request.

Port facility keeps the updated records of dangerous goods about class, quantity, which have been handled throughout the year by the port and notifies them to Port authority in 3 months period.

7.3 Procedures for control of proper identification of dangerous goods in the facility, using proper shipping names, certificating, packaging/packed, labeling and declaring of dangerous goods, loading to approved package, container or good cargo transport unit in accordance with rules and transporting in a safe condition and reporting the results of control.

Planning department checks the accuracy of the following information on dangerous goods documents issued by the shipper in coordination with operation about the dangerous goods to be received to port;

- UN Number,
- PSN name (Proper Shipping name),
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 38 |
| | DANGEROUS GOODS GUIDE | | | |

- Packing Group (I; II; III)
- Marine Pollutant feature,
- Container / packing number,
- Seal number,
- Additional information (Ignition temperature, viscosity, etc.)
- Storage Location in Port Field,

This information is delivered to the tally clerk, Field Supervisors, Storage officers, HSE and to the staff who requires knowing the information, by sending upon terminals/documents, so the control of dangerous goods is provided.

In the event that information from operation conflicts with information of goods, operation shall be informed immediately, shipper is directed to confirm the information dangerous goods cargo/vehicle/container, correct the deficient and wrong label marks if any.

7.4 Procedures for obtaining and keeping dangerous goods safety information form (SDS).

Dangerous Goods Safety Information Form (SDS) involving the following information is required for dangerous goods transported by all modes of transportation (Road, rail, air and marine) according to our national law since 1 January 2014.

- UN number,
- PSN (Proper shipping name,) (required for marine transport.)
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)
- Packing group (I; II; III)
- Marine pollutant feature,
- Tunnel Restriction Code (required for road transport.)

In port, there is a check to control this document together with the dangerous goods to be received.

7.5 Procedures for keeping records and statistics of dangerous goods.

A report containing information on hazardous cargo handled by the Administration in our port facility was requested to be reported to the Port Authority in 3-month periods.

Statistical evaluation from records of dangerous goods handled in our port annually is prepared by trade, operation departments.


Monthly inventory and control reports of dangerous goods stored in the port are issued by operation department and submitted to the Management.

|  | Revision No | Release Date | Revision Date | Page No |
|---|-------------|--------------|---------------|---------|
| | 01 | 01.07.2022 | 22.05.2023 | 39 |
| DANGEROUS GOODS GUIDE | | | | |

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

7.6 Information on the Quality Management System

Our port has the TS EN ISO 9001:2015 Certificate obtained from the Turkish Standards Institute with the certificate number TR-KY-8461/23 dated 02/05/2023.

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 40 |
| | DANGEROUS GOODS GUIDE | | | |

8. EMERGENCIES, PREPAREDNESS FOR EMERGENCIES AND RESPONSE

8.1 Response procedure for dangerous goods that endangers/able to endanger life, property and/or environment and dangerous incidents involving dangerous goods :

Hazardous cargoes coming into, being handled, stored, picked up and discharged from coastal facilities pose specific risks such as explosion, fire, abrasion, poisoning, infectious disease, radiation. For this reason, there are many kinds of emergency situations that the coastal facility will face. It is crucial to develop, publish and implement the Emergency Action Plan in partnership with local emergency teams in order to be able to deal with these hazards.

8.1.1 The following points shall be taken into account in the establishment of the emergency strategy at coastal facilities.

- Prevention of Accidents
- Preparation of the Emergency Action Plan
- Implementation and Exercise of Emergency Procedures
- Regular Control of Emergency Equipment
- Implementation of the Plan when an Emergency Situation Occurs
- Analyze and report the case thoroughly to prevent duplication

8.1.2 Procedures for Intervention in Hazardous Situations involving hazardous substances and dangerous substances that may create / create risks to the property,

Intervention in dangerous situations will be done according to the Urgent Action Plan prepared by our facilities.


8.2 Information for possibility, capacity and capability of shore facility to response emergencies.

8.2.1 Possibility, capability and capacity of fire response :

It is as in the fire site plan

8.2.2 Possibility, capability and capacity for leakage and spillage.

| | |
|---------|------------|
| Barrier | 150 Meters |
| Sausage | 50 Meters |

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 41 |
| DANGEROUS GOODS GUIDE | | | | |

8.3 Regulations of first response for accidents involving dangerous goods.

8.3.1 Accidents, which are occurred by dangerous goods in our shore facility are, in form of fire and flow/leakage/spillage.

8.3.2 The measures against fire which is occurred by dangerous goods are as follows:

- In case of fire which is occurred as a result of accident involving dangerous goods that are handled in port facility, Emergency Plan (EMS) annexed to IMDG Code shall be considered.

- Measures in emergency plan, which are taken for fire, are generally as follows.


- F-A(General Fire Plan)
- F-B(Explosive Substances and Articles)
- F-C(Non-Flammable Gases)
- F-D(Flammable Gases)
- F-E(Non-Water-Reactive Flammable Liquids)
- F-F(Temperature-Controlled Self-Reactives and Organic Peroxides)
- F-G(Water-Reactive Substances)
- F-H(Oxidizing Substances with Explosive Potential)
- F-I(Radioactive Material)
- F-J(Non-Temperature-Controlled Self-Reactives and Organic Peroxides)

8.3.3 The measures taken against flow/leakage/spillage which are occurred by dangerous goods are as follows:

- In case of flow/leakage/spillage which are occurred as a result of accident involving dangerous goods that are handled in port facility, Emergency Plan (EMS) annexed to IMDG Code shall be considered.

- Measures in emergency plan, which are taken for flow/leakage/spillage, are generally as follows:

- S-A(Toxic Substances)
- S-B(Corrosive Substances)
- S-C(Flammable, Corrosive Liquids)
- S-D(Flammable Liquids)
- S-E(Flammable Liquids, Floating On Water)
- S-F(Water-Soluble Marine Pollutants)
- S-G(Flammable Solids and Self-Reactive Substances)
- S-H(Flammable Solids “Molten Material”)
- S-I((Flammable Solids “Repacking Possible”)
- S-J(Wetted Explosives and Certain Self-Heating Substances)
- S-K(Temperature-Controlled Self-Reactive Substances)

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 42 |
| DANGEROUS GOODS GUIDE | | | | |

- S-L(Spontaneously Combustible, Water-Reactive Substances)
- S-M(Hazard of Spontaneous Ignition)
- S-N(Substances Reacting Vigorously with Water)
- S-O(Substances Dangerous When Wet “Non-Collectable Articles”)
- S-P(Substances Dangerous When Wet “Collectable Articles”)
- S-Q(Oxidizing substances)
- S-R(Organic Peroxides)
- S-S(Radioactive Material)
- S-T(Dangerous Goods with Biohazard)
- S-U(Flammable, Toxic or Corrosive Gases)
- S-V(Non-Flammable, Non-Toxic Gases)
- S-W(Oxidizing Gases)
- S-Y(Explosive Chemicals)
- S-Z(Toxic Explosives)


8.3.4 The Medical First Aid Guide (MFAG) will be used for accidents involving dangerous substances. Things to note when using the Guide are as follows.

- When exposed to a dangerous substance, emergency action will be taken first.
- The medical first aid guide will be applied in 3 steps.

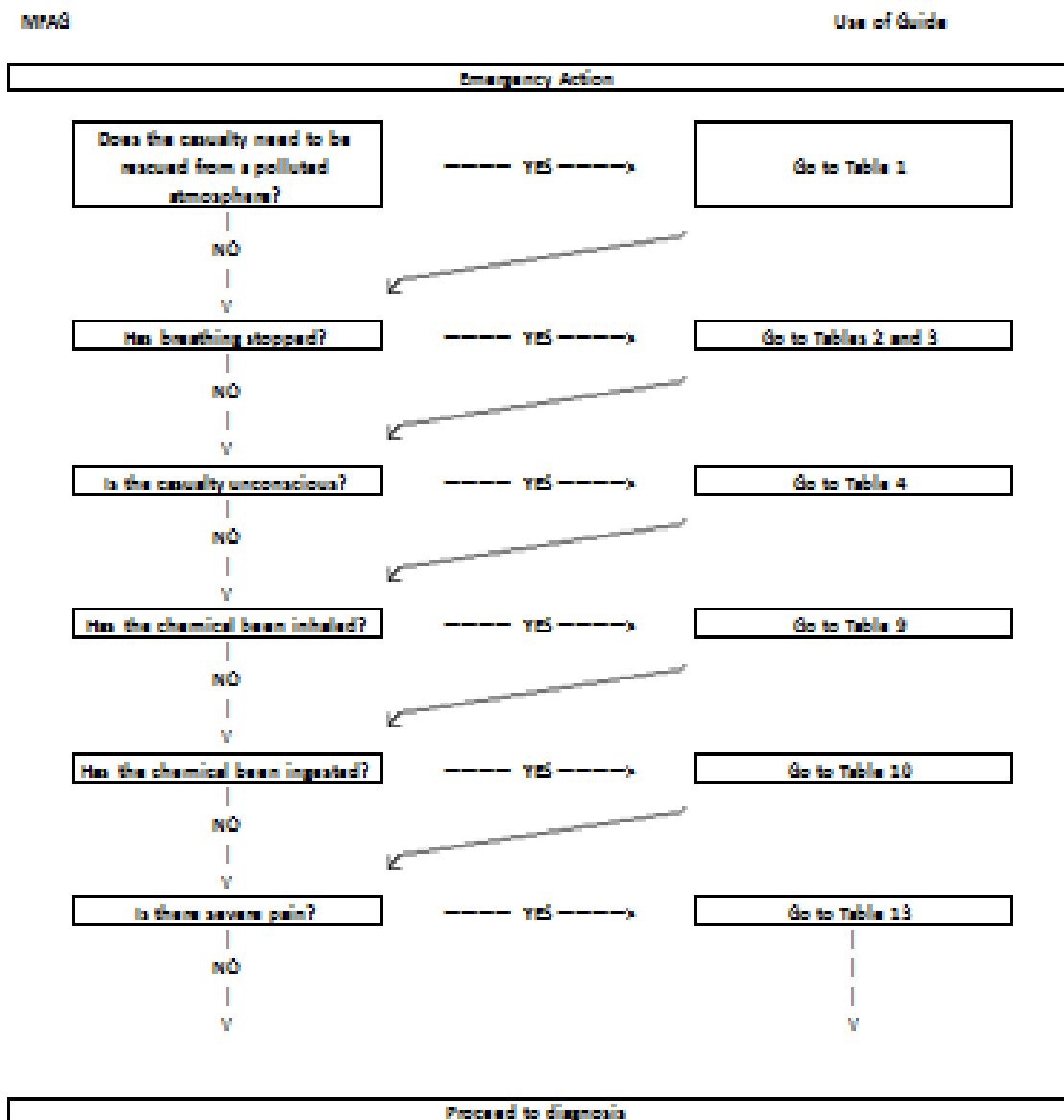
Step 1: Emergency response and diagnosis Start here!


Step 2: Consider the tables. Tables special cases
Short instructions for
It contains.

Step 3: Consider Attachments Attachments of drugs and exposure
Remainable
About chemicals
Contains detailed information.

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|---|------------------------------|--------------|---------------|---------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 43 |
| | DANGEROUS GOODS GUIDE | | | |

8.3.5 Use the following table while emergency action.

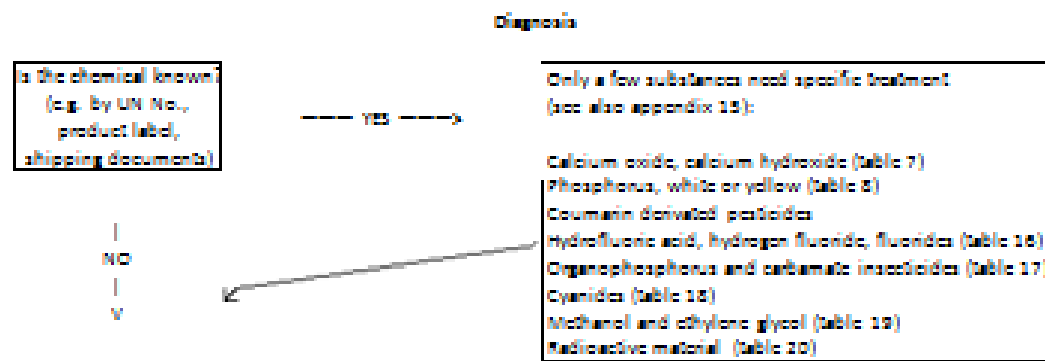


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|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 44 |
| | DANGEROUS GOODS GUIDE | | | |

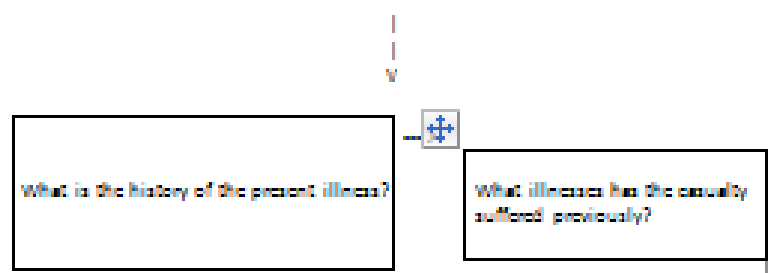
8.3.6 Use the following table for diagnosis.

MPAD

Use of Guide



| What is the casualty's present state? | |
|--|----------------------------|
| Breathing is rapid, shallow, irregular or deep: | → Table 9 and Appendix 9 |
| The casualty has a cough, wheezing, hoarseness or severe breathlessness: | → Table 9 and Appendix 9 |
| The pulse is slow, weak or rapid: | → Table 11 and Appendix 11 |
| Blisters, burns or frostbite are present: | → Table 8 and Appendix 8 |
| The casualty is in a coma: | → Table 4 and Appendix 4 |
| The casualty has convulsions (seizures, fits): | → Table 9 and Appendix 9 |
| The casualty is vomiting: | → Table 10 and Appendix 10 |
| The casualty is restless, excited, confused or hallucinating: | → Table 8 and Appendix 8 |




Tables involves special conditions for special conditions, the information for tables are as follows.

Table 1 : Rescue

Table 2 : Cardio-Pulmonary Resuscitation (CPR)

Table 3 : Oxygen Administration and Controlled Ventilation

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 45 |
| DANGEROUS GOODS GUIDE | | | | |

- Table 4 : Chemical-Induced Disturbances of Consciousness
Table 5 : Chemical-Induced Convulsions
Table 6 : Toxic Mental Confusion
Table 7 : Eye Exposure to Chemicals
Table 8 : Skin Exposure to Chemicals
Table 9 : Inhalation of Chemicals
Table 10: Ingestion of Chemicals
Table 11: Shock
Table 12: Acute Kidney Failure
Table 13: Pain Relief
Table 14: Chemical-Induced Bleeding
Table 15: Chemical-Induced Jaundice
Table 16: Hydrofluoric Acid and Hydrogen Fluoride
Table 17: Organophosphate and Carbamate Insecticides
Table 18: Cyanides
Table 19: Methanol and Ethylene Glycol
Table 20: Radioactive Material

8.3.7 The Appendices provide comprehensive information, medicines and chemicals that might be exposed. Information on appendices are as follows.

- Appendix 1 : Rescue
Appendix 2 : Cardio-Pulmonary Resuscitation (CPR)
Appendix 3 : Oxygen Administration and Controlled Ventilation
Appendix 4 : Chemical-Induced Disturbances of Consciousness
Appendix 5 : Chemical-Induced Convulsions
Appendix 6 : Toxic Mental Confusion
Appendix 7 : Eye Exposure to Chemicals
Appendix 8 : Skin Exposure to Chemicals
Appendix 9 : Inhalation of Chemicals
Appendix 10: Ingestion of Chemicals
Appendix 11: Shock
Appendix 12: Acute Kidney Failure
Appendix 13: Pain Relief
Appendix 14: List of Medicine and Equipment
Appendix 15: List of Materials

| | | | | |
|---|-----------------------|--------------|---------------|---------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 46 |
| | DANGEROUS GOODS GUIDE | | | |

8.4 Notification to be made inside and outside of facility in emergencies.

8.4.1 Flowchart for notification to be made in emergencies are as follows.



8.4.2 Notification required to be made in our shore facility is the same as in Hazardous Material Emergency Action Plan.

8.5 Procedures for reporting accidents.

Accidents / incidents involving dangerous cargo in our premises will first be reported to the Harbor Master within 3 hours from the moment of use, using the VHF radio system or other means of communication. Following this declaration, a written report containing the opinion of the accident / event shall be sent to the port authority within 24 hours at the latest.

8.6 Coordination, support and cooperation method with public authorities.

Coordination, support and cooperation method with public authorities is the same as in Emergency Action Plan.

8.7 Ships and emergency evacuation plan for the removal of the emergency vehicles in the coastal resort of sea

It is in the Emergency Evacuation Plan

8.8 Damaged dangerous loads with procedures for handling and disposal of wastes contaminated with dangerous cargo

For each dangerous cargo to be handled at our facility, the instructions given in these forms will be complied with for the handling and disposal of damaged


| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 47 |
| DANGEROUS GOODS GUIDE | | | | |

hazardous cargoes and hazardous cargoes according to the Material Safety Data Sheet (MSDS). All of these forms are collectively located at the Harbor Master.

8.9 Emergency drills and their records:

8.9.1 Training required to be taken by people in charge of dangerous goods operations will be implemented as indicated below.

- ***Each person engaged in transport or handling of dangerous goods should take training for transport or handling of dangerous cargo in a safe condition commensurate with their responsibilities.***
- ***Shore-based personnel, should take training general awareness/familiarization training, function-specific training and safety training. These people could be stated as follows:***
 - *Classifying the dangerous goods and identifying the Proper Shipping Names of Dangerous goods;*
 - *Packing the dangerous goods ;*
 - *Marking or labelling the dangerous goods;*
 - *Opening/closing the packages of cargo transport units;*
 - *Preparing transport documents for the dangerous goods;*
 - *Offering the dangerous goods for transport;*
 - *Receiving or taking the dangerous goods for transport;*
 - *Handling the dangerous goods on transport;*
 - *Preparing the plans for loading/stowage the dangerous goods;*
 - *Loading/discharging the dangerous goods into/from ships;*
 - *Carrying the dangerous goods in transport;*
 - *Inactivating the cargo storages;*
 - *Measuring the cargo storage and taking samples;*

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 48 |
| DANGEROUS GOODS GUIDE | | | | |

- Washing the cargo storages in accordance with approved procedures and regulations;
- Enforcing, surveying or inspecting legal requirements, rules and the compliance with regulations
- Involving in any other way into the transport of dangerous goods as determined by Competent Authority.

8.9.2 The content of training required for people engaged in dangerous goods is as follows.

- ***General awareness / familiarization training:***

Each person should take training for safe shipment or handling of dangerous cargo commensurate with responsibilities. Training must be designed to ensure the familiarization of general dangers and legal requirements of dangerous cargoes. This training must involve identification of types and classes of dangerous cargoes, labelling, marking, packaging, segregation and compliance with requirements; a description of purpose and content of dangerous goods transport documents and a description of available emergency response documents.


- ***Function-specific training:***

Each person shall be trained in specific dangerous goods transport provisions about the safe shipment or handling of dangerous cargo which is applicable to the function that person performs.

- ***Safety training:***

Each person should receive training about the following issues regarding risks in the occurrence of a release of dangerous cargoes and the function performed:

- methods and procedures for accident avoidance about proper use of package handling equipment and appropriate methods of stowage and segregation of dangerous goods;
- available emergency response information and how to use it;
- general dangers presented by the various types and classes of dangerous goods and how to prevent exposure to those hazards, including, if appropriate, the use of personal protective clothing and equipment; and

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 49 |
| DANGEROUS GOODS GUIDE | | | | |

- emergency procedures to be followed in the event of an unintentional release of dangerous goods, including any emergency response procedures for which the person is responsible and personal protection procedures to be followed.

8.9.3 Records regarding the training of people in charge of dangerous goods:

The records of all the security trainings loaded are kept by the Port Facility Management and the original copies are given to the owners.

8.9.4 Drills and record regarding to dangerous goods.

- **Drill implementation** ; In order to be ready for emergencies in facility, personnel in emergency organization are prepared for their duties by various training. Trainings must be done by support of specialized organization when necessary. In this context, relevant personnel get IMDG code training regarding to dangerous goods and certificated in the port. It should be planned to carry out and implement the drills according to the worst-case scenario in order to test the adequacy of emergency plans and be ready for real incidents.
- **Drill Scenarios;** The worst scenario must be foreseen as one incident or a combination of incidents faced by port in exercise planning. Exercises are provided to implement in line with prepared scenarios in fastest and most efficient way.
- **Emergency Drills to be held within port facility;**
 - It should be stated in Port annual training plans.
 - IT can be planned as local or general response,
 - It can be combined with Safety, Spilling, etc exercise scenarios,
 - Drills can be made by/without informing.
 - Drills are based on various emergency scenarios.
 - Drills can be made actually, or desk bound, seminar type,
 - Scenarios with different time, day, season and incident are prepared for each drill.

8.10 Information on Fire Protection Systems :

Portable fire extinguishers are available as part of our fire protection systems. Information on fire protection systems is as in 8.2.1.

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

Testing, maintenance and use of fire protection systems are to be made weekly and monthly by our facility and processed into control forms.

|  | Revision No | Release Date | Revision Date | Page No |
|---|-------------|--------------|---------------|---------|
| | 01 | 01.07.2022 | 22.05.2023 | 50 |
| DANGEROUS GOODS GUIDE | | | | |

8.12 Precautions to be Taken When Fire Protection Systems Do Not Work :

In case our fire protection systems do not work in our port facility, firstly the possibilities of utilizing the facilities of the neighboring facilities are investigated and the local fire brigade in our region is informed. It is interfered with using all the possibilities of the region. In this respect, a protocol was made with Silifke Municipality Fire Department unit.

8.13 Other Risk Control Equipment :

Other risk control equipment is not available.

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 51 |
| DANGEROUS GOODS GUIDE | | | | |

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Purposes of Occupational Health and Safety Measures:

The purposes of the occupational health and safety are as follows;

- **To protect employees:**

It is the main purpose of the occupational health and safety. It aims to protect the employees against working accidents and occupational diseases, provide the mental and physical integrity.

- **To provide production safety:**

It is important for economy as providing production safety in workplace will lead an increase in efficiency.

- **To provide facility safety:**

As the measures taken in workplace remove the dangers in facility due to machinery malfunctions and disabled operations, explosions, fire which may arise from working accidents or unsafe and unhealthy working conditions, the facility safety can be ensured.

| | | | | |
|---|-----------------------|--------------|---------------|---------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 52 |
| | DANGEROUS GOODS GUIDE | | | |

9.2 Information on personal protective clothing and procedures for their use

Personal protective clothing is specified in the standard and the EN Numbers belonging to these garments are as follows.

KİŞİSEL KORUYUCU DONANIMLARINDA EN STANDARTLARI

KAFA KORUYUCULARINDA EN STANDARTLARI
EN 397 Bareti
EN 443 Yangın (Savunma) Bareti
EN 812 Bariyerli Kep

KULAK KORUYUCULARINDA EN STANDARTLARI
EN 352 - 1 Kulaklıklar
EN 352 - 2 Kulak tıkaçları
EN 352 - 3 Kulaklıklar baretler

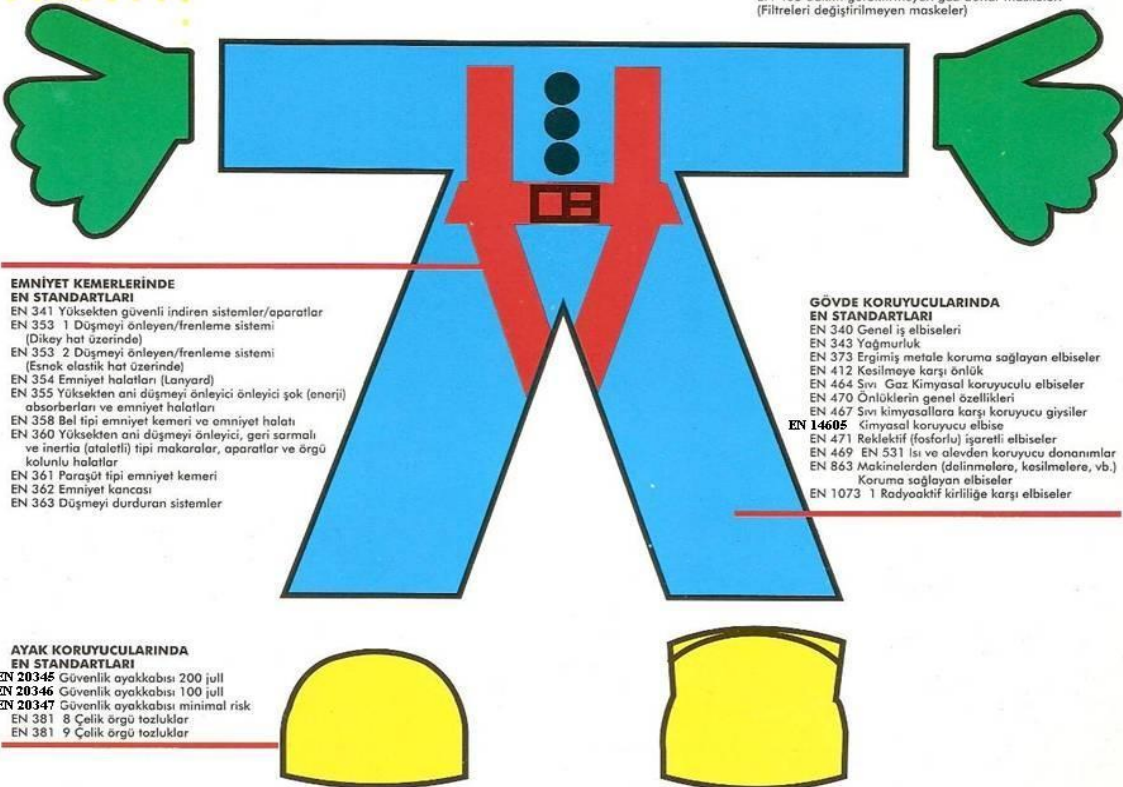
EL KORUYUCULARINDA EN STANDARTLARI

EN 374 Kimyasal madde ve mikro organizma eldivenleri
EN 374 - 2 Kimyasal maddeyi içine alma direnci (3 Kademe)
EN 374 - 3 Kimyasal maddeyi içine alma direnci (6 Kademe)
EN 381 - 1 Çelik örgü eldivenleri
EN 388 Antistatik mekanik iş eldivenleri
EN 407 Sıcak iş ve ısı eldivenleri
EN 420 Genel amaçlı eldivenler
EN 421 İyonize ışınlar Radyasyona karşı eldivenler
EN 511 Soguk iş eldivenleri
EN 659 Yangın mücadela eldivenleri
EN 60903 Elektrik risklerine karşı eldivenler
EN 60903 Parmaksız özel amaçlı eldivenler

GÖZ KORUYUCULARINDA EN STANDARTLARI
EN 166 Genel özellikleri
EN 167 Optik test metodları
EN 168 Farklı optik test metodları
EN 169 Kaynak Filtreleri
EN 170 Ultraviyole Filtreleri
EN 171 Infarot Filtreleri
EN 175 Kaynak siperleri başlıklar
EN 207 208 Laser Filtreleri
EN 379 Elektronik kaynak başlıklar

SOLUNUM SİSTEMİ KORUYUCULARINDA EN STANDARTLARI

EN 136 Tam yüz maskeleri
EN 137 Solunum tüp ve sırtlıkları
EN 139 Temiz hava beslemeli maskeler
EN 140 Yanık yüz maskeleri
EN 14387 Gaz buhar filtreleri
EN 143 Zerrecek (partikül) filtreleri
EN 12941 Kendinden hava beslemeli başlık maskeleri
EN 149 Bakım gerektirmeyen maskeler
EN 14594 Temiz hava beslemeli başlıklar
EN 270 Kompresörden temiz hava beslemeli başlıklar
EN 403 Kaçış maskeleri
EN 405 Bakım gerektirmeyen gaz-buhar maskeleri (Filtreleri değiştirilmeyen maskeler)



EMNİYET KEMERLERİNDE EN STANDARTLARI

EN 341 Yüksekten güvenli indiren sistemler/aparatlar
EN 353 1 Düşmeyi önleyen/frenleme sistemi (Dikay hat üzerinde)
EN 353 2 Düşmeyi önleyen/frenleme sistemi (Esnok elastik hat üzerinde)
EN 354 Emniyet halatları (Lanyard)
EN 355 Yüksekten ani düşmeyi önleyici önleyici çok (enerji) absorberları ve emniyet halatları
EN 358 Bel tipi emniyet kemeri ve emniyet halatı
EN 360 Yüksekten ani düşmeyi önleyici, geri sarmalı ve inertia (ataletli) tipi makaralar, aparatlar ve örgü kolunlu halatlar
EN 361 Paraşüt tipi emniyet kemeri
EN 362 Emniyet kancası
EN 363 Düşmeyi durduran sistemler

GÖVDE KORUYUCULARINDA EN STANDARTLARI

EN 340 Genel iş elbiseleri
EN 343 Yağmurluk
EN 373 Ergonomik koruma sağlayan elbiseler
EN 412 Kesilmeye karşı önlük
EN 464 Sıvı Gaz Kimyasal koruyucu elbiseler
EN 470 Önlüklerin genel özellikleri
EN 467 Sıvı kimyasallara karşı koruyucu giysiler
EN 14605 Kimyasal koruyucu elbise
EN 471 Reaktif (fosforlu) işaretili elbiseler
EN 469 EN 531 ısı ve alevden koruyucu donanımlar
EN 863 Makinelere (dalınlara, kesimlere, vb.) Koruma sağlayan elbiseler
EN 1073 1 Radyoaktif kirliliğe karşı elbiseler

AYAK KORUYUCULARINDA EN STANDARTLARI

EN 20345 Güvenlik ayakkabısı 200 jull
EN 20346 Güvenlik ayakkabısı 100 jull
EN 20347 Güvenlik ayakkabısı minimal risk
EN 381 8 Çelik örgü tozlukslar
EN 381 9 Çelik örgü tozlukslar


| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 53 |
| DANGEROUS GOODS GUIDE | | | | |

9.3 Closed Space Entry Permit Precautions and Procedures

Tank, boiler, tunnel etc. The precautions to be taken to enter closed containers for reasons such as maintenance, repair and cleaning are specified in the CLOSED AREA ENTRANCE PROCEDURE.

In general, indoor work is not allowed unless the following points specified in the indoor work permit form are met before starting to work indoors.

- Entry-exit opportunities will be provided from at least 2 points, if possible, for works carried out in closed areas.
- Oxygen value is measured before entering the closed area. If it is under 19.5, the closed area will not be entered.
- It will be ensured that the temperature of the indoor environment is below 50 C.
- Scaffolding/platform/stairs/step etc. for safe entry and exit to the indoor environment. will be prepared.
- In the works to be carried out indoors, the mobile lighting will be prepared to be 24V.
- Communication and coordination of employees in closed environments will be ensured completely.
- The works carried out in a closed environment will be carried out under the supervision of an observer.
- CO, O2, Temperature, explosive atmosphere measurements have been made and working conditions will be appropriate for the works to be carried out in closed environments.
- Adequate ventilation will be provided in the closed area.
- An evacuation rehearsal will be made for the safe evacuation of employees from the closed area.
- All personnel working indoors will be provided with personal protectors suitable for the job.

|  | Revision No | Release Date | Revision Date | Page No |
|---|-------------|--------------|---------------|---------|
| | 01 | 01.07.2022 | 22.05.2023 | 54 |
| DANGEROUS GOODS GUIDE | | | | |

10. OTHER ISSUES

10.1 Validity of Dangerous Goods Compliance Certificate :

(PUBLISHED BY THE ADMINISTRATION BY PUBLISHING.)

10.2 Dangerous Goods Security Advisor Task Description :

The real duty of consultant is that, under the responsibility of Operation Officer, to determine appropriate tools and activities in the limit of facility capacity and enable the management of these activities in the safest way.

In the view of activities inside facility, certain tasks of a consultant are listed below:

- The monitoring of compliance with dangerous good transportation;
- Presentation of recommendations to the facility about dangerous good transportation;
- The preparation of an annual report about operational activities of the facility including dangerous good transportation and presentation of this annual report to facility administration or a local authority. This type of reports is kept for 5 years and if needed it is delivered to national authorities.

The duties of a consultant at the same time include controls of following applications and methods related to administration:

- Compliance procedures with requirements which determine dangerous good transportation;
- Consideration of special obligations related to transportation vehicles when acquiring transportation vehicles for the facility;
- Control methods of equipments used transportation, loading and unloading of Dangerous Goods;
- Training of facility employees including amendments in the regulations, the inventory of training records;
- The application of appropriate emergency methods if any accident or near miss accidents occur while transportation, loading or unloading of Dangerous Goods,

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 55 |
| DANGEROUS GOODS GUIDE | | | | |

- Making research and preparation of report about serious accidents, incidents or serious mistakes while transportation, loading or unloading of Dangerous Goods;
- The application of necessary precautions against accidents, incidents or serious mistakes;
- The measurement of sensibility of subcontractors or third parties on legal rules and special requirements about dangerous good transportation;
- The approval of competency of workers in the transportation, loading or unloading units of Dangerous Goods about necessary operational procedures and instructions;
- Taking precautions in order to get prepared better against the potential risks while transporting, loading or unloading Dangerous Goods;
- The application of notification procedures about documents which must be available in the vehicles while transporting Dangerous Goods and compliances of these documents with current regulations and legal directives;
- The application of notification procedures about the requirements of loading and unloading processes.

10.3 Issues for carrier of dangerous goods to the shore facility /from the shore facility by land (documents to be kept by road vehicles during entrance/exit of port or shore facility field, equipment and tools kept by these vehicles; port field speed limits, etc.):

10.3.1 Documents required to be carried:

- Transport documents,
- Dangerous goods Transportation Driver Training Certificate (SRC-5),
- Identification card with photo in charge in vehicle (identity card, driving license or passport),
- Written instruction prepared by carrier to give to driver ,
- Multimodal Dangerous Goods Transportation Form for dangerous goods transported in multimodals,
- ADR conformity certificate for vehicles,
- Copy of transport permission document taken from related competent authority for Class1, class 6 and class 7 dangerous goods transportation,

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 56 |
| DANGEROUS GOODS GUIDE | | | | |

- Dangerous Goods and Dangerous Waste Compulsory Financial Liability Insurance for vehicles carried out dangerous goods transportation,

10.3.2 Equipment and apparatus required to have in vehicles:

- Portable fire extinguishers,
- At least one chock of appropriate size to the wheel diameter and maximum mass for each vehicle,
- Two self-standing warning signs,
- Eye rinsing liquid,
- Warning vest,
- Portable lightening apparatus,
- A pair of protective gloves,
- Eye protection goggles,
- Emergency escape mask,
- Shovel,
- Drain seal,
- Collecting container


10.3.3 Speed limits in Port Area:

The speed limits determined by our facility and on the traffic warning and occupational health and safety signs will be obeyed.

10.4 Issues regarding to the carriers of dangerous goods to coming the shore facility/leaving from shore facility by sea (exhibition of signals by ships and sea vehicles to the port or shore facility by day/at night, cold and hot working procedures aboard ship)

10.4.1 Day/night indications of vessels carrying dangerous goods and of seagoing vessels at the port or coastal facility :

The vessel arriving at the shore installation and bearing dangerous cargo shall have the international sign code "B" (Burak Sanjak) at night and 2 Fixed Red Lanterns at night.

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 57 |
| DANGEROUS GOODS GUIDE | | | | |

10.4.2 Cold and Hot Working Procedures in Vessels with Hazardous Cargo in Coastal Facilities :

10.4.2.1 Ships carrying dangerous cargo at the coastal facility will receive the necessary permission from the Harbor Master for cold and hot work to be carried out and inform the coastal facility concerned

10.4.2.2 The principles of hot work to be carried out on vessels carrying dangerous cargo at coastal facilities are as follows.

* Before carrying out a hot work on the Ship in the coastal facility, the responsible company officer who will perform the hot work must have a written authorization issued by the port administration to carry out this hot work. Such authorization should include details of the hot work location as well as the safety measures to be followed.

* In addition to the security measures required by the port administration, the responsible company officer who will carry out the hot work before starting the hot work should also take the additional security measures required by the ship and/or the quay together with the ship and/or dock responsible(s). These additional security measures should include:

* Keeping dangerous cargoes and other combustible materials and objects away from work and adjacent areas.

* Effective protection of combustible structural elements such as beams, cowls, wall and ceiling linings against accidental ignition;

* Sealing open pipes, lead pipe insides, valves, fittings, cavities and open parts to prevent flames, sparks and hot particles from escaping into adjacent or other areas of the work area.

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

* While performing hot work, checks should be made to ensure that conditions do not change and at least one suitable fire extinguisher or other suitable fire extinguishing equipment should be available for immediate use at the hot work place.


* Upon completion of this work during hot work and for a sufficient period of time after its completion, effective monitoring should be made in the hot work area as well as adjacent areas where there is a possibility of danger from heat transfer.

10.5 Additional issues added by shore facility.

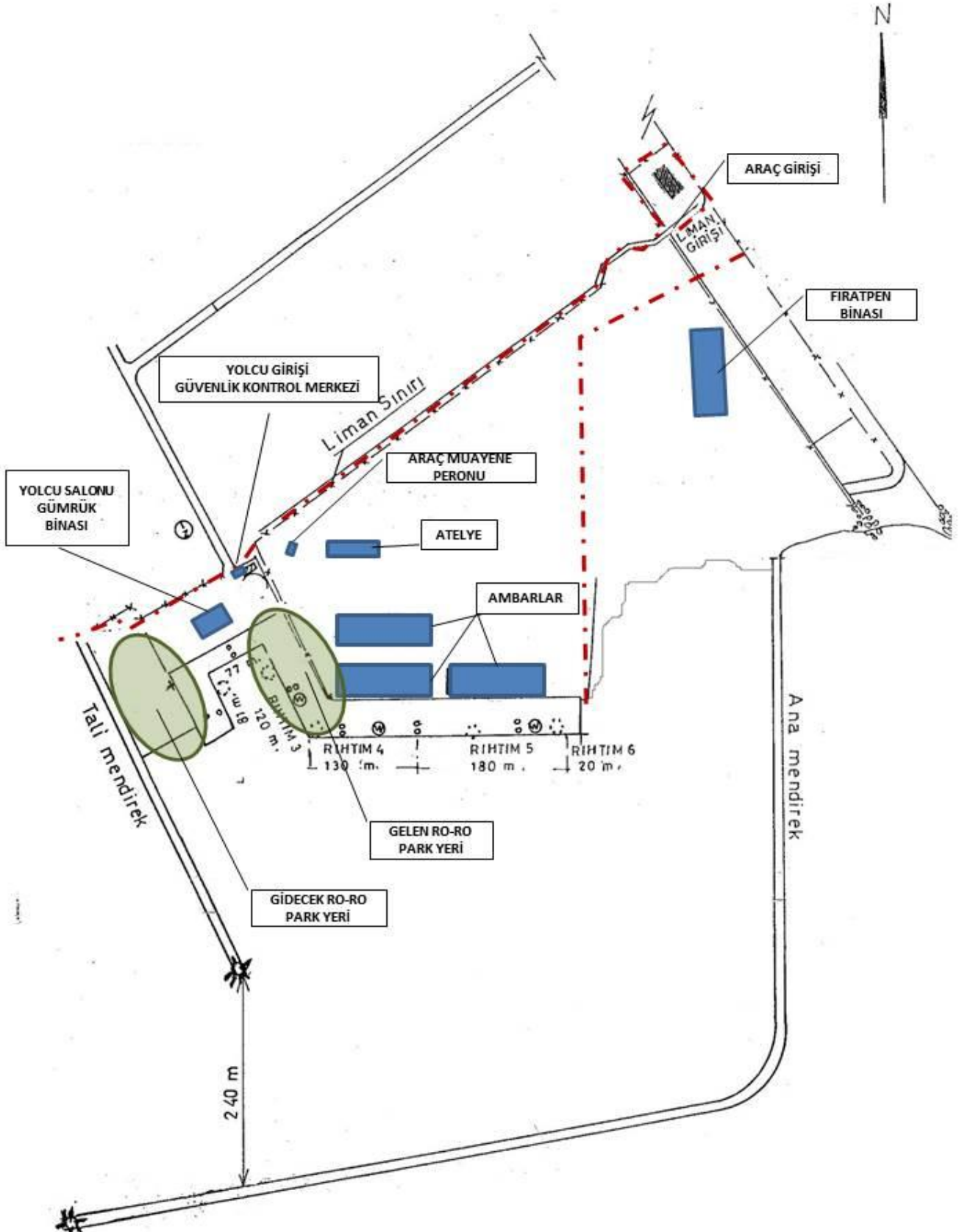
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|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 58 |
| DANGEROUS GOODS GUIDE | | | | |

11.ANNEXES

| | | | | |
|---|-------------|--------------|---------------|---------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 59 |
| DANGEROUS GOODS GUIDE | | | | |

**ANNEX-1
GENERAL LAYOUT OF SHORE FACILITY**



|  | Revision No | Release Date | Revision Date | Page No |
|---|-------------|--------------|---------------|---------|
| | 01 | 01.07.2022 | 22.05.2023 | 60 |
| DANGEROUS GOODS GUIDE | | | | |

ANNEX-2 PHOTO OF GENERAL APPEARANCE OF SHORE FACILITY



| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 61 |
| | DANGEROUS GOODS GUIDE | | | |




| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 62 |
| | DANGEROUS GOODS GUIDE | | | |

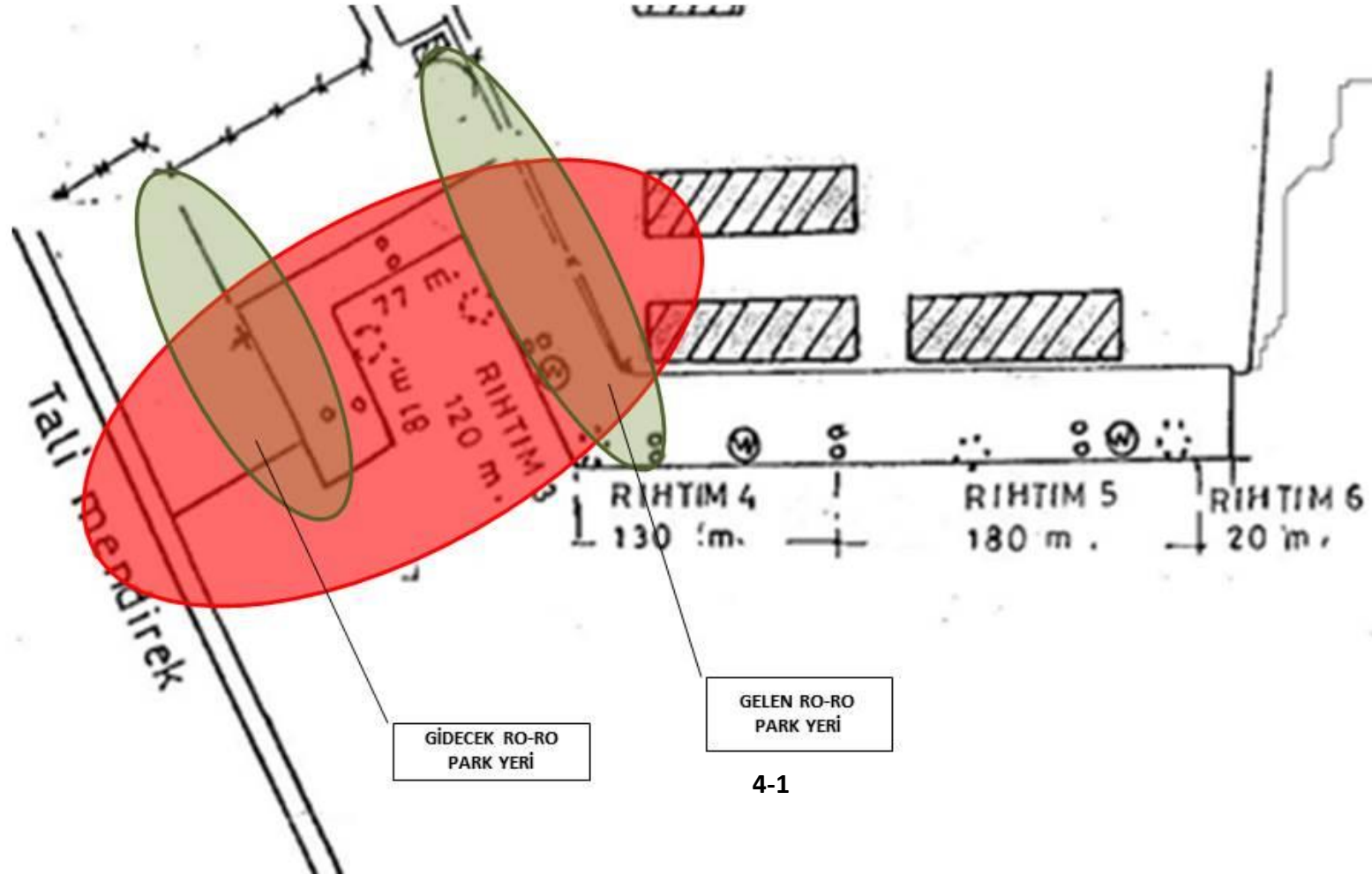
**ANNEX-3
EMERGENCY CONTACT POINTS AND CONTACT INFORMATION
INSTALLATION**


| | Telefon | Faks | VHF |
|--|------------------------------------|-----------------|-----|
| Silifke State Hospital | 0 324 714 11 59 | 0 324 714 10 07 | |
| Silifke Municipality | 444 6 920 | | |
| Taşucu Port Authority | 0 324 741 40 04 | 0 324 741 40 05 | |
| Main Search and Rescue Coordination Center | 0 312 231 91 05 0 312 232 47 83 | 0 312 232 08 23 | |
| Coast Guard Mediterranean Regional Command | 0 324 237 22 22 0 324 237 19 19 | 0 324 237 19 36 | |
| Coast Guard | 158 | | |
| Sea Police | 0 324 741 41 95 | | |
| Coastal Safety Çanakkale Administration | 0 212 334 45 00 | 0 212 252 17 87 | |
| ALO Coastal Safety | 151 | | |
| Meteorology Station | 0 324 714 53 29 | | |
| Coastal Health Inspection Center | 0 324 741 42 89 | | |
| Guidance Station | 0 324 49 93 | | |

| | |
|--------------------|-----|
| Fire | 110 |
| Emergency Service | 112 |
| Police Help | 155 |
| Gendarme Help | 156 |
| Alo Zabita | 153 |
| Alo Trafic | 154 |
| Alo Coast Guard | 158 |
| Electrical Failure | 186 |
| Gas Failure | 187 |
| Water Failure | 185 |
| Phone Failure | 121 |
| Health Counseling | 184 |
| Poison Information | 114 |
| Funeral Services | 188 |

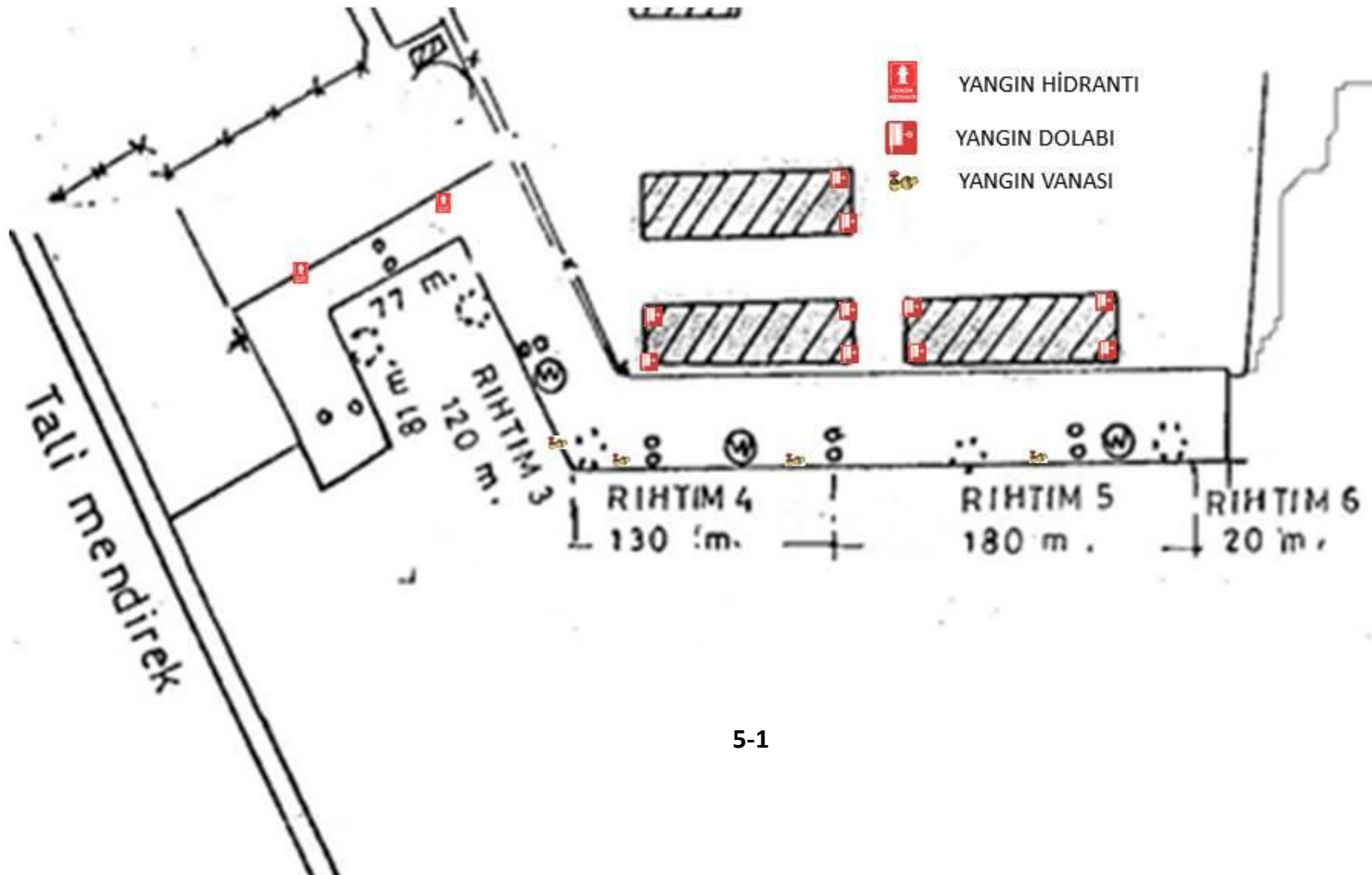
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|---|------------------------------|--------------|---------------|---------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 63 |
| | DANGEROUS GOODS GUIDE | | | |

**ANNEX-4
GENERAL LAYOUT PLAN OF FIELDS THAT DANGEROUS GOODS HANDLED**



| | | | | |
|---|------------------------------|--------------|---------------|---------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 64 |
| | DANGEROUS GOODS GUIDE | | | |

**ANNEX-5
FIRE PLAN OF FIELD THAT DANGEROUS GOODS HANDLED**



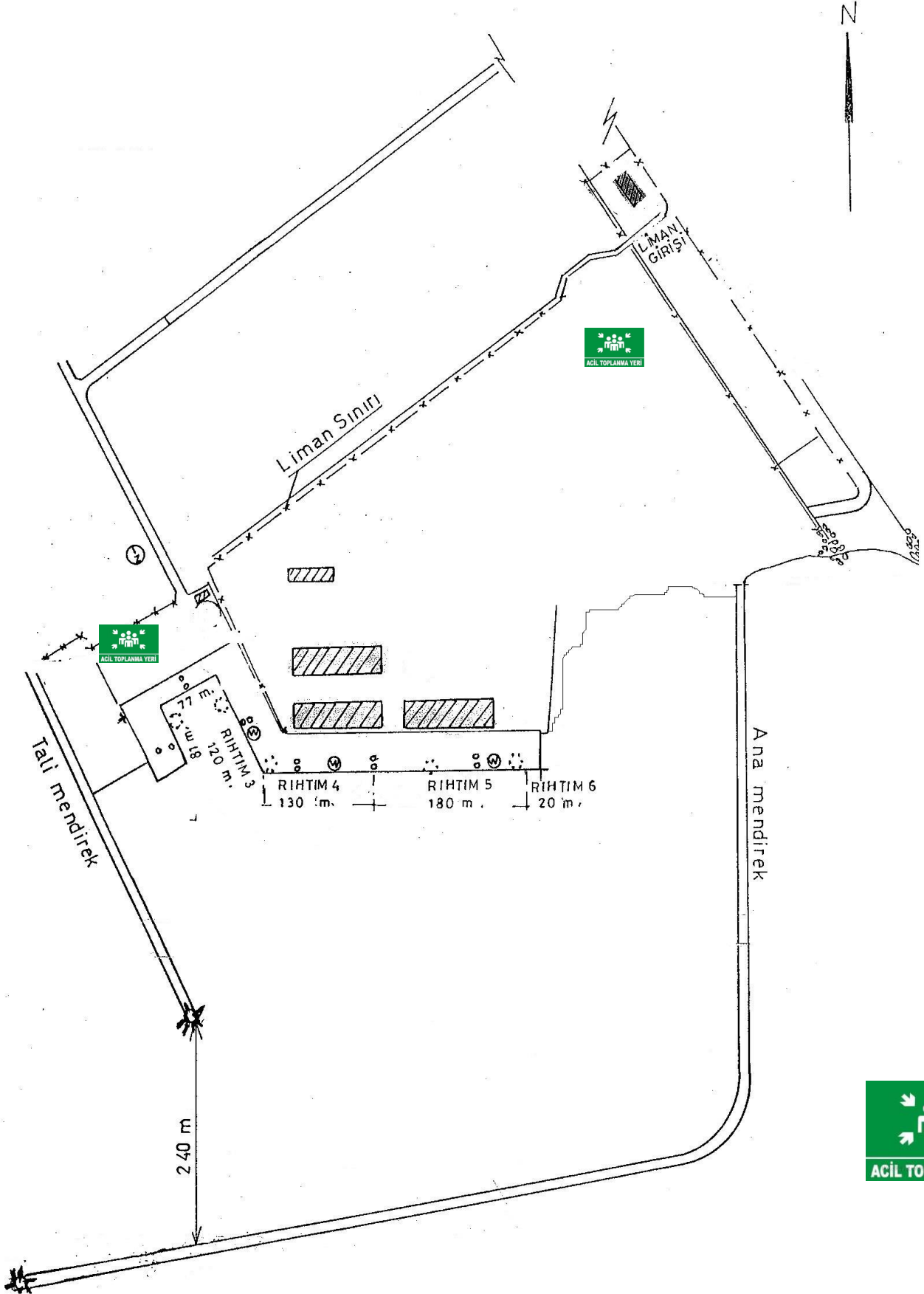
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|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 66 |
| DANGEROUS GOODS GUIDE | | | | |

**ANNEX-7
EMERGENCY ACTION PLAN**

**TAŞUCU PORT FACILITY
THE EMERGENCY ACTION PLAN IS INSIDE**

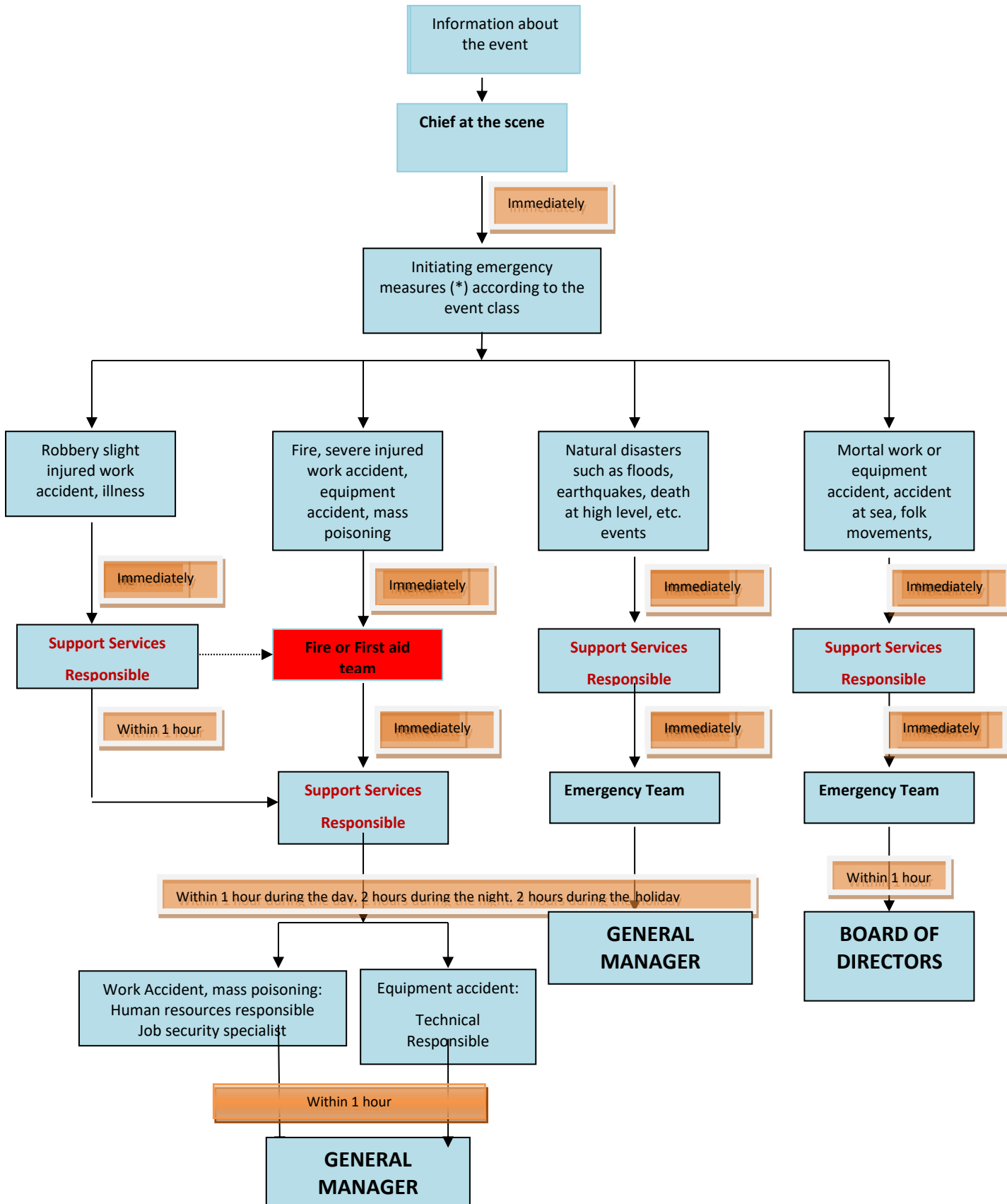
|  | Revision No | Release Date | Revision Date | Page No |
|---|-------------|--------------|---------------|---------|
| | 01 | 01.07.2022 | 22.05.2023 | 67 |
| DANGEROUS GOODS GUIDE | | | | |

**ANNEX-8
EMERGENCY MEETING POINT PLAN**



| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 68 |
| | DANGEROUS GOODS GUIDE | | | |

**ANNEX-9
EMERGENCY MANAGEMENT PLAN**



| | | | | |
|---|------------------------------|--------------|---------------|---------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 69 |
| | DANGEROUS GOODS GUIDE | | | |

**ANNEX-10
DANGEROUS GOODS MANUAL**

ARKA KAPAK



ÖN KAPAK



ARKA KAPAK




ÖN KAPAK



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|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 70 |
| | DANGEROUS GOODS GUIDE | | | |

ANNEX-11
SPACE AND EQUIPMENT FOR CTU AND PACKAGES, INPUT / OUTPUT
DRAWINGS



| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 71 |
| DANGEROUS GOODS GUIDE | | | | |

**ANNEX-12
INVENTORY OF PORT SERVICE SHIPS**

**CEY X
CEY IX
CEYBOT X**

| | | | | |
|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 72 |
| DANGEROUS GOODS GUIDE | | | | |

ANNEX-13 TAŞUCU HARBOUR MASTER ADMINISTRATIVE BOUNDARIES, ANCHORING LOCATIONS AND MARINE COORDINATES OF HARBOR PILOT LANDING/BOARDING POINTS

A) Port administrative boundary

The port administrative area of Tasucu Port Authority is the sea and coastal area between the lines drawn to the true South (180°) from the following coordinates and bounded by the adjacent Turkish territorial waters.

- a) 36° 07' 36" K – 033° 23' 39" D (Sancak Burnu)
- b) 36° 26' 18" K – 034° 07' 06" D (Akyar Burnu)

B) Anchorage areas

a) 1 Anchorage area: Anchorage area for ships not carrying hazardous materials and military vessels is the sea area formed by the following coordinates.

- 1) 36° 18' 30" K – 033° 52' 30" D
- 2) 36° 16' 30" K – 033° 52' 30" D
- 3) 36° 16' 30" K – 033° 50' 30" D

b) 2 Anchorage: Anchorage area for vessels carrying hazardous materials, military vessels operating with nuclear power, vessels to be quarantined and vessels to be demilitarized, are the following areas of the anchorage.

- 1) 36° 18' 30" K – 033° 53' 21" D
- 2) 36° 16' 30" K – 033° 53' 21" D
- 3) 36° 16' 30" K – 033° 55' 12" D

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 73 |
| | DANGEROUS GOODS GUIDE | | | |


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

| MATERIAL NAME | QUANTITY |
|----------------------|-----------------|
| Barrier | 150 m. |
| Sausage | 50 m. |

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|---|--------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 74 |
| DANGEROUS GOODS GUIDE | | | | |

ANNEX-15
PERSONAL PROTECTIVE EQUIPMENT(PPE) USE MAP

All of the personnel in our port have received IMDG CODE and Occupational Health and Safety training, and the use of the appropriate Personal Protective Equipment as specified in the SDS of the cargoes is meticulously controlled during the handling of these cargoes.

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 75 |
| | DANGEROUS GOODS GUIDE | | | |

**ANNEX-16
NOTIFICATION FORM FOR DANGEROUS GOODS INCIDENT**

| | |
|-----------|--|
| 1. | HISTORY AND TIME OF EMERGENCY: |
| 2. | THE PLACE WHERE THE BOILER IS IN THE FIELD (COASTAL PLANT AND / OR SHIP), POSITION AND IMPACT AREA: |
| 3. | EMERGENCY TYPE (ORDER: FIRE, FUEL DOWN, STAFF INJURY) AND BOILER DEVELOPMENT): |
| 4. | WHAT HAPPENED WHAT YOU WANT TO KNOW AND UNABLE: |
| 5. | INCIDENT, DEAD, AND LOST NUMBER AND IDENTITY INFORMATION: |
| 6. | SIZE OF INJURY / POLLUTION: |
| 7. | SHIPPING SHIP VISITING INFORMATION (NAME, SHOULDER, IMO NO, DINNER, OPERATOR, QUANTITY AND QUANTITY, CAPABILITIES AND SIMILAR INFORMATION): |
| 8. | METHOROLOGICAL CONDITIONS: |
| 9. | HAZARDOUS SUBSTANCE INFORMATION; UN NUMBER: PSN: CLASS: POSITION RISK: NO SEA POLLUTION: DANGEROUS MATERIALS SIGN AND LABEL DETAILS, |

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 76 |
| | DANGEROUS GOODS GUIDE | | | |


| | |
|------------|--|
| 10. | DANGEROUS GOODS MANUFACTURER COMPANY INFORMATION: SENDER INFORMATION: TRANSPORT INFORMATION: RECEIVER INFORMATION: |
| 11. | CONTROL MEASURES FOR VEHICLES AND TERMS TO TAKE THE EMERGENCY CONTROL: |
| 12. | DUTY PLANT / EQUIPMENT DAMAGE: |
| 13. | LOSS OF PRODUCT AND / OR RETURNED PRODUCT AMOUNT: |
| 14. | THE EFFECT OF THE WINDING PLANT ON ROUTINE OPERATIONS: |
| 15. | EQUIPMENT AND / OR PRODUCT QUALITY CONTROLS: |
| 16. | ACTIVITIES TO BE PERMITTED OR REQUIRED TO PREVENT THE EMERGENCY: |
| 17. | SUBJECT TO EMERGENCIES AND EMERGENCY: |
| 18. | EXPECTED RESPONSIBILITY OR EXPRESSION IN PRESS: |

| | | | | |
|---|--------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 77 |
| | DANGEROUS GOODS GUIDE | | | |

ANNEX-17

NOTICE OF CONTROL RESULTS FOR DANGEROUS LOAD TRANSPORT UNITS (CTU)

| | | | | |
|---|----------------------------|---------------------------|-----------------------|----------------------|
| Year / Semester |/..... | | | |
| Relevant Port Authority | | | | |
| Name of the Coastal Facility | | | | |
| | | | | |
| CONTROLLERS | Controlled (Number) | Incorrect (Number) | Controlled (%) | Incorrect (%) |
| Compliance with CTU Plates and Marks | | | | |
| Incompatible or Damaged Packaging | | | | |
| Labels and Marks for Packaging | | | | |
| Documentation (Dangerous Load Declaration) | | | | |
| Inappropriate or Damaged Portable Tanks or Land Tankers | | | | |
| CTU / Vehicle / In-Container Stacking and Bonding | | | | |
| Segregation of load (adaptation to load separation rules) | | | | |
| Safety Containers Convention (CSC) Approval Plate | | | | |
| Land Tanker Binding Apparatus and Attachments | | | | |
| <p>...../.....</p> <p>Form Preparer</p> <p>Port Authority or Port Authority</p> | | | | |

| | | | | |
|---|------------------------------|---------------------|----------------------|----------------|
|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 79 |
| | DANGEROUS GOODS GUIDE | | | |

ANNEX-18
MULTIMODAL DANGEROUS GOODS FORM

| | | | | | |
|---|--|---|--|---|--|
| 1. Shipper/Consignor/Sender | | 2. Transport document | | 1. Shipper/Consignor/Sender | |
| | | | | 3.1 page of....page | |
| | | | | | |
| 6. Consignee | | 7. Carrier (to be completed by the carrier) | | | |
| | | SHIPPER'S DECLARATION I hereby declare that content of this consignment are fully and accurately described below by the Proper Shipping Name and are classified, packaged, marked and labelled/placarded | | | |
| 8. This shipment is within the limitation prescribed for: PASSENGER AND CARGO AIR PLANE | | ONLY CARGO AIR PLANE | | 9. Additional handling information PASSENGER AND CARGO AIR PLANE | |
| 10. Vessel/flight no. and date | | 11. Port/place of loading | | 10. Vessel/flight no. and date | |
| 12. Port/place of discharge | | 13. destination | | 12. Port/place of discharge | |
| 14. Marks of shipment Number and kind of packages, description, gross mass(kg) net mass(kg) Cube(m ³) | | | | | |
| | | | | | |
| 15. Container identification no/vehicle registration no | | 16. Seal number(numbers) | | 15. Container identification no/vehicle registration | |
| | | | | | |
| CONTAINER/VEHICLE PACKING CERTIFICATE I hereby declare that goods described above have been packed/loaded into the container/vehicle identified above in accordance with the applicable provisions. MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING | | 21. RECEIVING ORGANIZATION RECEIPT Received the above number of packages/containers/trailers in apparent good order and condition, unless stated hereon. ORGANIZATION REMARK: | | | |
| 20. Name of company | | Haulier's name | | 22. Name of company | |
| Name /status of declarant | | Vehicle reg.no | | Name /status of declarant | |
| Place and date | | Signature and date | | Place and date | |
| Signature of declarant | | Driver's signature | | Signature of declarant | |

| | | | | |
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|  | Revision No | Release Date | Revision Date | Page No |
| | 01 | 01.07.2022 | 22.05.2023 | 80 |
| DANGEROUS GOODS GUIDE | | | | |

**ANNEX-19 Dangerous Goods Handling Guide Additional Cargo
Notification (When necessary)**