CEYPORT TAŞUCU INTERNATIONAL PORT OPERATIONS INC. GUIDE TO HANDLING HAZARDOUS CARGO

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(See Revision Page for revisions)

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REVISION PAGE

Revision No.	Revision Content	Revision Date	Revision Author	
			First Name Last Name	Signature
1	New docks were added to the facility information form and image revisions were made.	25.08.2025	Operations manager Environmental Engineer	
2	Facility Information Form updated Art. 16	04.11.2025	Operations manager Environmental Engineer	
3	Sections 1.2, 1.3, 1.4, 1.5, 1.6, 1.7 have been revised.	04.11.2025	Operations manager Environmental Engineer	
4	4.1. Dangerous Goods classes updated	04.11.2025	Operations manager Environmental Engineer	
5	4.6. Separation distances and terms for hazardous cargo in warehouses have been updated.	04.11.2025	Operations manager Environmental Engineer	
6	6.4 Procedures for Fumigation, Gas Measurement and Degassing Work and Operations have been abolished.	04.11.2025	Operations manager Environmental Engineer	
7	7.6. Information regarding Quality Management systems has been corrected.	04.11.2025	Operations manager Environmental Engineer	

CONTENTS

1. INTRODUCTION

The purpose of this guide is to ensure that hazardous material transportation activities carried out by sea to the Taşucu Port operated by Ceyport Taşucu International Port Operations Inc. are conducted in a systematic, safe, high-quality manner with minimal negative environmental impact and in harmony with other transportation activities.

When dangerous cargo enters the port and is handled in the port areas, it must be ensured that general safety and security are maintained, the cargo is secured, safety measures are taken for all persons in or near the port area, and environmental protection is ensured.

1.1. General Information About the Facility

FACILITY INFORMATION FORM

1	Facility operator name/title	CEYPORT TAŞUCU INTERNATIONAL PORT OPERATIONS INC.		
2	Facility operator's contact information (address, phone, fax, email, and website)	Taşucu Neighborhood, Palmiye _1 Street, External Gate No:90 Silifke /MERSIN		
3	Name of the facility	CEYPORT TAŞUCU PORT		
4	Province where the facility is located	MERSIN		
5	Facility contact information (address, phone, fax, email, and website)	Taşucu Mh. Palmiye _1 Sk. Dış Kapı No:90 Silifke /MERSIN TEL: (0324) 741 53 00 Email: info@ceyporttasucu.com.tr		
6	Geographical region where the facility is located	Mediterranean region		
7	Port Authority to which the facility is affiliated and contact details	Taşucu Port Authority Tel: 0 324 741 40 04		
8	Municipal Directorate to which the facility is affiliated and contact details	Silifke MunicipalityToros Mah. Sanayiciler cad. No:13 Silifke / MERSIN		
9	Name of the Free Zone or Organized Industrial Zone where the facility is located	-		
10	Validity date of the Coastal Facility Operating Permit/Temporary Operating Permit Document	*03.03.2026*		
11	Facility's operational status (X)	Own cargo and additional third party (…)	Own cargo (...)	Third party (X)
12	Name and surname of the facility manager, contact details (phone, fax, email)	RAHMAN ÇOBAN Mobile: 0536 596 37 10 Tel: 0 324 741 25 93 Fax: 0 324 741 53 73		
13	Name and surname of the person responsible for hazardous cargo operations at the facility, contact details (phone, fax, email)	Şahin GEDİK Mobile: 0 536 596 37 16 Tel: 0324 741 25 92 Fax: 0 324 741 53 73 Email:operasyon@ceyporttasucu.com.tr		

14	Name and surname of the facility's Hazardous Materials Safety Advisor, contact details (phone, fax, email)	Suat BAŞANALAN suat@tmgddanismanlik.com Tel: 0 553 006 10 02
15	Facility's maritime coordinates	36°18´54´´ N - 033°54´ 09´´ E
16	Types of dangerous cargo handled at the facility (cargoes covered by MARPOL Annex I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, as well as asphalt/bitumen and scrap cargoes)	Packaged Dangerous Cargo (RO-RO) - (IMDG COD) - SOLID BULK CARGO IMSBC (IMSBC KOD)
17	Hazardous cargoes handled at the facility (cargo types other than those covered by the IMDG Code in Article 16 shall be listed separately. Additional cargo requests shall be submitted to the port authority using Form Annex 1. If deemed appropriate, they shall be added to TYER.	CO2 (UN 2187)
18	Classes for cargoes subject to the IMDG Code	All classes (except Classes 1-6.2 and Class 7)
19	Groups in the characteristics table for cargoes subject to the IMSBC Code	'B' and 'A and B' subject loads
20	Types of vessels that can berth at the facility	General Cargo/ Dry Cargo Ship /Bulk Cargo/Ferry/Passenger, Ro-Ro Passenger Ships/Container/Other (Tugboat, service, offshore operations, Live Animal Ships)
21	Distance of the facility from the main road (kilometers)	2 km
22	Distance of the facility from the railway (kilometers) or railway connection (Yes/No)	No 85
23	Name of the nearest airport and distance to the facility (kilometers)	Çukurova International Airport; 170 km
24	Facility cargo handling capacity (Tons/Year; TEU/Year; Vehicles/Year)	3,000,000 Ton/Year 200,000 Vehicles/Year 100,000 TEU/Year
25	Whether scrap handling is performed at the facility	No
26	Is there a border crossing? (Yes/No)	No
27	Is there a customs area? (Yes/No)	Yes
28	Cargo handling equipment and capacities	20-ton, 100-ton, 124-ton, 154-ton cranes, 2 x 45-ton CRS (Container Reach Stackers), 1 x 16-ton, 1 x 12-ton, 1 x 3.5-ton, 1 x 5-ton, 2 x 3-ton forklifts
29	Storage tank capacity (m^3)	Not available
30	Open storage area (m^2)	355,796 m^2
31	Semi-enclosed storage area (m^2)	Not available
32	Closed storage area (m^2)	9.000 m^2
33	Designated fumigation and/or fumigation decontamination area (m^2)	Not available
34	Name/title and contact details of the pilotage and towing service provider	CEYPORT TAŞUCU INTERNATIONAL PORT OPERATIONS INC. Tel: 0324 741 25 92 Fax: 0 324 741 53 73 Email: info@ceyporttasucu.com.tr

35	Has a Security Plan been established? (Yes/No)	Yes	
36	Waste Acceptance Facility capacity (This section will be organized separately according to the types of waste accepted by the facility)	Waste Type	Capacity (m^3)
		Bilge Water	*-150*
		Bilge Oil	*-150*
		Sludge	*-200*
		Waste oil	*-100*
		Contaminated oil	*-*
		Wastewater	*2.5*
		Trash	*150*

34	CHARACTERISTICS OF PIER/JETTY AREAS				
Pier/Jetty No.	Length (Meters)	Width (Meters)	Maximum Water Depth (Meters)	Minimum Water Depth (Meters)	Maximum Ship Tonnage and Length (DWT or GRT)
1. Y1 Pier	120	462	7.9	7.9	5300 DWT/100 MT
2. Y2 Pier	60	462	7.9	7.9	5300 DWT/100 MT
3. Y3 Pier	60	462	7.9	7.9	5300 DWT/100 MT
4. Y4 Pier	210	360	7	7	20.000 DWT/200 MT
5. Y5 Pier	15.4	240	5.5	5.5	20.000 DWT/100 MT
6. Y6 Pier	21	240	5.5	5.5	20.000 DWT/100 MT
7. Pier No. 4	130	50		6.5	5000 DWT/100 MT
8. Pier No. 5	180	50		9.6	18.750 DWT/180 MT
9. Berth No. 6	20	500		9.6	18.750 DWT/180 MT

Pipeline name (if available at the facility)	*Number (Number)*	*Length (Meters)*	*Diameter (Inch)*
-	-	-	-

1.1. Loading/Unloading, Handling, and Storage Procedures for Dangerous Cargo Handled and Temporarily Stored at the Port Facility :

1.1.1. General

1.2.1.1 Cargoes defined as Class 1 explosives (excluding Class 1.4 S), Class 7 radioactive materials, and Class 6.2 infectious substances in the IMDG Code are not permitted to be transported to the onshore facility. These cargoes are considered strictly unacceptable hazardous cargo and, with the approval of the competent authority, are processed as transit cargo. Loading and unloading are carried out in a designated area at the onshore facility, and they are shipped and removed without being held at the onshore facility. When handling such cargo, the safety rules specified in this guide must be applied. Packaged, bundled, or baled/bundled/bundled cargo, general cargo, and project cargo are handled within the scope of MARPOL Annex I, IMDG Code. All types of bulk cargo, including minerals, coal, cement, clinker, ammonium nitrate-containing fertilizers, and similar solid bulk cargoes are handled within the scope of the IMSBC Code; all types of bulk grains are handled within the scope of the Grain Code; and timber is handled within the scope of the TDC Code. Liquid cargoes are not handled within the scope of the IBC Code; and cargoes are not handled within the scope of the IGC Code.

1.2.1.2 The following matters shall be fulfilled for the safety of the coastal facility, employees and ships in the coastal facility in matters such as handling, temporary storage, stacking and separation of dangerous cargo arriving at the coastal facility, and storage.

1.2.1.3 A coordination meeting will be held at least one day before the acceptance of hazardous cargo to the shore facility, and the participation of Operations, Site Planning, HSE, DGSA, and other relevant parties will be ensured. (The decision to hold this meeting for routinely handled hazardous cargo accepted into the port may be made by Operations or HSE/DGSA.)

1.2.1.4 At the coordination meeting, regarding the hazardous cargo(s) to be accepted into the port:

1. Risk arising from the hazardous cargo

2. Interaction with existing hazardous cargo at the coastal facility

3. Interaction with cargoes planned to be accepted into the coastal facility in the near future

4. Stacking requirements

5. Separation requirements

6. Material and equipment requirements for emergency response

7. Competence of emergency response teams

The issues are addressed within the scope of current IMDG CODE documents and an acceptance / rejection or administrative decision is made.

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

1.2.1.6 In case of need to inform the Harbour Master upon admission to the coastal facility, the situation is notified to the Regional Harbour Master in writing along with the reasons.

1.3 Procedure for Safe Handling of Packaged Dangerous Goods

1.3.1 Container

1.3.1.1 The container carrying dangerous goods subject to the customs regime has been declared to the Customs Administration and the Customs Administration determines that FULL INSPECTION, PARTIAL INSPECTION, EXTERNAL INSPECTION will be carried out by dispatching to the RED line for physical inspection and document control, YELLOW for checking the accuracy of the declaration and its annexes without the need for physical inspection, BLUE for checking the declaration and documents later, and GREEN line for document control and without physical inspection of the goods.

1.3.1.2 The customer or their representative submits a request to the agency port (registration office, commercial tariff unit, CFS office) and a service order is created. The Opening and Closing report is signed by the Customs inspection officer, and the request is submitted to the CFS office with this report and declaration.

1.3.1.3 If a Safety Data Sheet (SDS) is not available for the hazardous cargo contained in the container, it must be requested from the customer or their representative. No action will be taken regarding hazardous cargo for which an SDS Form is not available. The SDS Form will be reviewed by the Operations, HSE/DGSA, and necessary protective measures will be taken and teams assigned.

1.3.1.4 Based on the Service Order created by the CFS office, the requested Container is brought to the CFS site.

1.3.1.5 The container is loaded onto the Port Vehicle at the stacking area and brought to the CFS area and unloaded at the planned location. At the CFS area, the container inspection is completed under the supervision of the Inspection Officer, the Customer/representative, and the Port CFS operations officer, and an Opening and Closing Report is prepared.

1.3.1.6 During the inspection and sampling process, any waste (packaging paper, plastic, fixing materials, etc.) and leaks from containers containing hazardous cargo are handled and cleaned by teams wearing protective clothing. The resulting residue is sent to a waste collection center for disposal.

1.3.1.7 The completed container is assigned to the field and taken to the container stacking area.

1.3.1.8 Containers containing dangerous cargo cannot be placed in a "temporary storage area closed warehouse" according to Article 77 of the Customs Legislation.

1.3.2 Packaged Loads

1.3.2.1 Packaged dangerous goods will be loaded/unloaded immediately at our shore facility.

1.3.2.2 The loading and unloading schedule is prepared one day in advance at an operations meeting. The equipment, cranes, crew, number of posts, and berths to be used are determined at this meeting. Personnel working in the operation are informed about the hazards of the cargo and equipped with the necessary protective equipment. Environmental safety is ensured by the HSE. Personnel are not assigned to the ship's hold or the field without gas measurements.

1.3.2.3 Necessary warnings are made to prevent trucks from loading beyond their load capacity, and those responsible will show the necessary attention in this regard.

1.3.2.4 Drivers will be required to wait at a designated location away from the vehicle during loading and unloading. The driver will be checked to ensure they have the necessary protective equipment.

1.3.2.5 Occupational safety in the work area, control of equipment, entry and exit of external persons, safe handling of the load, environmental cleaning and control of whether these tasks are carried out appropriately are under the responsibility of the shift supervisor.

1.3.2.6 The work order is organized by the operations officer, the helmsman, and the ship's chief officer. The operations officer ensures that loading and unloading are carried out according to the approved cargo plan. Responsibility for loading and unloading in accordance with the cargo plan rests with the operations officer.

1.3.3 Roro

1.3.3.1 A parking area has been designated for cargo transport units transporting hazardous cargo from the coastal facility. Hazardous cargo will be segregated according to their classes in this area.

1.3.3.2 For the loading operation, they are loaded in accordance with the loading stack plan approved by the ship's chief officer. Cargo transport units containing hazardous cargo must be specified on the plan, and the necessary segregation rules must be followed. Loading is carried out under the supervision of the ship's chief officer or ship's personnel, and the responsibility rests with the ship.

1.3.3.3 For the evacuation operation, the approved ship evacuation plan is submitted to the watch commander by the Chief Officer. Under the supervision of the ship's crew, cargo units are unloaded from the ship's ramp to the berth according to the evacuation plan. Cargo units containing hazardous cargo are moved either directly out of the port area or to a designated hazardous cargo area within the port.

1.3.4 Requirement

1.3.4.1 Depending on the facility's capacity and location, the fire equipment is equipped with water tanks of sufficient volume, electric and diesel engine water pumps of sufficient power and capacity for cooling, fire hydrants connected to fire pipes of sufficient number/diameter where necessary, fire cabinets, backup energy production devices (generators) of sufficient power, and a sufficient number of foam (for extinguishing works other than buildings and liquefied gas fires) and dry chemical/powder fixed/portable fire extinguishers, the details of which are specified in Article 8.10.

1.3.4.2 Personnel involved in the loading/unloading of packaged dangerous cargo at the coastal facility will be provided with training on emergencies (fire, explosion, leakage, etc.) and response, occupational health and safety, ISPS Code security awareness training and safety issues specified in Article 10.4, in accordance with their job descriptions and work areas.

1.3.4.3 Work and operations related to damaged cargo transport units or packages containing hazardous cargo will be carried out at the CFS site, taking the necessary precautions. In the event of a leak in the said cargo transport units or packages, these operations will be carried out in portable leakage basins with a capacity of two 40-foot containers.

1.3.4.4 An area complying with IMO segregation and stacking rules for packaged dangerous cargo and containers carrying dangerous cargo will be designated, and the temporary storage of such packaged cargo and containers will be carried out in accordance with the segregation and stacking rules specified in Chapter 4. Necessary fire, environmental, and other safety precautions will be taken in these areas. If dangerous cargo is stacked or stored throughout the area, access routes to cargo transport units containing dangerous cargo will be open, and the area will be equipped to provide rapid emergency response capabilities.

1.3.4.5 The communication equipment used shall be of a type that can be used safely and in sufficient numbers and sufficient to ensure uninterrupted communication during the loading/unloading and handling operations of dangerous cargo, and shall be in good working order and condition.

1.3.4.6 Necessary warnings, warning signs, and fire alarm buttons must be placed in visible and easily accessible locations. In hazardous locations and situations, relevant personnel will be equipped with personal protective clothing and equipment that comply with occupational safety

and health criteria. Personnel who do not have personal protective clothing and equipment appropriate to their job descriptions and work areas will not be employed.

1.3.4.7 Temperature-controlled cargo transport units carrying hazardous cargo shall be temporarily stored in electrically connected areas. The temperature of these cargo transport units shall be continuously monitored and, to the extent practicable, monitored using remote monitoring facilities.

1.3.4.8 Packages containing Class 4.3 hazardous cargoes that emit flammable gases upon contact with water, and cargo transport units containing such packages, shall be stored in covered stacking areas that are unaffected by rain, seawater, and similar factors. Warning signs shall be provided indicating the risks in the storage area. CTUs containing these hazardous cargoes shall be stored in open facility areas if they are unaffected by rain, seawater, and similar factors.

1.3.5 Documentation

1.3.5.Passenger ships and cargo ships of 500 gross tonnes and above constructed on or after 1 September 1984 and carrying hazardous goods shall comply with the requirements of SOLAS 1974 regulation II-2/19. Such ships shall be required to hold a Certificate of Conformity in accordance with SOLAS 1974 regulation II-2/19.4 as evidence that the ship complies with the specific requirements for ships carrying hazardous goods set out in SOLAS regulation II-2/19. Cargo ships of less than 500 gross tonnes constructed on or after 1 February 1992 shall comply with the provisions of SOLAS 1974 regulation II-2/19, unless Administrations reduce the requirements, and this shall be recorded in the Certificate of Conformity.

1.3.5.2 The Certificate of Conformity also provides information about the classes of dangerous goods that can be transported.

1.3.5.3 A ship carrying packaged dangerous goods must maintain a special list or manifest specifying the dangerous goods, marine pollutants, and their location on board. A detailed stowage plan identifying and locating the dangerous goods and marine pollutants by class may be used as such a special list or manifest. The IMO FAL Form 7 includes the format for such a manifest.

1.3.5.4 The list or manifest of hazardous goods and/or marine pollutants must be based on the documentation and certification required in IMDG Code Chapter 5 and must include the stowage location and total quantity of hazardous goods and/or marine pollutants on board and will be notified to our facility by the agency.

1.3.6 Surveillance

1.3.6.1 After the ship docks, the captain and port management oversee the handling of hazardous cargo within their areas of responsibility. The Watch Chief or Operations Officer will ensure that actions are taken based on the risks inherent in the cargo and will inform the captain of the steps to be taken in the event of an emergency.

1.3.6.2 The person responsible for the ship, usually the chief officer or the cargo officer, will ensure continuous communication with the Watch Chief or Operations Officer.

1.3.7 Operational and emergency information

1.3.7.1 Operations Officers shall have the following information regarding all hazardous cargo transported or handled within their area of responsibility.

– A description of the hazardous cargo in accordance with IMDG Code Section 5.4,

– Details of the special equipment needed for the safe transport of a particular hazardous cargo, and

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

1.3.7.2 When special equipment is needed for the transport of dangerous goods, information about this equipment and relevant test and inspection certificates shall be immediately presented to the captain, port management and responsible persons.

1.3.7.3 Information on emergency procedures shall be provided to the ship and those responsible for cargo handling. This information shall be placed on the ship in a location readily accessible to all concerned:

– This information shall include berth emergency procedures, berth fire and emergency arrangements, and the telephone numbers of the fire department, ambulance, police, and other relevant authorities who should be notified in the event of an accident involving hazardous cargo.

– The port manager's telephone number and emergency telephone number to be contacted in the event of an accident involving hazardous cargo shall also be included.

1.3.7.4 Operations officers are responsible for keeping records of the positions of loaded and/or discharged hazardous cargo on board the ship or at the shore facility. Their duties will also be communicated in writing. The operations officer's responsibility is to keep records of the positions of hazardous materials in a manner that can be made available to relevant parties in the event of an emergency, support emergency response, and be kept in a location easily accessible to relevant parties.

1.3.8 General handling precautions

1.3.8.1 Port management, within its areas of responsibility:

– All persons involved in the transportation of hazardous cargo shall exercise due care to prevent damage to packages, unit loads, and cargo transport units.

– While transporting hazardous cargo, necessary precautions shall be taken to prevent unauthorized persons from accessing the transport areas.

– If there is a problem in the containment of hazardous cargo, the necessary practical steps shall be taken to minimize the risks to persons and the negative impact on the environment.

– The packaging and wrappings used in the replacement or repair of cargo transport units, or the placement of damaged packages in salvage packages, shall be appropriate to the nature of the hazardous material and shall be manufactured and certified in accordance with the provisions of IMDG Code Chapter 6.

– At the shore facility, the provisions of the "Cargo Transport Units Packing Practice Code (CTU Code)" will be observed for inland loading operations and/or loading of cargo transport units onto other modes of transport. The Container Operations Officer will issue a "Container/Vehicle Loading

Certificate" if containers/vehicles are loaded in the facility's cargo transport units unloading areas and/or in closed holds (CFS areas).

– At port entry points, each cargo transport unit arriving at the shore facility for sea transport will be checked for a "Container/Vehicle Loading Certificate." Cargo transport units without such a certificate will not be allowed to be loaded onto the ship.

– Handling and temporary storage operations will be carried out in accordance with the segregation rules specified in Table 1 (Segregation Table for Dangerous Goods in Port Areas) in the Annex to the International Maritime Organization (IMO) Circular No. MSC/Circ. 1216, "Recommendations on the Safe Carriage of Dangerous Goods and Related Activities in Port Areas," as specified in Section 4. Details are provided in Section 4.

– Cargo transport units that have been fumigated and/or contain toxic gases will be stowed in such a way that their hatches cannot be opened uncontrolled.

– Cargo transport units carrying temperature-controlled hazardous materials will be temporarily stored in electrically connected areas, taking the necessary precautions. The temperature of these cargo transport units will be continuously monitored.

– There is no enclosed space for packages containing Class 4.3 hazardous materials that emit flammable gases upon contact with water, nor for cargo transport units containing such packages. Containers containing Class 4.3 cargo may be stacked in accordance with segregation regulations if they are unaffected by rain, seawater, or similar factors. Handling and entry to the coastal facility are not permitted under any other circumstances.

1.4 Procedure for Safe Handling of Solid Hazardous Cargo

At our shore facility, solid hazardous cargo is handled offshore at the docks. Normally, no storage will be permitted at the shore facility, but storage may be permitted with the necessary precautions and with permission from the relevant authorities.

1.4.1 Bulk dangerous solid cargoes

1.4.1.1 The loading and unloading schedule is prepared one day in advance at an operations meeting. The equipment, cranes, crew, number of posts, and berths to be used are determined at this meeting. Personnel working in the operation are informed about the hazards of the cargo and equipped with the necessary protective equipment. Environmental safety is ensured by the HSE. No personnel are assigned to the ship's hold or the field without gas measurements.

1.4.1.2 Necessary warnings are issued to ensure that trucks do not exceed their load capacity, and those responsible must exercise due care in this regard. Trucks must be covered after loading.

1.4.1.3 Drivers will be required to wait at a designated location away from the vehicle during loading and unloading. The driver will be checked to ensure they have the necessary protective equipment.

1.4.1.4 Occupational safety in the work area, control of equipment, entry and exit of external persons, safe handling of the load, environmental cleaning and control of whether these tasks are carried out appropriately are the responsibility of the shift supervisor.

1.4.1.5 Responsibility for loading and unloading in accordance with the cargo plan belongs to the operations officers.

1.4.1.6 If the ship evacuation is partially completed, gas measurements will be made before the

assignment for the discharge of the cargo remaining in the ship's hold is made.

1.4.1.7 A tarpaulin is laid between the ship and the dock, and a responsible person is appointed to clean the cargo scattered around.

1.4.2 Requirement

1.4.2.1 When determining the areas where dangerous cargo is handled according to their risks, administrative buildings, other facilities adjacent to the facility, the types of cargo handled in these facilities, the characteristics of other cargo temporarily stored and handled in the facility, and the fastest and safest access opportunities for emergency response will be taken into account.

1.4.2.2 Matters regarding additional safety and security measures to be taken at coastal facilities and these measures will be provided by the Hazardous Materials Officer and the Operations Department.

1.4.2.3 A Shift Supervisor or operations manager responsible for the handling of hazardous solid bulk cargoes is appointed and their duties are defined in the quality management system.

1.4.2.4 Electrical equipment, fittings, and fittings used in areas where hazardous materials are handled shall meet standards suitable for use in flammable, combustible, or explosive environments. During cargo operations involving hazardous solid bulk cargo, electric lamps other than arc lamps shall be used, and these lamps shall be LED bulbs.

1.4.2.5 Adequate personal protective clothing, equipment and hardware will be provided to meet the characteristics of the hazardous solid bulk cargoes handled and the risks they may pose.

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

1.4.2.7 Areas where hazardous materials, such as coal (according to the IMSBC Code), are stored that are spontaneously combustible but not affected by water, should be equipped with water cannons and irrigation should be carried out to prevent combustion. When designating a temporary storage area, consideration should be given to whether the area's surroundings have a drainage system to collect contaminated water.

1.4.2.8 Tarpaulins that will prevent solid bulk dangerous cargo from falling into the sea during the discharge from the ship or loading onto the ship will be kept between the ship and the dock during the operation.

1.4.2.9 The captain of a vessel loading or discharging hazardous solid bulk cargo must obtain a detailed loading/discharging plan, detailing the location and quantities of the cargo on board, from the operations officer before commencing the loading/discharging operation. The loading/discharging plan will be agreed upon between the captain and the operations officer.

1.4.2.10 The ship master and the operations officer shall ensure that operations related to the transport, handling or loading/discharging of hazardous solid bulk cargoes, within their areas of responsibility, are carried out in accordance with the “International Maritime Solid Bulk Cargoes Code (IMSBC Code)”, “Code of Practice for the Safe Loading and Discharging of Bulk Carriers (BLU

Code)", "Regulation on the Safe Loading and Discharging of Bulk Carriers" published in the Official Gazette dated 31.12.2005 and numbered 26040 and the "Handbook for Terminal Representatives on the Loading and Discharging of Solid Bulk Cargoes (IMO MSC/Circ.1160, MSC/Circ.1230 and MSC.1/Circ.1356)".

1.4.3 Documentation

1.4.3.1 Ships of 500 gross tonnes and above constructed on or after September 1984 and carrying hazardous goods must comply with the requirements of SOLAS 1974 regulation II-2/19. In this regard, such ships must carry a Certificate of Conformity in accordance with SOLAS 1974 regulation II-2/19.4 as evidence that the ship complies with the specific requirements for ships carrying hazardous goods specified in SOLAS regulation II-2/19. Cargo ships of less than 500 gross tonnes constructed on or after 1 February 1992 must comply with the requirements of SOLAS 1974 regulation II-2/19, unless the relevant Administrations reduce the requirements to apply, and this must be stated in the Certificate of Conformity.

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

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

1.4.4 Responsibility for compliance

Whenever hazardous solid bulk cargoes are carried, transported or stowed, the shipmaster or the shore facility shall ensure that loading and unloading operations within their area of responsibility are carried out in accordance with the Code of Practice for the Safe Loading and Unloading of Bulk Cargoes and the guidance for Terminal Officers on the Loading and Unloading of Solid Bulk Cargoes (IMSBC Code).

1.4.5 Emission of hazardous dusts

1.4.5.1 Where the transport, handling or stacking of hazardous dry bulk cargoes may give rise to dust emissions, all practicable precautions shall be taken to prevent or minimise such dust emissions and to protect people and the environment from such emissions.

1.4.5.2 In addition to personal washing and hygiene and washing of used clothing, these precautions shall include appropriate protective clothing, respiratory protection and, if necessary, protective creams.

1.4.6 Hazardous vapor emission/oxygen deficiency

1.4.6.1 Where the transportation, handling or stacking of hazardous bulk cargoes may result in emissions of toxic or flammable vapours, all practicable precautions shall be taken to prevent or

minimise the occurrence of such vapour emissions and to protect people and the environment from such emissions.

1.4.6.2 When hazardous solid bulk cargoes that may emit a toxic or flammable vapour are carried, transported or stacked, measurement of the toxic or flammable vapour concentration shall be provided.

1.4.7 Explosive dust emissions

1.4.7.1 When hazardous solid bulk cargoes that may cause flammable dust emissions upon ignition are transported or handled, all fire hoses shall be kept ready to prevent such a flashover and to minimise the effects of a flashover should it occur.

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

1.4.8 Simultaneously flammable substances and water-reactive substances

Hazardous solid bulk cargoes, which may decompose into flammable or toxic vapors or cause spontaneous explosions in contact with water, shall be kept as dry as possible. Such cargoes shall be transported only under dry weather conditions.

1.4.9 Oxidizing agents

Hazardous solid bulk cargoes, which are oxidizing substances, shall be transported, handled, and stowed in a manner that prevents contamination with flammable or carbon-containing materials. Oxidizing substances shall be kept away from any heat or ignition source.

1.4.10 Incompatible substances

Hazardous solid bulk cargoes will be transported in a way that prevents any dangerous interaction with incompatible materials.

1.4.11 Loads that can be handled in our facility according to IMSBC CODE

1.4.11.1 Group A loads (liquefiable loads)

Liquefaction is the state in which a cargo becomes fluid (liquid). Cargoes that are prone to liquefaction contain a certain amount of moisture and are small-grained; they may appear relatively dry and granular.

Group A loads

Mineral concentrates

Mineral concentrates are refined ores that have been enriched by removing most of the valuable components and waste materials. They include copper concentrates, iron concentrates, lead concentrates, nickel concentrates, and zinc concentrates.

Nickel ore

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

Coal

Coal (bituminous and anthracite) is a flammable material composed of natural, solid, amorphous carbon and hydrocarbons. It best fits Group B due to its flammability and self-heating properties, but can also be classified as Group A due to its ability to liquefy if diluted too much (e.g., if 75% of it consists of particles smaller than 5 mm). In these cases, it is classified as both Group A and Group B.

1.4.11.2 Group B cargoes (cargoes containing chemical hazards)

Group B cargo is classified in two ways within the IMSBC Code: 'Solid dangerous goods in bulk' (International Maritime Dangerous Goods (IMDG) Code) and 'Goods dangerous only in bulk' (MHB). This information can be found in the "specifications" section of the cargo plan. Solid cargoes classified as dangerous in bulk also have a 'UN' number in the Bulk Cargo Shipping Name.

Dangerous solid goods in bulk

The code classifies these cargoes as follows:

Class 4.1: Flammable solids

Class 4.2: Spontaneously combustible solids

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

Class 5.1: Oxidizing substances

Class 6.1: Toxic substances

Class 7: Radioactive substances

Class 8: Corrosive substances

Class 9: Miscellaneous hazardous substances.

Substances hazardous only in bulk (MHB)

MHB cargoes are substances that present chemical hazards when transported in bulk and do not meet the above IMDG inclusion criteria. They present significant risks when transported in bulk and require special consideration. They are defined as follows:

Flammable solids: Substances that are flammable or easily ignited.

Self-heating solids: Substances that heat spontaneously.

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

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

Toxic solids: Substances that are acutely toxic to humans by inhalation or skin contact.

Corrosive solids: Substances that are corrosive to skin, metals, or the respiratory system.

Current Risks of Group B Cargoes

The major risks associated with Group B cargoes are fire and explosion, toxic gas evolution, and corrosion.

Coal

Coal can produce flammable gases, spontaneous heat generation, reduce oxygen concentration, and corrode metal structures. Some types of coal can produce carbon monoxide or methane.

Petroleum coke

Uncalcined petroleum coke is heat sensitive. It can burn at high temperatures. There are no special ventilation requirements in storage areas. There are no special requirements for handling, unloading, or cleaning. Protective clothing such as gloves, work clothes, boots, and hard hats must be worn. Spray nozzles are available.

Direct reduced iron (DRI)

DRI can react with water and air to produce hydrogen and heat. The heat generated can cause ignition. Oxygen levels in enclosed spaces may decrease.

Metal sulfate concentrations

Some metal sulfate concentrations are prone to oxidation and can cause self-heating, leading to oxygen depletion and the production of toxic gases. Some metal sulfate concentrations may exhibit corrosion problems.

Organic Materials

Ammonium nitrate-based fertilizers: Ammonium nitrate-based fertilizers support combustion. If heated, contaminated, or confined in close proximity, they may explode or decompose, emitting toxic gases.

Wooden products transported in bulk

Wood products transported in bulk are listed in a new appendix to the Code: Wood Products – General. Logs, pulpwood, sawlogs, and lumber. These cargoes reduce oxygen and increase carbon dioxide in the cargo area and surrounding areas.

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

Although Group C cargoes do not present the hazards associated with Groups A and B cargoes, they

may still pose a risk.

Examples of Group C Cargoes

Iron ore and high-density cargoes

Sand and fine particulate materials

Fine particulate materials can be abrasive. Silica sand and tin can be inhaled, causing respiratory illness. Persons who may be exposed to cargo dust should wear goggles or other equivalent eye protection, dust-filtering masks, and protective clothing.

Cement

Cement may shift when lifted during loading. This cargo may also generate dust. Persons who may be exposed to cargo dust should wear goggles or other equivalent eye protection, dust-filtering masks, and protective clothing.

1.5 Safe Handling of Explosives Operation

1.5.1 General

Unless the Administration has granted the necessary permit for the handling of explosives under the Directive, the handling of explosives at shore facilities is prohibited. Therefore, vessels carrying explosives as transit cargo at our shore facilities without an explosives handling permit will be berthed with the permission of the relevant port authority, provided that the explosives are not unloaded at the shore facility.

1.5.2 Class 1, Division 1.4, Compatibility Group S Explosives

At our coastal facility, which does not have a permit for handling explosives, the handling of Class 1 cargoes is subject to the approval of the General Directorate. The handling of Class 1.4 and Compatibility Group S explosives is subject to the approval of the Port Authority. If transported in containers, the cargoes may be handled as such or stacked within the port, exempt from markings under IMDG Code Section 5.

1.6 Handling of Radioactive Materials

1.6.1 General

Unless the Administration has issued the necessary permit for the handling of radioactive materials under the Directive, the handling of explosives at shore facilities is prohibited. In this context, vessels carrying radioactive materials as transit cargo at our shore facility, which does not have a permit to handle radioactive materials, will be berthed with the permission of the relevant port authority, provided that the radioactive materials in question are not unloaded at the shore facility.

However, if radioactive materials are temporarily stored at the shore facility due to force majeure, a designated area with the necessary safety and security measures will be designated. The conditions will be determined by the DGSA.

1.7 Handling of Infectious Materials

1.7.1 General

Unless the Administration has issued the necessary permit for the handling of infectious substances under the Directive, the handling of infectious substances at the shore facility is prohibited. In this context, vessels carrying infectious substances as transit cargo at our shore facility, which does not have a permit to handle infectious substances, will be berthed with the permission of the relevant port authority, provided that the infectious substances in question are not unloaded at the shore facility.

However, if infectious substances are temporarily stored at the shore facility due to force majeure, a designated area with the necessary safety and security measures will be designated. The conditions will be determined by the DGSA.

2. RESPONSIBILITIES

All measures will be taken at our facility to ensure safe, secure, and environmentally friendly transportation, to prevent accidents, and to minimize damage in the event of an accident. The responsible authorities and their responsibilities are as follows.

2.1. Responsibilities of the Cargo Owner

2.1.1. Prepare and arrange for all mandatory documents, information, and records related to dangerous cargo, and ensure that these documents are kept with the cargo during the transportation activity.
2.1.2. Ensure that dangerous goods are classified, identified, packaged, marked, labeled, and placarded in accordance with the regulations.
2.1.3. Ensure that dangerous goods are loaded, stacked, secured, transported, and unloaded safely into approved and compliant packaging, containers, and cargo transport units.
2.1.4. Ensure that all relevant personnel are trained on the risks of dangerous goods transported by sea, safety measures, safe working practices, emergency measures, security, and similar topics, and maintain training records.
2.1.5. Ensure that necessary safety measures are taken for dangerous cargo that is non-compliant, unsafe, or poses a risk to people or the environment.
2.1.6. Provide relevant information and support to those concerned in the event of an emergency or accident.
2.1.7. Report hazardous cargo accidents occurring within the area of responsibility to the administration.
2.1.8. Provide the information and documents requested during inspections by official authorities and ensure the necessary cooperation.

2.2. Responsibilities of the Port Operator

2.2.1 Ensure that ships are moored and secured in a suitable, protected, and safe manner.
2.2.2 Ensure that the entry and exit system between the vessel and the shore is appropriate and safe.
2.2.3 Ensuring that personnel involved in the loading, unloading, and handling of dangerous cargo receive training.

2.2.4 Ensure that dangerous goods are transported, handled, separated, stacked, temporarily stored, and monitored in a safe and compliant manner by qualified, trained personnel who have taken occupational safety precautions within the facility.

2.2.5 To request all mandatory documents, information, and records related to hazardous cargo from the cargo owner and ensure they are present with the cargo.
2.2.6 Maintain an up-to-date list of all hazardous cargo within the facility.
2.2.7 Ensure that all operating personnel are trained on the risks of hazardous cargo being handled, safety precautions, safe working practices, emergency measures, security, and similar topics, and maintain training records.
2.2.8 To verify that hazardous cargo entering the facility is properly identified, classified, certified, packaged, labeled, declared, and loaded and transported safely in approved and compliant packaging, containers, and cargo transport units by checking the relevant documentation.

2.2.9 To take the necessary safety measures for dangerous cargo that does not comply with the rules, is unsafe, or poses a risk to people or the environment, and to report it to the port authority.
2.2.10 Ensure that emergency procedures are established and that all relevant personnel are informed about these matters.
2.2.11 Report hazardous cargo accidents occurring within the operational responsibility area to the port authority.
2.2.12 Provide necessary support and cooperation during inspections conducted by official authorities.
2.2.13 Conduct activities involving hazardous cargo at docks, piers, warehouses, and storage facilities specifically equipped for such operations.
2.2.14 Equip docks and piers designated for the loading or unloading of bulk petroleum and petroleum products with facilities and equipment suitable for this purpose.
2.2.15 Ensure that dangerous cargoes that cannot be temporarily stored or are not permitted to be stored in the operating area are transported outside the coastal facility without delay.
2.2.16 Not to allow ships and vessels carrying dangerous cargo to berth at piers and docks without the permission of the port authority.
2.2.17 Establish a storage area for containers carrying dangerous cargo that complies with segregation and stacking rules, and implement the necessary fire, environmental, and other safety measures in this area. When loading, unloading, or transshipping dangerous cargo onto ships and marine vessels, ship personnel and those involved in loading, unloading, or transshipping must take the necessary safety precautions against heat and other hazards, especially during hot seasons. Keep flammable materials away from spark-producing operations and do not operate spark-producing tools or equipment in the hazardous cargo handling area.
2.2.18 Prepare an emergency evacuation plan for the evacuation of ships and marine vessels from shore facilities in case of emergency.

2.3. Responsibilities of the Ship Captain

2.3.1 Ensure that the ship, its equipment, and devices are in a condition suitable for the transport of dangerous cargo.
2.3.2 Request all mandatory documents, information, and records related to dangerous cargo from the shore facility and the cargo owner, and ensure they accompany the dangerous cargo.
2.3.3 Ensure that safety measures related to the loading, stowage, segregation, handling, transport, and unloading of dangerous cargo on board the ship are fully implemented and maintained, and carry out the necessary inspections and controls.

2.3.4 Ensure that dangerous cargoes entering the ship are properly identified, classified, certified, packaged, marked, labeled, declared, and loaded and transported safely in approved

and compliant packaging, containers, and cargo transport units.
2.3.5 Ensure that all ship personnel are knowledgeable and trained on the risks, safety measures, safe working practices, emergency procedures, and similar matters related to the dangerous cargo being transported, loaded, or unloaded.
2.3.6 Ensure that persons who are suitably qualified and have received the necessary training in the loading, transport, unloading, and handling of dangerous cargo work in accordance with occupational safety measures.
2.3.7 Not to leave the area assigned to them, anchor, or dock at the pier or quay without the permission of the port authority.

2.3.8 To apply all rules and precautions during navigation, maneuvering, anchoring, docking, and departure to ensure the safe transport of hazardous cargo on the vessel.
2.3.9 Ensure safe entry and exit between the vessel and the quay.
2.3.10 Inform personnel about practices, safety procedures, emergency measures, and response methods related to hazardous cargo on board the vessel.
2.3.11 Maintain up-to-date lists of all hazardous cargoes on board the vessel and declare them to the relevant authorities.
2.3.12 Take the necessary safety measures for dangerous cargo that does not comply with regulations, is unsafe, or poses a risk to the ship, persons, or the environment, and report the situation to the port authority.
2.3.13 Report any hazardous cargo accidents that occur on the vessel to the port authority.
2.3.14 Provide the necessary support and cooperation during inspections conducted by official authorities on the vessel.

2.4. Duties of the Dangerous Goods Safety Advisor:

2.4.1 Monitoring compliance with the requirements for the transport of hazardous materials.
2.4.2 Provide recommendations to the port facility regarding the transport of hazardous materials.
2.4.3 Prepare an annual report for the coastal facility regarding the activities of the coastal facility operator in the transportation of hazardous materials. (Annual reports are kept for 5 years and submitted to the administration upon request.)
2.4.4 To monitor the following practices and methods:

- Verifying that hazardous materials arriving at the facility are properly identified, that the correct shipping names are used for hazardous cargo, that they are certified, packaged/packed, labeled, and declared, and that the approved and compliant packaging, container, or cargo transport unit, and the procedures for reporting the results of these checks.
- Loading/unloading procedures for handled and temporarily stored dangerous goods,

- Whether the port facility takes into account the specific requirements for the dangerous

goods being transported when purchasing transport vehicles for handled dangerous goods,

- Control methods for equipment used in the loading and unloading of hazardous materials,
- Whether coastal facility employees receive appropriate training, including on changes in legislation, and whether records of this training are kept,
- The adequacy of emergency procedures to be implemented in the event of an accident or incident affecting safety during the transport, loading, or unloading of hazardous materials,
- The adequacy of reports prepared on serious accidents, incidents, or serious violations that occur during the transport, loading, or unloading of dangerous goods,
- Determining what measures are necessary to prevent the recurrence of accidents, incidents, or serious violations and evaluating the implementation of these measures,
- The extent to which the selection of subcontractors or third parties and the rules relating to the transport of dangerous goods are taken into account,
- Determining whether employees involved in the transport, handling, storage, and loading/unloading of hazardous materials have detailed knowledge of operational procedures and instructions,
- The adequacy of measures taken to prepare for risks during the transport, handling, storage, and loading/unloading of hazardous materials,
- Procedures regarding all mandatory documents, information, and records related to hazardous materials.
- Procedures for ships carrying dangerous goods to safely approach, moor, load/unload, shelter, or anchor at coastal facilities during the day and night.
- Procedures regarding additional measures required according to seasonal conditions for the loading, unloading, and limbo operations of dangerous goods.
- Procedures for fumigation, gas measurement, and gas decontamination operations. Procedures for recording and maintaining statistics on dangerous goods.

- Accuracy of matters related to the coastal facility's ability, capacity, and capability to respond to emergencies,

- The appropriateness of regulations for initial response to accidents involving hazardous materials,
- Procedures for handling and disposing of damaged hazardous cargo and waste contaminated with hazardous cargo,
- Information on personal protective equipment and procedures for its use.

2.5. Responsibilities of Third Parties Operating at the Port Facility, Cargo/Ship Agents, etc.

2.5.1. Ensuring that personnel working at the port facility receive the hazardous material training specified by the administration,
2.5.2. Acting in accordance with the rules specified in the IMDG Code at the port facility,
2.5.3. Acting in accordance with the Hazardous Cargo Guide and procedures related to hazardous materials established by the port facility,
2.5.4. Report any irregularities detected in the handling, transportation, and storage of dangerous cargo at the port facility to the relevant facility personnel,
2.5.5. Submit the Material Safety Data Sheet (MSDS) form, which is an important part of the work to eliminate Occupational Health and Safety risks that may arise during the use and storage of dangerous cargo, and which is prepared to inform the user correctly

and sufficiently, containing the hazards and risks of the relevant dangerous cargo and other information, to the coastal facility operator and the Administration.

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

3.1. Rules to be followed by Port Facility Operators:

Coastal facility operators with a Hazardous Cargo Compliance Certificate shall comply with the following rules.

3.1.1. If coastal facility operators cannot ensure that dangerous cargo is stored in the area where it is unloaded at the pier or quay, they shall ensure that these materials are transported outside the coastal facility as soon as possible without being kept in the port area.

3.1.2. Dangerous cargoes shall be properly packaged, and the packaging shall bear information identifying the dangerous cargoes and information on risks and safety measures.

3.1.3. Port facility personnel, ship personnel, and other authorized persons involved in the handling of dangerous cargo shall wear protective clothing appropriate to the physical and chemical properties of the cargo during loading, unloading, and storage.

3.1.4. Persons responsible for firefighting in the dangerous cargo handling area shall be equipped with firefighting equipment, and fire extinguishers, first aid units, and equipment shall be kept ready for use at all times.

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

3.1.6. Coastal facility operators are responsible for implementing fire, safety, and security measures.

3.1.7. Coastal facility operators shall notify the relevant parties after obtaining the approval of the port authority for the matters specified in this article.

3.1.8. The port authority shall monitor compliance with the provisions of this article and, if any non-compliance is detected, shall halt the handling operation and ensure that the non-compliance is remedied.

3.1.9. Personnel who do not have the necessary training and certification in accordance with the Training and Authorization Regulation within the scope of the International Code for the Safe Transport of Dangerous Goods by Sea shall not be permitted to participate in dangerous cargo handling operations or to enter the areas where these operations are carried out.

3.2. Measures to be Taken by Port Facility Operators:

The measures taken at our facility in accordance with Article 12 of the "Regulation on the Transport of Dangerous Goods by Sea" specified by the Administration and Article 19 of the "Ports Regulation" are as follows.

3.2.1. Docks, piers, warehouses, and storage facilities designated for explosives, flammables, combustibles, and other dangerous cargo:

3.2.1.1. Docks and piers designated for the loading and unloading of ships carrying dangerous cargo:

Pier/Jetty No.	Length (Meters)	Width (Meters)	Maximum Water Depth (Meters)	Minimum Water Depth (Meters)	Maximum Ship Tonnage and Length (DWT or GRT)
Pier No. 6	20	500	9.6	9.6	45.0 GRT-100mt.

3.2.1.2. Dedicated Storage Facilities and Warehouses for Hazardous Cargo:

Our port facility does not currently have dedicated storage facilities and warehouses for dangerous goods.

3.2.2. Hazardous Cargo Handling Equipment and Facilities:

Since the loading/unloading of dangerous cargo arriving at our port facility is carried out via RO-RO loading, no equipment or vehicles are used.

3.2.3. Procedures to be followed if hazardous cargo cannot be stored in the area where it is unloaded at the pier or quay.

Vehicles carrying hazardous cargo handled as transshipment at our coastal facility are taken directly outside the coastal facility.

3.2.4. Information regarding the packaging and containers of hazardous cargo and related risk and safety measures:

Packaging and wrapping are not performed at our port facility.

3.2.5. Protective clothing to be worn by port facility personnel, ship personnel, and other authorized persons involved in the handling of dangerous cargo during loading, unloading, and storage:

Private companies using our port facility use their own protective clothing.

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

The list and duties of persons who will fight fires at our port facility, fire extinguishing systems, and first aid teams and their duties are as specified in the "Emergency Plan."
Information regarding the fire protection systems at our coastal facility is as specified in the Dangerous Cargo Handling Guide, Articles 8.10, 8.11, and 8.12.

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

As specified in the Emergency Plan.

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

The measures taken at our facility regarding fire are as specified in the "Emergency Plan."

Matters related to safety measures taken at our facility are as stated in Article 9 of the "Dangerous Goods Handling Guide."

3.2.9. Training and certification required under the International Code for the Safe Transport of Dangerous Goods by Sea:

Personnel working at the port facility have been certified by receiving "General Awareness Training, Job-Specific Training, and Refresher Training" in accordance with the aforementioned regulation.

4. CLASSES OF DANGEROUS GOODS, THEIR TRANSPORT, LOADING/UNLOADING, HANDLING, SEPARATION, STACKING, AND STORAGE

4.1. Classes of dangerous goods:

The classification of dangerous goods handled at our port must comply with the provisions of the IMDG Code. The principles and criteria for the classification of dangerous goods are detailed in Part 2 of the IMDG Code and in the Dangerous Goods Handling Guide in Section 5 of this document. Dangerous goods that are not classified as required will not be handled. All costs incurred for dangerous goods that are not properly declared to the port operator, or that are declared incorrectly or incompletely, will be charged to the consignee.

According to the IMDG CODE, Dangerous Goods are classified from Class 2 to Class 9 (except Class 1, 6.2 and 7), and most of these substances are considered marine pollutants.

The hazard classes of the materials handled in our Port Area according to the IMDG CODE are as follows.

- Class 2 Gases
  - Class 2.1 Flammable Gases
  - Class 2.2 Non-Flammable and Non-Toxic Gases
  - Class 2.3 Toxic Gases
- Class 3 Flammable Liquids
- Class 4 Flammable Solids
  - Class 4.1 Flammable Solids
  - Class 4.2 Spontaneous Combustion Solids
  - Class 4.3 Solids That Emit Flammable Gases in Contact with Water
- Class 5 Oxidizing Substances and Organic Peroxides
  - Class 5.1 Oxidizing Substances
  - Class 5.2 Organic Peroxides
- Class 6 Toxic and Infectious Substances
  - Class 6.1 Toxic Substances

There is no Subdivision for Class 8 and Class 9.

4.2. Packaging and Packaging of Dangerous Goods:

The packaging and containers of dangerous goods handled at our port must comply with the IMDG Code and relevant legislation. The requirements for the packaging and containers of dangerous goods are detailed in Parts 4 and 6 of the IMDG Code and in the Dangerous Goods Handling Guide in Section 5 of this document. Dangerous goods that are not properly packaged will not be processed. All costs related to inappropriate and unapproved packaging will be charged to the consignee.

4.3. Placards, Plates, Marks, and Labels for Dangerous Goods

The plates, marks, and labels of dangerous goods handled at our port must comply with the IMDG Code and other relevant regulations.
Plates, signs, marks, and labels for dangerous goods are detailed in Part 5 of the IMDG Code and in the Dangerous Goods Handling Guide Information Brochure in Section 5 of this document.

Hazardous cargo and cargo transport units that are not properly marked, labeled, or placarded will not be processed. All costs incurred for such hazardous cargo will be charged to the cargo owner.

Label examples for each class are as follows.

Sınıf 1		
	**1**	Patlamalar veya piroteknik etkiler üretmek için kullanılan patlayıcı maddeler ve ürünler
Alt-Sınıflar		
	**1.1**	Kitlesel patlama tehlikesi taşıyan patlayıcılar
	**1.2**	Şiddetli projeksiyon tehlikesi taşıyan patlayıcılar
	**1.3**	Yangın, patlama veya projeksiyon tehlikesi taşımayan ancak kitlesel patlama tehlikesi taşıyan patlayıcılar
	**1.4**	Küçük yangın veya projeksiyon tehlikesi taşıyan patlayıcılar
	**1.5**	Bir kitlesel patlama tehlikesi taşıyan darbeye duyarsız maddeler,
	**1.6**	Darbeye son derece duyarsız maddeler

Sınıf 2		
	**2.1**	Yanıcı gaz
	**2.2**	Yanıcı olmayan basınçlı gaz
	**2.3**	Toksik veya zehirli gaz
Sınıf 3		
	**3**	Yanıcı Sıvılar
Sınıf 4		
	**4.1**	Yanıcı katılar
	**4.2**	Kendiliğinden yanıcı katılar
	**4.3**	Su ile temas halinde yanan maddeler
Sınıf 5		
	**5.1**	Yakıcı madde
	**5.2**	Organik peroksit (5.2 yeni ADR 2007)

	**6.1**	Zehirli maddeler
	**6.2**	Bulaşıcı maddeler
Sınıf 7		
	**I**	Kategori I – Beyaz (sembolü 7A)
	**II**	Kategori II – Sarı (sembolü 7B)
	**III**	Kategori III – Sarı (sembolü 7C)
	**Parçalana bilir**	Kritiklik güvenlik endeksi etiketi (sembolü 7E)
Sınıf 8		
	-	Aşındırıcı
Sınıf 9		
	-	Çeşitli Tehlikeli Bileşikler

4.4. Markings and Packaging Groups for Dangerous Goods:

The markings and packaging groups of dangerous goods handled at our port must comply with the IMDG Code and other relevant regulations. The markings and packaging groups for dangerous goods are detailed in Sections 2 and 5 of the IMDG Code and in the "List of Dangerous Goods." No operations will be performed on dangerous goods that are not properly marked and assigned to a packaging group. All costs incurred for such dangerous goods will be charged to the cargo owner.

AMBALAJ GRUPLARI

Grup	PG I	PG II	PG III
Tehlike	BÜYÜK	ORTA DERECELİ	KÜÇÜK
Düşme Testi	1.8m	1.2m	0.8m
Sınıf 3 Parlama noktası Kaynama noktası	FP < 61°C BP < 35°C	FP < 23°C BP > 35°C	FP 23-61°C BP > 35°C
Sınıf 6 Zehirlenme Riski	ÇOK YÜKSEK	CİDDİ	NİSPETEN DÜŞÜK
Sınıf 8 Görünür cilt hasarı için geçen süre	< 3dk	> 3 – < 60dk	> 60dk – 4 saat

4.4.1. Markings and Packaging Groups for Dangerous Goods Handled at Our Port Facility

As loading/unloading will be carried out according to the request of the third parties we serve, this has not been determined.

4.5. Separation Tables for Dangerous Goods by Class on Board and at the Port Facility:

The stowage and segregation procedures on board for dangerous cargoes handled at our port must comply with the IMDG Code and other relevant regulations. The stowage and segregation procedures for dangerous cargoes on board are detailed in Section 7 of the IMDG Code and MSC Document 1216. Hazardous cargoes are removed from our port without delay and no stowage or segregation operations will be performed.

The Port Separation Table is as shown in the figure.

LİMAN SAHALARI İÇİN AYRIŞTIRMA TABLOSU

		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	S	0	A	S	0
Toksik (zehirli) maddeler	6.1	0	0	0	0	0	A	0	A	A	0	0	0
Aşındırıcı (korozif) 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)

Separation regulations for RO-RO vessels will be applied as follows.

- **Trailers/Flat or Platform-Based Containers**

0 = Separation is not required unless specified in the separate schedule.
a = Must be kept separate. Separation is required with a minimum distance of 3 m.
s = Must be separated - in open areas, at least 6 m; in port warehouses or storage facilities, at least 12 m unless separated by an approved fire safety wall.

- Closed Containers/Mobile Tanks/Closed Road Vehicles

0 = No separation required.
a = Must be kept apart - separation is not required.
s = Must be separated - at least 3 m longitudinally and transversely in open areas. If not separated by an approved fire safety wall, at least 6 m longitudinally and transversely in port warehouses or storage facilities.

- **Open Road Vehicles/Open-Top Containers**

0 = No separation required.
a = Must be kept separate - must be separated by a minimum distance of 3 m.
s = Must be separated - in open areas, a minimum of 6 m. If not separated by an approved fire safety wall, a minimum of 12 m. separation is required in port warehouses or storage facilities.

4.6. Separation distances and terms for hazardous cargo in warehouses and storage facilities.

The relevant provisions of the IMDG Code apply.

5. HANDBOOK ON HAZARDOUS CARGO HANDLED AT COASTAL FACILITIES

The port facility involved in the loading/unloading, handling, and temporary storage of dangerous cargo shall contribute to the safe execution of these activities by:

- Hazardous material classes,
- Packaging of hazardous materials,
- Packaging,
- Labels,
- Markings and packaging groups,
- Separation tables for dangerous cargoes on board ships and in ports according to their classes,
- Separation distances for dangerous cargoes in hold storage,
- Separation terms,

- Hazardous cargo documents,
- Hazardous cargo emergency response action flowchart topics,

As per the Dangerous Goods Manual Annex 10.

6. OPERATIONAL MATTERS

6.1. Procedures for the Safe Berthing, Mooring, Loading/Unloading, Shelter, or Anchoring of Vessels Carrying Dangerous Goods During the Day and Night:

- Ships carrying dangerous cargo shall be berthed at the quay preferably during daylight hours, as specified in the Port Regulations, and during nighttime hours when authorized by the Port Authority.
- Taking into account the position of the ship carrying dangerous cargo, berthing will be planned after the ship is moved in risky situations.
- If the Port Authority deems the ship captain's mooring method unsafe for the port, the ship captain will be requested to moor the ship with additional ropes.
- In cases where unfavorable weather conditions, currents, and wind are assessed to render loading/unloading unsafe, operations will be suspended, and measures such as removing ships from the area and anchoring them will be taken.
- Anchorage areas for ships carrying dangerous cargoes are different, and ships will wait at the anchorage areas assigned to them.

6.2. Procedures for Additional Precautions to be Taken According to Seasonal Conditions for the Loading and Discharging of Dangerous Cargoes

- Seasonal conditions must be taken into account when loading/unloading dangerous cargo. The handling of flammable, combustible, or explosive cargo should be postponed or suspended for a period of time in excessively hot, excessively cold, or excessively rainy weather, as well as in conditions of poor visibility, lightning, or electrically charged air.
- The continuation of loading/unloading under unfavorable conditions or, in case of necessity, the waiting of firefighting, fire extinguishing tugs, and emergency response teams in conditions where they can intervene quickly in the event of an undesirable situation should be planned.
- If similar conditions persist, personnel should be selected from experienced staff, rest periods should be planned frequently during periods of excessive workload, lighting should be increased, and other precautions should be taken.

6.3. Procedures for keeping flammable, combustible, and explosive materials away from spark-producing/potentially spark-producing processes and for not operating spark-producing/potentially spark-producing vehicles, equipment, or tools in hazardous cargo handling, stacking, and storage areas :

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

- Hot work (welding, cutting, etc.) must not be performed; in unavoidable situations, it must be carried out under controlled conditions with technical safety measures in place.
- Use of explosion-proof (non-sparking) hand tools,
- Work must be carried out by experienced personnel,
- Inform relevant units before work begins,
- Briefing personnel who will be working on site,
- Especially for work in confined spaces, measuring for toxic and asphyxiating gases and sufficient oxygen levels, and ensuring that measuring devices are ready for use,
- Ensuring that protective measures and equipment such as water curtains, protective separation, and mechanical ventilation are ready for use,

    - Ensuring that personnel performing such hot work are provided with protective clothing and equipment and, where necessary, closed-circuit breathing apparatus.
    - Emergency response teams must be assigned to intervene quickly in the event of an unexpected situation during such work.
    - Hot Work procedures are specified in the Hazardous Load Emergency Plan.

7. DOCUMENTATION, CONTROL, AND RECORD-KEEPING :

7.1. Procedures Regarding What All Mandatory Documents, Information, and Records Related to Dangerous Cargo Are, and Their Provision and Control by the Relevant Parties:

7.1.1. The following documents related to dangerous goods shall be kept up to date by the Port Facility.

- IMDG Code Volumes 1, 2, and Annex Book,

7.1.2. The Port Facility must have the documents sent in advance in order to safely handle dangerous goods arriving at the facility and take appropriate measures. These documents are as follows.

i. Hazardous Cargo Declaration Form
ii. Container/Vehicle Packaging Certificate
iii. Documents Required on Board the Vessel
iv. Other Required Documents and Information
v. Multi-Mode Hazardous Cargo Form

7.1.2.1. Hazardous Cargo Declaration Form:

The shipping documents prepared by the shipper shall include a "Signed Certificate or Dangerous Goods Declaration Form" stating that the shipment to be transported is properly packaged, marked, labeled, and in suitable condition for shipment.

Ships and vessels carrying dangerous cargo shall submit a written notification document containing detailed information about their cargo to the port authority at least twenty-four hours before entering the port administrative area; ships and vessels whose voyage time to the port area is less than twenty-four hours shall submit this document immediately after departure from the coastal facility.

The cargo owner must notify the coastal facility at least three hours before entering the coastal facility regarding dangerous cargo arriving by road or rail.

Failure to comply with the notification obligation or submission of notifications containing incorrect information may result in administrative action against the notifier and, if applicable, loss of berthing, departure, or transit priority.

When the Dangerous Goods Notification Document is provided to the carrier using EDP (Electronic Data Processing) or EDI (Electronic Data Interchange) techniques, the shipper's information can be produced without delay in a printed document in the order required in this section.

The Dangerous Goods Declaration Form may be in any format, provided it contains all the information specified in IMDG Code Section 5.4.

7.1.2.2. Container/Vehicle Packing Certificate

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

- The container/vehicle is clean, dry, and in suitable condition to receive dangerous goods,
- Packages that must be separated according to applicable segregation requirements have not been packed together and/or placed/loaded into the container/vehicle,
- All packages have been inspected for external damage, and only undamaged packages have been loaded,
- Unless otherwise specified, drums are stacked upright, all materials are loaded properly, and, when necessary, they are wrapped with the necessary fastening material to comply with the intended mode of transport (shapes)
- Bulk materials are loaded evenly within the container/vehicle,
- Containers/vehicles and packages are properly and appropriately marked, labeled, and tagged.
- If solid carbon dioxide ($CO_{(2)}$ -dry ice) is used for cooling purposes, the container/vehicle is marked appropriately on the outside.
- For each dangerous goods shipment loaded into the container/vehicle, a Dangerous Goods Declaration document is available,

"Note: A container/vehicle packaging certificate is not required for portable tanks."

The information required on the Dangerous Goods Declaration and the container/vehicle packaging certificate may be combined into a single document. If not, the documents shall be attached to each other. If they are in a single document, the following signed declaration will

be found at the bottom of the document: *"It is hereby declared that the packaging* of the cargo *loaded into the container/vehicle has been carried out in accordance with the applicable regulations*." This declaration will be dated and the identity of the signatory will be included in the document.

If the container/vehicle packing certificate is provided to the carrier using EDP or EDI transmission techniques, the signature(s) may be electronic signatures or, alternatively, the name(s) of the authorized person(s) may be written (in capital letters) in lieu of the signature(s).

When the container/vehicle packing certificate is provided to a carrier using EDP or EDI techniques and is then transferred to a carrier that requires a printed dangerous goods transport document, the carrier shall ensure that the printed document states "Original received electronically" and that the name of the signatory is written in capital letters.

7.1.2.3. Documents required on board the vessel

Every ship carrying dangerous cargo and marine pollutants shall have a special list, manifest, or stowage plan showing the names and locations of the dangerous cargo and marine pollutants. This special list and manifest shall be based on the documents and certificates required by the IMDG Code.

A detailed stowage plan, classified by class and showing the locations of all dangerous goods and marine pollutants, may be used in place of this special list or manifest.

For dangerous cargo shipments, appropriate information for use in emergency response to any accident or incident involving dangerous cargo during transport shall be readily available at all times. This information shall be located away from packages containing dangerous cargo and shall be immediately accessible in the event of an incident. The information to be used in emergency response shall be contained in the following documents.

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

7.1.2.4. Other required information and documents

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

- An air corrosion certificate, as required for certain entries in the List of Dangerous Goods
- A certificate exempting the substance, material, or object from IMDG provisions (see separate entries for charcoal, fish feed, seed meal, etc.);
- For new self-reactive substances and organic peroxides or new formulations of existing self-reactive substances and organic peroxides, a notification from the competent authority of the country of origin regarding the approved classification and transport conditions of the International Code for the Transport of Dangerous Goods by Road ( ).

7.1.2.5. Multimodal Dangerous Goods Form

The Multi-Mode Dangerous Goods Form is a form that can be used as a combined dangerous goods declaration and container packaging certificate for the transport of dangerous goods in multiple modes.

An example of the Multimodal Dangerous Goods Form is provided in Annex 18.

7.2. Procedures for Maintaining a Regular and Complete List of All Dangerous Cargoes at the Port Facility Site and Related Information.

The port facility is obliged to provide interested parties with information specifying the class, quantity, emergency response methods, and locations of all dangerous cargoes present at the port facility upon request at any time.

Records of hazardous cargo handled at our port will be kept by the operations department and will include the following information.

- UN Number,
- Proper Shipping Name (PSN),
- Class (including sub-hazards),
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9),
- Whether it is a marine pollutant,
- Consignee,
- Sender,
- Container/Packaging number,
- Seal number,
- Additional Information (Flash point, viscosity, etc.),
- Where it is stored in the port area,
- Duration of stay at the port,

This information is stored in a computerized environment or file format accessible only to authorized personnel and is presented upon request.
The port facility keeps up-to-date records of the class and quantity of hazardous cargo handled throughout the year and reports this information to the port authority every three months.

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

Planning and operations coordinate to verify the accuracy of the following information on the dangerous goods documentation prepared by the shipper for dangerous goods to be accepted at the port:

- UN Number,
- Proper Shipping Name (PSN),
- Class (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9, including sub-hazards),
- Packing Group (I, II, III),
- Whether it is a marine pollutant,
- Container/Packaging Number,
- Seal number,
- Additional Information (Flash point, viscosity, etc.),
- Where it will be stored in the port area

This information is communicated to dispatchers, site managers, warehouse staff, SEÇ, and other relevant personnel via terminals/documents to ensure control of the incoming hazardous cargo.

If the information from the operation differs from the cargo information, the Operation is immediately notified and instructed to verify the information regarding the dangerous cargo/vehicle/container with the Sender and to correct any missing or incorrect labels.

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

As of January 1, 2014, according to our country's laws, a Safety Data Sheet (SDS) containing the following information must be kept with all dangerous cargo transported by all modes of transport (road, rail, air, and sea).

UN Number,
- Proper Shipping Name (PSN) (Required for maritime transport)
- Class (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9, including sub-hazards)
- Packing Group (I, II, III)
- Whether it is a marine pollutant,
- Tunnel Restriction Code (Required for road transport)

For all dangerous cargo accepted at the port, it is verified that this document is present with the dangerous cargo.

7.5. Procedures for Keeping Records and Statistics on Dangerous Goods:

The Administration has requested that a report containing information on dangerous cargo handled at our Port Facility be submitted to the Port Authority every three months.

Statistical evaluations of the annual records of dangerous cargo handled at our port are carried out by the trade and operations departments.

Monthly inventory and control reports for hazardous cargo stored in our port area are prepared by the operations department and submitted to management.

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

7.6. Information regarding the quality management system

Your port has the TS EN ISO 9001:2015 Certificate obtained from the Turkish Standards Institute with the certificate number TR-KY-8461/23 dated 02/05/2026.

8. EMERGENCIES, EMERGENCY PREPAREDNESS, AND RESPONSE :

8.1. Procedures for Response to Hazardous Materials that Pose/May Pose Risk to Life, Property and/or the Environment and Hazardous Situations Involving Hazardous Materials:

Hazardous cargo arriving at, handled, stored, loaded, and unloaded at the coastal facility poses specific hazards such as explosion, fire, corrosion, poisoning, infectious disease, and radiation. Therefore, the coastal facility may encounter a wide variety of emergency situations. In order to deal with these hazards, it is extremely important to develop, publish, and implement an Emergency Action Plan in cooperation with local emergency teams.

8.1.1. The following points will be taken into consideration when establishing an emergency strategy at the offshore facility.

- Accident Prevention
- Preparation of the Emergency Action Plan
- Implementation and Drilling of Emergency Procedures
- Regular Inspection of Emergency Equipment
- Implementation of the Plan When an Emergency Occurs
- Analyzing and reporting the incident thoroughly to prevent recurrence

8.1.2. Procedure for Responding to Hazardous Materials and Hazardous Situations Involving Hazardous Materials Present at Our Facility That Pose a Risk to Life, Property, and/or the Environment:

Intervention in hazardous situations will be carried out in accordance with the Emergency Plan prepared by our facility.

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

8.2.1. Fire response capability, capacity, and resources:

As specified in the fire situation plan.

8.2.2. Ability, capability, and capacity to respond to spills and leaks.

Barrier	150 meters
Sausage	50 meters

8.3. Regulations regarding the first response to accidents involving hazardous materials (First Response Procedures, First Aid Facilities and Capabilities, etc.)

8.3.1. Accidents involving hazardous cargo at our port facility may take the form of fire and spillage/leakage/spill.

8.3.2. The measures that can be taken against fires that may be caused by dangerous cargo are as follows:

- In the event of a fire resulting from an accident involving hazardous cargo handled at port facilities, the Emergency Response Plan (EMS) in the IMDG CODE appendix will be taken into consideration.
- The measures to be implemented in the emergency plan for fire are generally as follows.

    - F-A (General Fire Plan)
    - F-B (Explosive Materials and Objects)
    - F-C (Non-Flammable Gases)
    - F-D (Flammable Gases)
    - F-E (Flammable Gases That Do Not React with Water)
    - F-F (Self-Reactive Substances with Controlled Temperature and Organic Peroxides)
    - F-G (Materials Reacting with Water)
    - F-H (Oxidizing Substances with Explosive Potential)
    - F-I (Radioactive Materials)
    - F-J (Self-Reactive Substances and Organic Peroxides Whose Temperature Cannot Be Controlled)

8.3.3. The measures that can be taken against spills/leaks/spills that hazardous cargoes may cause are as follows:

- In the event of a spill/leak/spillage resulting from an accident involving dangerous **cargo** handled at port facilities, the Emergency Response Plan (EMS) in the IMDG Code appendix shall be taken into account.
- The measures to be implemented in the emergency plan for spills/leaks/spills 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 "Melting Substances")
    - S-I (Flammable Solids "Repackable")
    - S-J (Wet Explosives, Certain Self-Heating Substances)
    - S-K (Self-Reactive Substances with Controlled Temperature)
    - S-L (Substances That Burn Suddenly and React with Water)
    - S-M (Damage from Sudden Ignition)
    - S-N (Materials That React Actively with Water)
    - S-O (Substances Dangerous When Wet "Non-Collectable Substances")
    - S-P (Substances Hazardous When Wet "Collectable Substances")

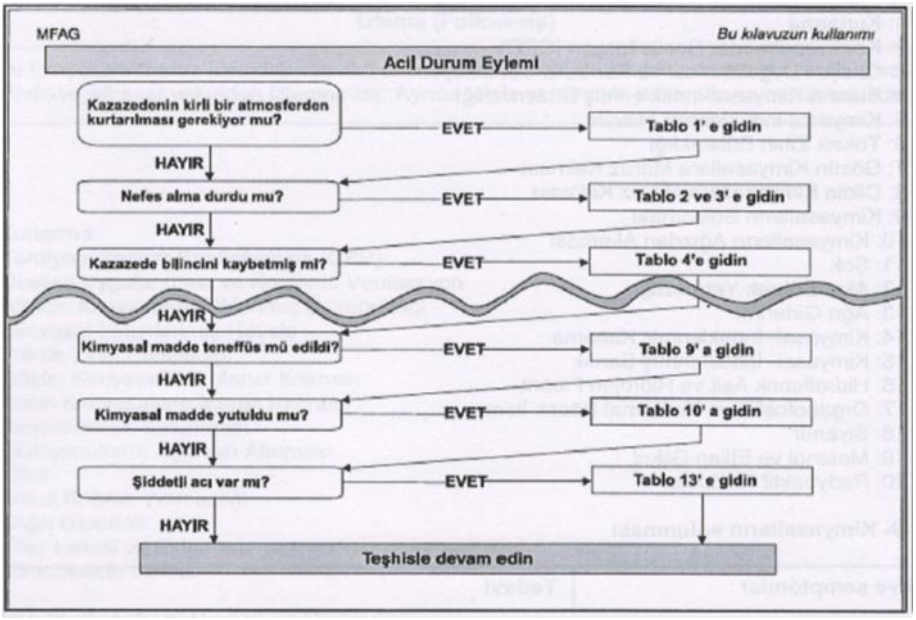
- S-Q (Oxidizing Substances)
- S-R (Organic Peroxides)
- S-S (Radioactive Substances)
- S-T (Hazardous Materials with Biological Hazards)
- S-U (Flammable, Toxic, and Corrosive Gases)
- S-V (Non-Flammable and Non-Toxic Gases)
- S-W (Oxidizing Gases)
- S-Y (Explosive Chemicals)
- S-Z (Toxic Explosives)

8.3.4. The Medical First Aid Guide (MFAG) will be used in accidents involving hazardous cargo. The points to be considered when using the guide are as follows.

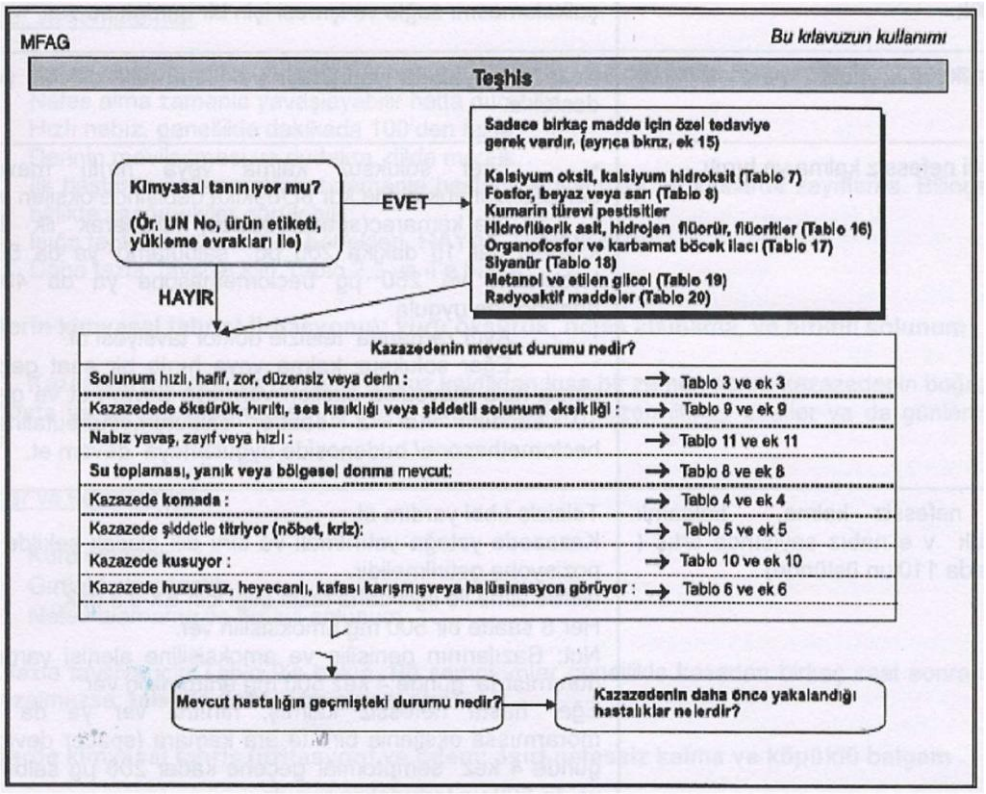
- When exposed to hazardous cargo, emergency response will be initiated first.
- The medical first aid guide will be applied in 3 steps.

Step 1: Emergency response and diagnosis	Follow the Flowchart
Step 2: Consider the tables.	Tables for special situations Includes brief instructions Includes.
Step 3: Consider supplements potential	Attachments include medications and may be exposed to chemicals.

8.3.5. The following table is used when performing Emergency Response.



8.3.6. Use the table below in diagnosis.



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

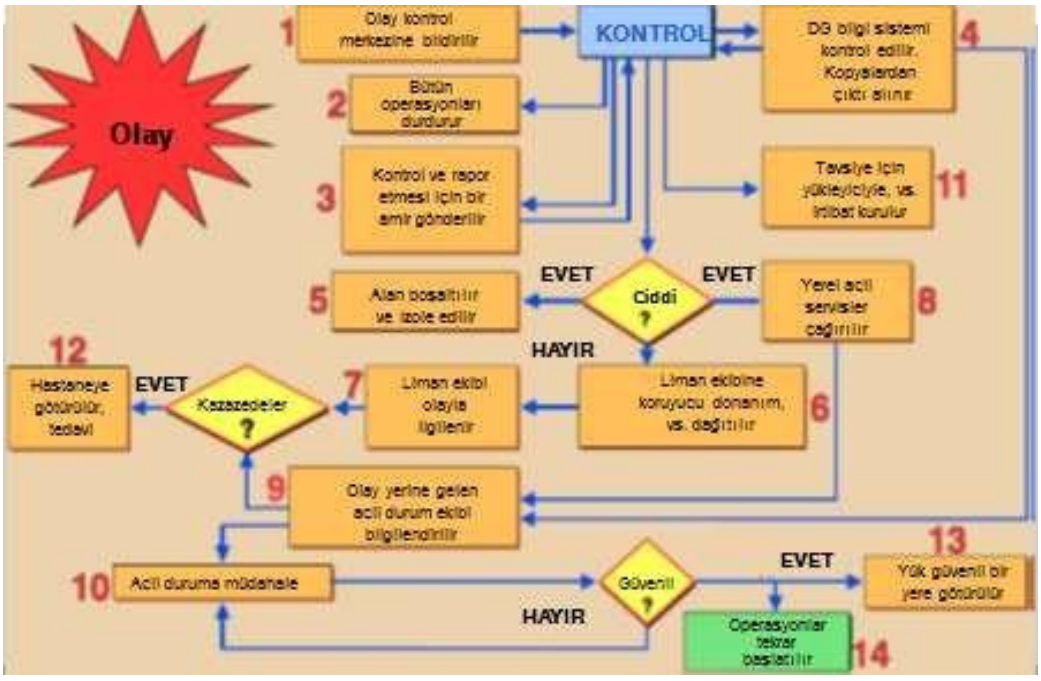
Table 1: Rescue
Table 2: Cardiopulmonary Resuscitation (CPR)
Table 3: Oxygen Administration and Controlled Ventilation
Table 4: Chemically Induced Altered State of Consciousness
Table 5: Chemically Induced Seizure
Table 6: Toxic Mental Confusion
Table 7: Chemical Exposure to the Eye
Table 8: Chemical Exposure to the Skin
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 Pesticides
Table 18: Cyanide
Table 19: Methanol and Ethylene Glycol
Table 20: Radioactive Materials

8.3.8. The appendices provide detailed information about drugs and chemicals that may be encountered. Information about the appendices is as follows.

Appendix 1: Rescue
Appendix 2: Cardiopulmonary Resuscitation (CPR)
Appendix 3: Oxygen Administration and Controlled Ventilation
Appendix 4: Chemically Induced Altered State of Consciousness
Appendix 5: Chemical-Induced Seizure
Appendix 6: Toxic Mental Confusion
Appendix 7: Chemical Exposure to the Eye
Appendix 8: Chemical Exposure to the Skin
Appendix 9: Inhalation of Chemicals
Appendix 10: Oral Administration of Chemicals
Appendix 11: Shock
Appendix 12: Acute Kidney Failure
Appendix 13: Pain Management
Appendix 14: Medication List and Equipment
Appendix 15: List of Substances

8.4. Notifications that must be made within and outside the facility in emergency situations.

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



8.4.2 Things to do in case of emergency in our facility.

It is the same as in the “Emergency Plan”.

8.5. Procedures for reporting accidents.

Accidents/incidents involving hazardous cargo at our facility shall be reported to the Port Authority within 3 hours of the incident using the VHF radio system or other means of communication. Following this notification, a written report containing findings related to the accident/incident shall be sent to the Port Authority within 24 hours.

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

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

8.7. Emergency evacuation plan for the removal of ships and marine vessels from the coastal facility in emergencies.

As specified in the Emergency Evacuation Plan.

8.8. Procedures for handling and disposing of damaged hazardous cargo and waste contaminated by hazardous cargo.

For each hazardous cargo to be handled at our facility, the instructions provided in the "Safety Data Sheet (SDS)" shall be followed for the handling and disposal of damaged hazardous cargo and waste contaminated with hazardous cargo. All of these forms are collectively available at the Port Master's office.

8.9. Emergency drills and their records.

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

• Every person involved in the transport or handling of dangerous goods must receive training in the safe transport or handling of dangerous goods, commensurate with their responsibilities.

• Shore personnel should receive general awareness/familiarity training, function-specific training, and safety training. These individuals may be:

- Classifying hazardous materials and defining the appropriate freight names of hazardous materials;
- Those who pack dangerous goods;
- Mark or label dangerous goods;
- Open/close dangerous goods transport units;
- Prepare shipping documents for dangerous goods;
- Prepare dangerous goods for transport;
- Receive or receive dangerous goods for transport;
- Handle dangerous goods in transit;
- Prepare dangerous goods loading/stacking plans;
- Load/unload dangerous goods from/to ships;
- Carry dangerous goods in transit;

- Defuse dangerous goods packages/packages;
- Measure and take samples from dangerous goods storage facilities;
- Washes hazardous material storage facilities in accordance with approved procedures and regulations;
- Implements, monitors, or supervises compliance with legal requirements, rules, and regulations; or
- Otherwise involved in the transportation of hazardous materials, as determined by the competent authority.

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

- General Awareness Training

Each person must receive training in the safe transport or handling of hazardous cargoes, commensurate with their duties. Training should be designed to ensure an understanding of the general hazards of relevant hazardous cargoes and the legal requirements. This training should include identification of types and classes of hazardous cargoes, labeling, marking, packaging, segregation, and compliance with requirements; a description of the purpose and content of transport documents; and a description of existing emergency response documents.

- Mission-Oriented Training

Everyone must receive detailed training in the specific requirements for the safe transport or handling of hazardous cargo appropriate to the role he or she performs.

- Security Training

  - Each person must receive training on the risks associated with the release of dangerous cargo and the functions they perform, including:

  - Accident prevention methods and procedures regarding packaging and handling equipment and the proper stacking and segregation of dangerous cargo;

  - Necessary emergency response information and its use;

  - General hazards of various types and classes of dangerous cargo and how to prevent exposure, including the use of personal protective clothing and equipment, as appropriate;

  - Emergency procedures to be followed in the unintentional release of dangerous cargo, including any emergency procedures for which the person is responsible and the personal protective procedures to be followed.

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

Photocopies of records regarding all security training undertaken are kept by the Port

Facility Management and the original copies are given to the rightful owners.

8.9.4. Training and records related to Dangerous Goods.

- **Training Practices** To ensure the facility is prepared for emergencies, personnel involved in emergency operations should receive various training programs to prepare for their duties. Support for training by specialized organizations should be ensured. At this potential port, relevant personnel have received and are certified in the IMDG Code for Hazardous Loading. To test the adequacy of emergency plans and prepare for real-world situations, drills should be conducted and evacuated based on worst-case scenarios.

- **Training Scenarios;** Exercise planning envisions the worst-case scenario—a single event or a combination of events—that the port could encounter. Based on these scenarios, exercises are implemented as quickly and effectively as possible.

- **Emergency Drills to be conducted within the port facility**;

- The port should be included in annual training plans.
- It can be planned as a local or general response.
- It can be combined into drill scenarios such as security, spills, etc.
- Drills can be conducted with or without notice.
- Drills are based on various emergency scenarios.
- Drills can be conducted in person or in a desk-based or seminar-style format.
  - Different time, day, season, and event scenarios are prepared for each drill.Should be specified in the port's annual training plans.
  - They can be planned as local or general interventions,
  - They can be combined with security, spill, etc. drill scenarios,
  - Drills can be conducted with or without prior notice.
  - Drills are based on various emergency scenarios.
  - Drills can be conducted in practice, or in a classroom or seminar style,
  - Different times, days, seasons, and event scenarios are prepared for

8.10. Information Regarding Fire Protection Systems

Portable fire extinguishers are available at our facility as part of the fire protection systems. Information regarding fire protection systems is as stated in Article 8.2.1.

8.11. Procedures for the Approval, Inspection, Testing, Maintenance, and Keeping Ready for Use of Fire Protection Systems

The testing, maintenance, and readiness for use of fire protection systems will be carried out weekly and monthly by our facility and recorded in control forms.

8.12. Measures to Be Taken When Fire Protection Systems Are Not Working

In the event that fire protection systems are not functioning at our port facility, the possibility of utilizing the resources of neighboring facilities will first be investigated, and then the local fire department in our region will be notified. The incident will be addressed using all available resources in the region.

8.13. Other Risk Control Equipment

No other risk control equipment is available.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1. Occupational Health and Safety Measures

The objectives of occupational health and safety efforts at our facility can be listed as follows:

- **Protecting Employees**

This is the main objective of occupational health and safety activities. The aim is to protect employees from work accidents and occupational diseases, thereby ensuring their mental and physical well-being.

- **Ensuring Production Safety**

Ensuring production safety in a workplace is particularly important from an economic perspective, as it leads to increased productivity.

- **Ensuring Operational Safety**

By taking measures in the workplace, situations that could endanger the business, such as machine malfunctions and shutdowns, explosions, and fires that could result from work accidents or unsafe and unhealthy working environments, are eliminated, thus ensuring operational safety.

9.2. Information on Personal Protective Equipment and Procedures for Their Use

Personal protective equipment complies with the standards specified in the manner indicated, and the EN numbers for this equipment are as follows.

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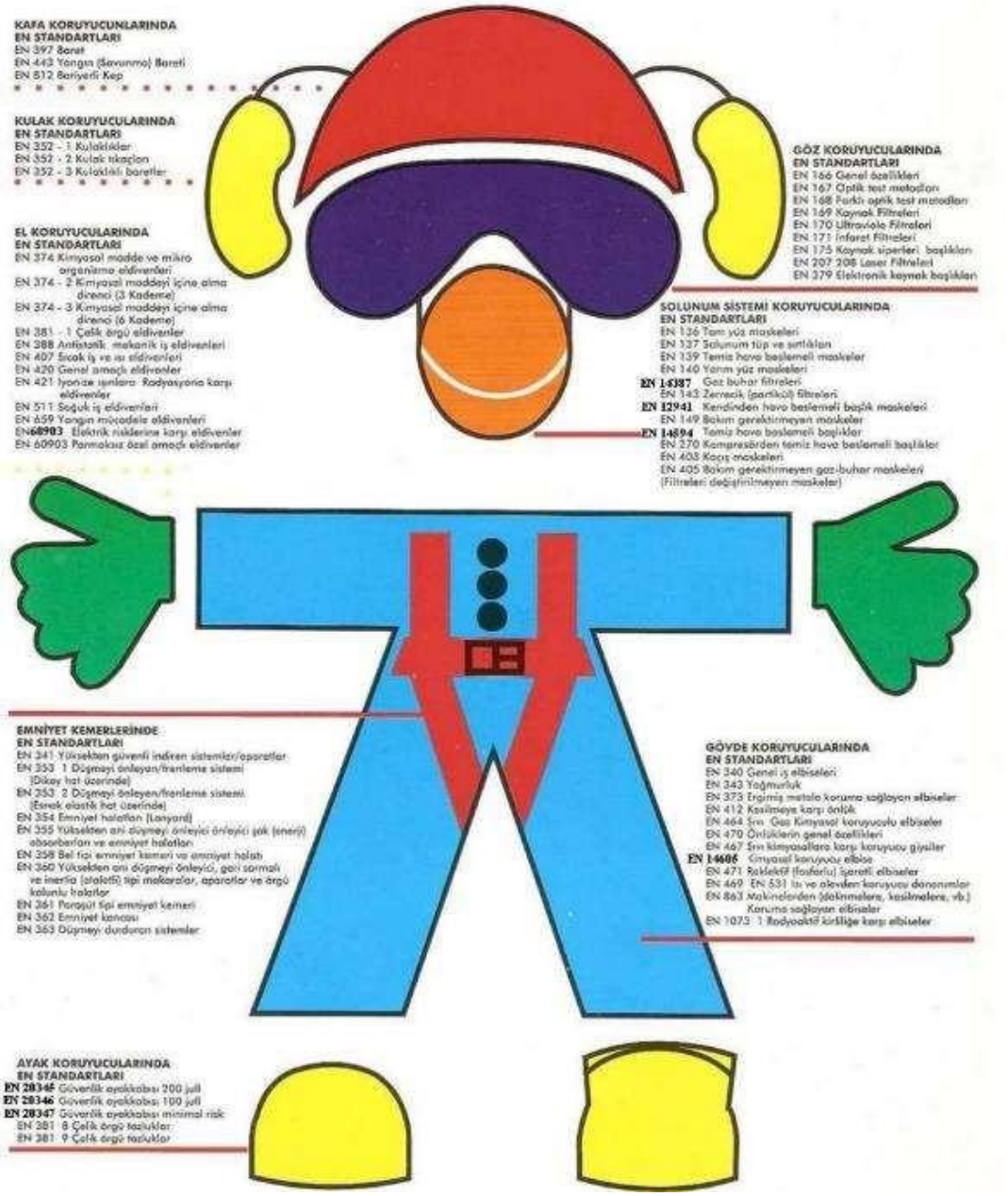


9.3. Precautions and Procedures for Entering Confined Spaces

The precautions that must be taken when entering enclosed spaces such as tanks, boilers, tunnels, etc. for maintenance, repair, cleaning, etc. are specified in the ENCLOSED SPACE ENTRY PROCEDURE.

In general, work in confined spaces is not permitted unless the following requirements specified in the confined space work permit form are met before starting work in the confined space.

- Where possible, at least two entry and exit points shall be provided for work carried out in confined spaces.
- The oxygen level must be measured before entering the confined space. If it is below 19.5, entry into the confined space will not be permitted.
- The temperature of the enclosed environment must be below 50°C.
- A scaffold/platform/ladder/steps, etc., will be prepared for safe entry and exit to the enclosed space.
- Portable lighting for work in enclosed spaces will be prepared to operate at 24V.
- Communication and coordination among workers in the enclosed space will be ensured without fail.
- Work carried out in the enclosed space will be continuously supervised by an observer.
- CO, O2, temperature, and explosive environment measurements will be taken for work to be carried out in enclosed spaces, and working conditions will be appropriate.
- Adequate ventilation will be provided in enclosed areas.
- An evacuation drill will be conducted to ensure the safe evacuation of personnel from the enclosed area.
- All personnel working in enclosed areas will be provided with appropriate personal protective equipment.

10. OTHER MATTERS

10.1. Validity of the Dangerous Goods Compliance Certificate

Our port holds the Coastal Facility Dangerous Goods Compliance Certificate with document number DGM.1256805.TYUB.613 dated January 10, 2023. It is valid until January 10, 2026.

10.2. Defined Duties for the Dangerous Goods Safety Advisor

- Monitoring compliance with the requirements for the transport of hazardous materials.
- To provide recommendations to the coastal facility regarding the transportation of hazardous materials.
- Prepare an annual report for the coastal facility regarding the coastal facility operator's activities in the transportation of dangerous goods (Annual reports are kept for 5 years and presented to the administration upon request).

- To control the following applications and methods:

  - Verifying that hazardous materials arriving at the facility are properly identified, that the correct shipping names are used for hazardous cargo, that they are certified, packaged/packed, labeled, and declared, and that they are loaded and transported safely in approved and compliant packaging, container, or cargo transport unit, and the procedures for reporting the results of these checks.
  - Loading/unloading procedures for handled and temporarily stored dangerous goods,
  - Whether the port facility takes into account the specific requirements for the dangerous goods being transported when purchasing transport vehicles for handled dangerous goods,
  - Control methods for equipment used in the loading and unloading of hazardous materials,
  - Whether coastal facility employees receive appropriate training, including on changes in legislation, and whether records of this training are kept,
  - The adequacy of emergency procedures to be implemented in the event of an accident or incident affecting safety during the transport, loading, or unloading of hazardous materials,
  - The adequacy of reports prepared on serious accidents, incidents, or serious violations that occur during the transport, loading, or unloading of dangerous goods,
  - Determining what measures are necessary to prevent the recurrence of accidents, incidents, or serious violations and evaluating the implementation of these measures,
  - The extent to which the selection of subcontractors or third parties and the rules relating to the transport of dangerous goods are taken into account,
  - Determining whether employees involved in the transport, handling, storage, and loading/unloading of hazardous materials have detailed knowledge of operational procedures and instructions,
  - The adequacy of measures taken to prepare for risks during the transport, handling, storage, and loading/unloading of hazardous materials,
  - Procedures regarding all mandatory documents, information, and records related to hazardous materials,
  - Procedures for ships carrying dangerous goods to safely approach, moor, load/unload, shelter, or anchor at coastal facilities during the day and night,
  - Procedures regarding additional measures required according to seasonal conditions for the loading, unloading, and limbo operations of dangerous goods,
  - Procedures for fumigation, gas measurement, and gas decontamination operations. Procedures for recording and maintaining statistics on dangerous goods,
  - Accuracy of matters related to the port facility's ability, capacity, and capability to respond to emergencies,
  - The adequacy of regulations for initial response to accidents involving hazardous materials,
  - Procedures for handling and disposing of damaged hazardous cargo and waste contaminated with hazardous cargo,
  - Information on personal protective equipment and procedures for its use.

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

10.3.1. Documents that must be carried

- Transportation Certificate
- Hazardous Materials Transport Driver Training Certificate (SRC-5),
- Photo ID for each member of the vehicle crew (national ID card, driver's license, or passport),
- Written instructions prepared by the carrier to be given to the driver,
- Multimodal Dangerous Goods Transport Form for dangerous goods transported by more than one mode,
- ADR compliance certificate valid for vehicles
- A copy of the transport permit obtained from the relevant/authorized authorities for the transport of dangerous goods,
- Compulsory Financial Liability Insurance policy for vehicles transporting dangerous goods

10.3.2. Equipment and devices that vehicles must carry:

- Portable fire extinguishers,
- At least one chock of a size appropriate for the wheel diameter and maximum mass of each vehicle,
- 2 erectable warning signs
- Eye wash solution
- Warning vest
- Portable lighting device
- A pair of protective gloves
- Eye protection goggles
- Emergency mask
- Shovel
- Drain seal
- Collection container

10.3.3. Speed Limits in the Port Area:

Speed limits set by our facility and indicated on traffic warning and occupational health and safety signs must be observed.

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

10.4.1. Day/night signals to be displayed by ships and vessels carrying dangerous cargo at port or coastal facilities:

Ships carrying dangerous cargo arriving at a coastal facility shall display the international signal code "B" (Burak Flag) during the day and two fixed red lights at night.

10.4.2. Cold and Hot Work Procedures for Vessels Carrying Dangerous Cargo Located at the Coastal Facility:

10.4.2.1. Ships carrying dangerous cargo at the coastal facility shall obtain the necessary permission from the Port Authority for cold and hot work to be performed and shall inform the relevant coastal facility personnel.

10.4.2.2. The principles for hot work to be performed on ships carrying dangerous cargo at the coastal facility are as follows.

- Before performing hot work on a ship located at a coastal facility, the responsible company employee performing the hot work must have written authorization issued by the port authority to perform this hot work. This type of authorization must include the details of the hot work location as well as the safety precautions to be followed.

- In addition to the safety measures required by the port authority, before commencing hot work, the responsible company representative performing the hot work must also take any additional safety measures required by the ship and/or quay together with the ship and/or quay manager(s). These additional safety measures must include the following:

- Inspection of local areas and adjacent areas, including tests conducted by approved testing organizations, to ensure that the areas are free of combustible and/or explosive atmospheres and remain free of such atmospheres, and that there is no oxygen deficiency where applicable.
- Keeping hazardous cargoes and other flammable materials and objects away from work areas and adjacent areas.
- Effective protection of combustible structural elements such as beams, hoods, wall and ceiling coverings against accidental ignition

- Ensuring the tightness of open pipes, lead pipe interiors, valves, connections, gaps, and open parts to prevent flames, sparks, and hot particles from spreading to areas adjacent to the work area or other areas.

- A copy of the hot work authorization and safety precautions must be posted at the entrance to each work area as well as in the area adjacent to the work area. The authorization and safety precautions to be taken must be posted in a place visible to all workers involved in the hot work and must be clearly understandable to the workers.

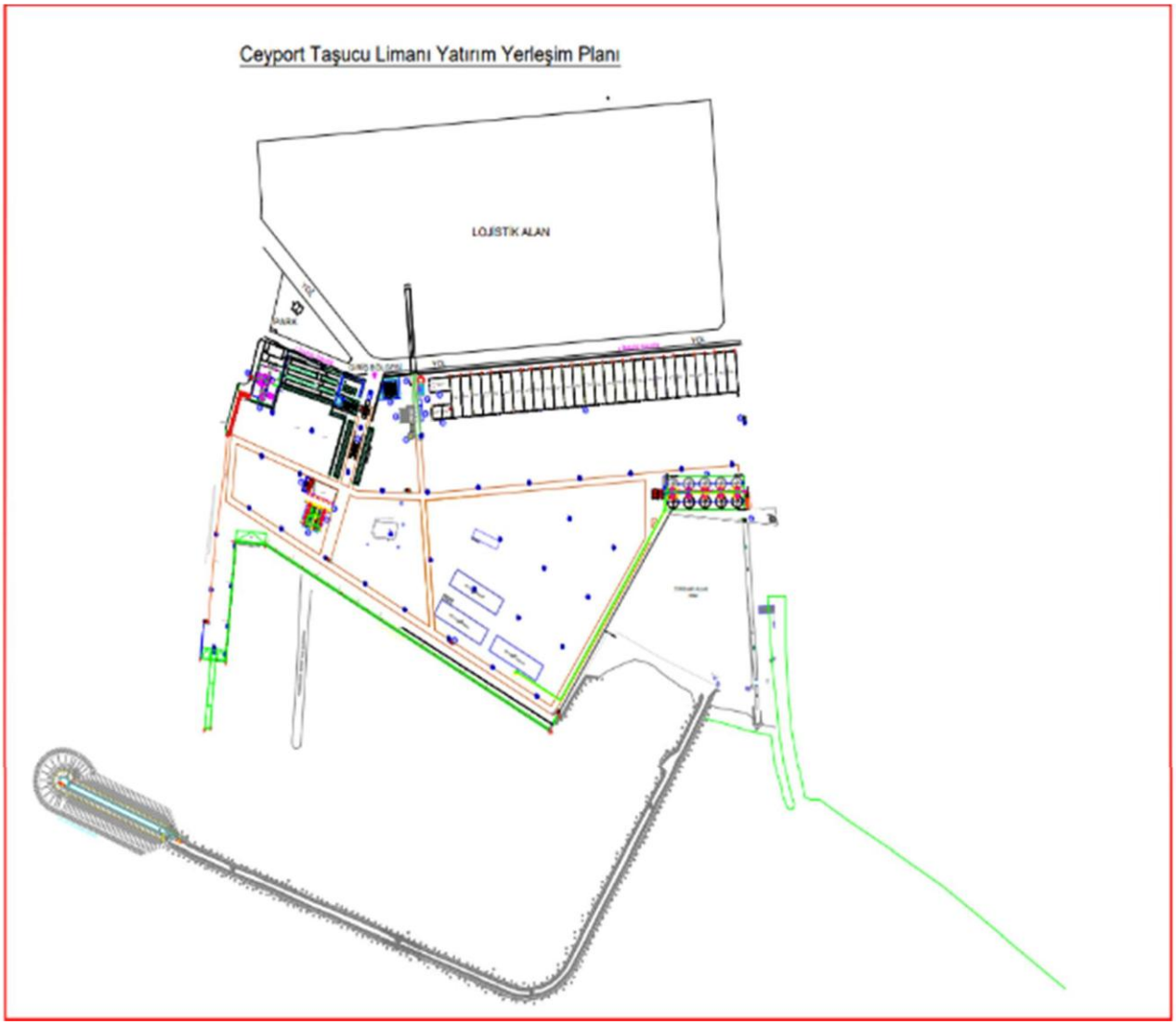
- When performing hot work, checks should be made to ensure that conditions have not changed, and at least one suitable fire extinguisher or other appropriate firefighting equipment should be kept ready for immediate use at the hot work site.
- During hot work, effective monitoring must be carried out in the hot work area as well as in adjacent areas where there is a risk of danger arising from heat transfer, both during and for a sufficient period after the work is completed.

10.5. Additional items to be added by the coastal facility .

(NONE)

11. ATTACHMENTS

ANNEX-1 COASTAL FACILITY SITE PLAN



1-1

ATTACHMENT-2 GENERAL VIEW PHOTOS OF THE COASTAL FACILITY

2-2

2-3

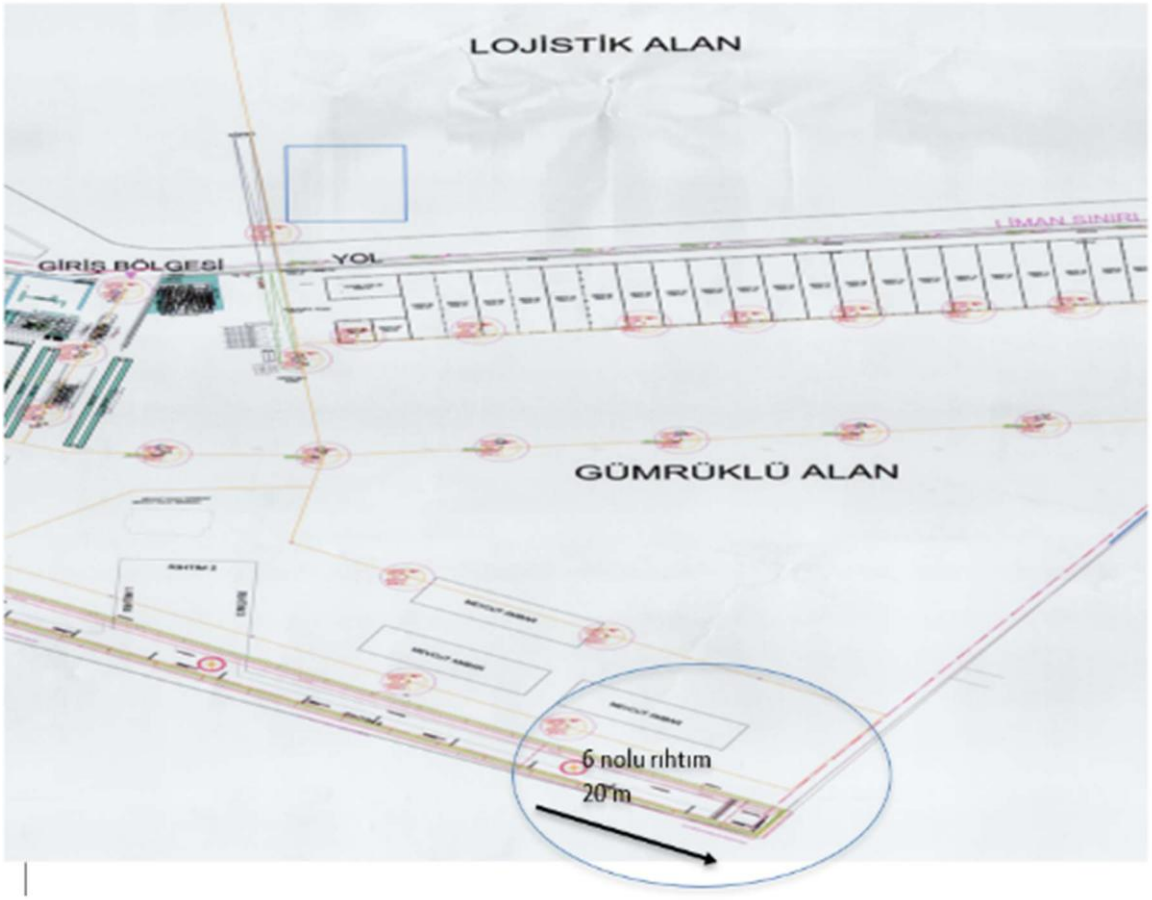

VOLKAN

APPENDIX-3 EMERGENCY CONTACT POINTS AND COMMUNICATION INFORMATION

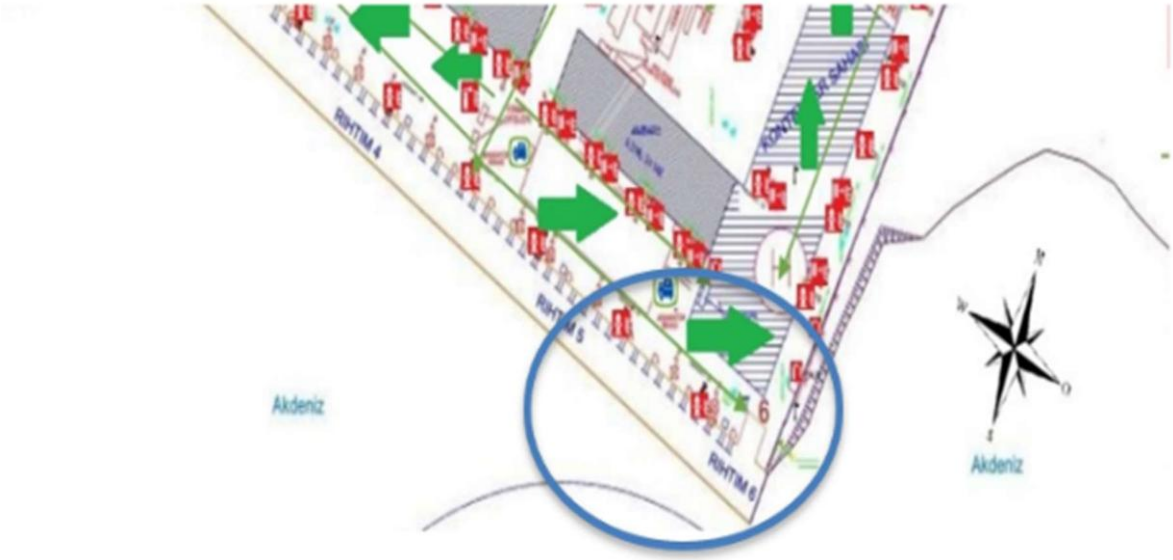
	Phone	Fax	VHF
Silifke State Hospital	0 324 714 11 59	0 324 714 10 07	
Silifke Municipality	444 6 920		
Taşucu Port Authority	0 324 741 40 04	0 324 741 40 05	
Main Search and Rescue Coordination Center	0 312 231 91 05 0 312 232 47 83	0 312 232 08 23	
Coast Guard Mediterranean Regional Command	0 324 237 22 22 0 324 237 19 19	0 324 237 19 36	
Coast Guard	158		
Marine Police	0 324 741 41 95		
Coastal Safety Çanakkale Directorate	0 212 334 45 00	0 212 252 17 87	
Coast Guard Hotline	151		
Weather Station	0 324 714 53 29		
Coastal Health Inspection Center B.T.	0 324 741 42 89		
Başaran Maritime Emergency Response	0 533 460 38 66		

Fire	110
Hızır Emergency Service	112
Police Emergency	155
Gendarmerie Emergency	156
Hello Municipal Police	153
Traffic Hotline	154
Coast Guard Hotline	158
Electricity Outage	186
Gas Outage	187
Water Outage	185
Phone Malfunction	121
Health Consultation	184
Poison Control	114
Funeral Services	188

ANNEX-4 GENERAL LAYOUT PLAN OF AREAS WHERE HAZARDOUS LOADS ARE HANDLED



ANNEX-5 FIRE PLAN FOR AREAS WHERE HAZARDOUS MATERIALS ARE HANDLED



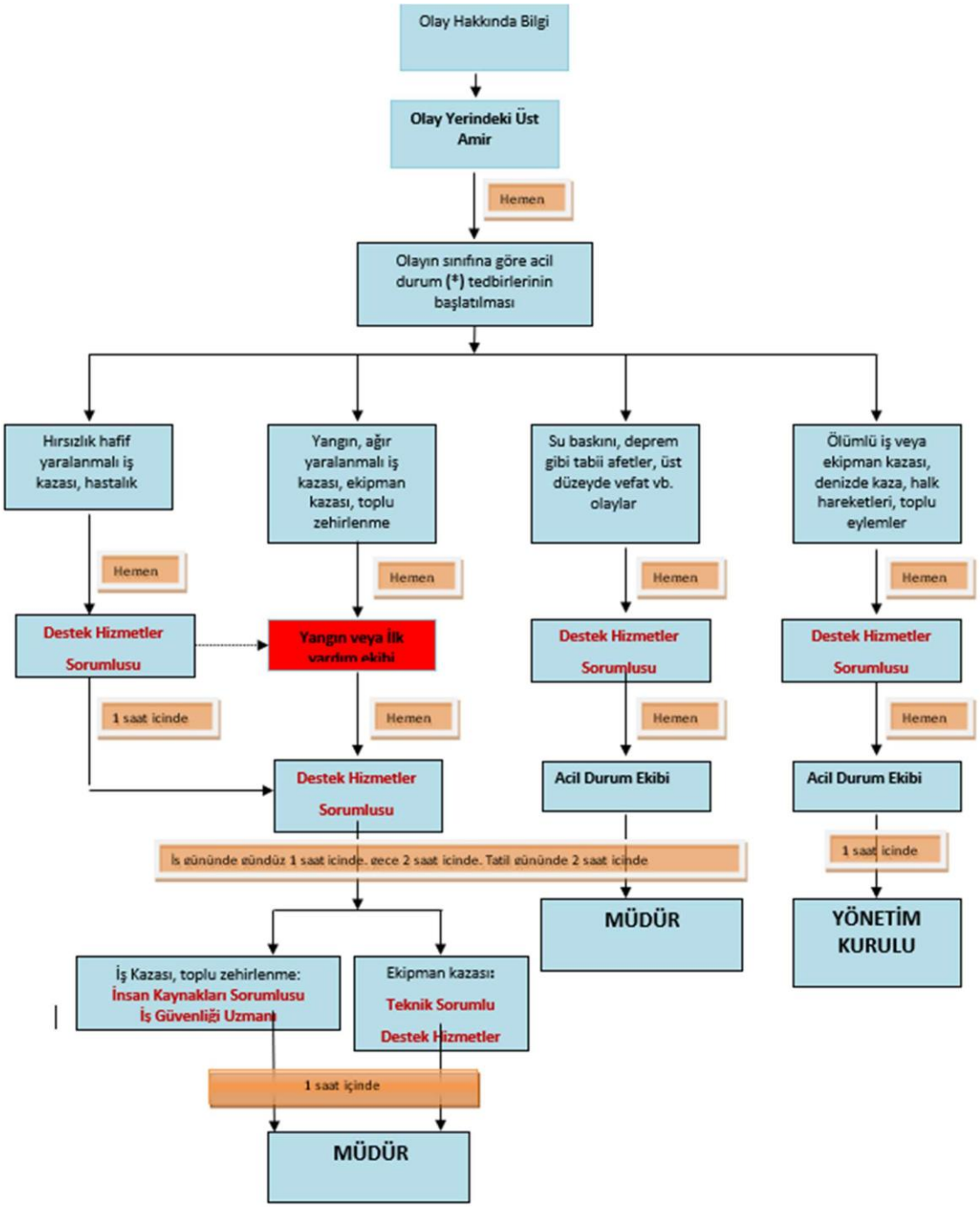
ANNEX 6 GENERAL FIRE PLAN FOR THE FACILITY

Appendix 7 EMERGENCY ACTION PLAN

AS IT IS IN THE EMERGENCY PLAN.

ANNEX-8 EMERGENCY ASSEMBLY POINTS PLAN

ANNEX-9 EMERGENCY MANAGEMENT SCHEME



ANNEX-10 HAZARDOUS LOADS MANUAL

ARKA KAPAK

ÖN KAPAK

ÖN KAPAK

ARKA KAPAK

ANNEX 11 LEAKING AREAS AND EQUIPMENT FOR CTU AND PACKAGES, INLET/OUTLET DRAWINGS

ANNEX 12 INVENTORY OF PORT SERVICE VESSELS

CEY X
CEY IX
CEY VII
CEYBOT X

EK-13 MARINE COORDINATES OF THE ADMINISTRATIVE BOUNDARIES OF THE PORT AUTHORITY OF TAŞUCU, , AND THE LANDING/EMBARKATION POINTS OF THE GUIDE CAPTAIN

A) Port administrative area boundary

The administrative area of Taşucu Port Authority is the sea and coastal area bounded by the following coordinates, enclosed by lines drawn in a true south (180º) direction and adjacent to Turkish territorial waters.

a) 36º 07' 36" N – 033º 23' 39" E (Sancak Cape)
b) 36° 26' 18" N – 034° 07' 06" E (Akyar Cape)

B) Anchorage areas

a) Anchorage area No. 1: The anchorage area for ships not carrying dangerous goods and military ships is the sea area formed by the following coordinates.

1) 36° 18' 30" N – 033° 52' 30" E
2) 36° 16' 30" N – 033° 52' 30" E
3) 36° 16' 30" N – 033° 50' 30" E

b) Anchorage Area No. 2: The anchorage area for ships carrying hazardous materials, nuclear-powered military vessels, ships subject to quarantine, and ships undergoing degassing operations is the sea area defined by the following coordinates.

1) 36° 18' 30" N – 033° 53' 21" E
2) 36° 16' 30" N – 033° 53' 21" E
3) 36° 16' 30" N – 033° 55' 12" E

ANNEX-14 EMERGENCY RESPONSE EQUIPMENT FOR MARINE POLLUTION AT THE PORT FACILITY

NAME OF MATERIAL	QUANTITY
Barrier	150 m
Sausage	50 m
Brush-type scraper	45 m^3
Waste transfer pump	10 m^3
Mobile storage tank	10 m^3
Coastal/Beach Protection Barrier	200 m

ANNEX 15 PERSONAL PROTECTIVE EQUIPMENT (PPE) USAGE MAP

All handling, loading, and unloading operations at the port are carried out by Private Companies Using the Port Facility, and the supply of such materials is also carried out by the aforementioned private companies.

All port personnel have received IMDG CODE and Occupational Health and Safety training, and the use of appropriate Personal Protective Equipment by the aforementioned companies during handling is strictly monitored.

ANNEX-16 HAZARDOUS CARGO INCIDENT REPORT FORM

1.	DATE AND TIME OF THE EMERGENCY:
2.	LOCATION OF THE INCIDENT (PORT FACILITY AND/OR SHIP), POSITION, AND AFFECTED AREA:
3.	TYPE OF EMERGENCY (E.G., FIRE, FUEL SPILL, PERSONNEL INJURY) AND HOW THE INCIDENT OCCURRED:
4.	HOW AND WHY THE ACCIDENT OCCURRED, IF KNOWN:
5.	NUMBER AND IDENTITY OF INJURED, DEAD, AND MISSING PERSONS, IF ANY:
6.	SCOPE OF DAMAGE/CONTAMINATION:
7.	INFORMATION ABOUT THE VESSEL INVOLVED IN THE ACCIDENT (NAME, FLAG, IMO NO, OWNER, OPERATOR, CARGO AND QUANTITY, CAPTAIN'S NAME AND SIMILAR INFORMATION):
8.	WEATHER CONDITIONS:
9.	INFORMATION ABOUT HAZARDOUS MATERIALS INVOLVED IN THE ACCIDENT; UN NUMBER: PSN: CLASS: SECONDARY RISK (IF ANY): DOES IT CAUSE MARINE POLLUTION: DANGEROUS SUBSTANCE LABEL AND MARKING DETAILS,

10.	HAZARDOUS MATERIAL'S Manufacturer Information: SHIPPER INFORMATION:, CARRIER INFORMATION: RECIPIENT INFORMATION:
11.	CONTROL MEASUREMENTS DAMAGES AND ACTIONS TAKEN TO CONTROL THE EMERGENCY SITUATION:
12.	IF ANY, THE EXTENT OF DAMAGE TO THE FACILITY/EQUIPMENT:
13.	IF ANY, PRODUCT LOSS AND/OR AMOUNT OF PRODUCT RECOVERED:
14.	IMPACT OF THE INCIDENT ON THE FACILITY'S ROUTINE OPERATIONS:
15	EQUIPMENT AND/OR PRODUCT QUALITY CONTROLS PERFORMED:
16	ACTIVITIES PERFORMED/TO BE PERFORMED TO PREVENT THE EMERGENCY FROM RECURRING:
17	AUTHORITIES AFFECTED BY THE EMERGENCY AND NOTIFIED OF THE EMERGENCY:
18	REACTION IN THE MEDIA OR EXPECTED REACTION:

ANNEX 17 CONTROL RESULTS REPORT FORM FOR DANGEROUS GOODS TRANSPORT UNITS (CTUS)

Year/Period	……/……			
Relevant Port Authority				
Name of the Coastal Facility				
INSPECTION ITEMS	Controlled (Quantity)	Defective (Quantity)	Inspected (%)	Defective (%)
CTU Plate and Mark Conformity				
Inappropriate or Damaged Packaging				
Packaging Labels and Brands				
Documentation (Hazardous Cargo Declaration)				
Unsuitable or Damaged Portable Tanks or Road Tankers				
CTU/Vehicle/Container Internal Stowage and Lashing				
Segregation of Cargo (compliance with cargo segregation rules)				
Safe Container Convention (CSC) Approval Plate				
Road Tanker Lashing Equipment and Accessories				

….../…./……
Form Prepared By
Port Authority or Port Administration

CTU INSPECTED Country of Origin Information	Container Quantity	Other CTU (Quantity)	Vehicle (Quantity)
Filled domestically			
Filled abroad Country:			
Country:			
Country:			
Country:			
Country:			
Country:			
Country:			
Country:			
Country:			
Country:			
Country:			
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ANNEX-18 OTHER REQUIRED ADDITIONS

<table>
<tr><td colspan="3">1 Sender/Shipper</td><td colspan="3">2 Transport document number</td></tr>
<tr><td colspan="3" rowspan="2"></td><td>3 ... Page 1 of ...</td><td colspan="2">4 Sender's reference</td></tr>
<tr><td></td><td colspan="2">5 Freight forwarder's reference</td></tr>
<tr><td colspan="3">6 Recipient</td><td colspan="3">7 Carrier (to be completed by the carrier)</td></tr>
<tr><td colspan="3"></td><td colspan="3">SHIPPER'S DECLARATION
I hereby declare that the contents of this shipment are fully and accurately described, classified, packaged, marked, and labeled/tagged as per the Proper Shipping Name above, and are in a condition suitable for transport in accordance with all applicable international and national government regulations.</td></tr>
<tr><td colspan="3">8 This shipment falls within the limits defined for the following: (cross out as appropriate)
PASSENGER AND CARGO AIRCRAFT | CARGO-ONLY AIRCRAFT</td><td colspan="3" rowspan="3">9 Additional handling information</td></tr>
<tr><td colspan="3">10 Ship/flight number and date | 11 Loading port/location</td></tr>
<tr><td colspan="3">12 Port/location of unloading | 13 Destination</td></tr>
<tr><td colspan="6">14 shipment marks * Number and type of packages, description of goods Gross mass (kg) Net mass (kg) Cubic meters (m³)</td></tr>
<tr><td colspan="6"></td></tr>
<tr><td>15 Container identification number/vehicle registration number</td><td>16 Seal number(s)</td><td>17 Container/vehicle size & type</td><td>18 Empty weight (kg)</td><td colspan="2">19 Total gross mass (including tare) (kg)</td></tr>
<tr><td colspan="2">CONTAINER/VEHICLE PACKAGING CERTIFICATE
I hereby declare that the items listed above have been packaged/loaded in accordance with the applicable regulations for the specified container/vehicle. TO BE COMPLETED AND SIGNED BY THE PERSON RESPONSIBLE FOR PACKAGING/LOADING FOR ALL CONTAINER/VEHICLE LOADS</td><td colspan="4">21 RECEIPT OF DELIVERY BY THE RECIPIENT
Unless otherwise stated herein, I have received the above number of packages/containers/trailers in good condition and as far as can be seen: RECIPIENT'S NOTES:</td></tr>
<tr><td colspan="2">20 Company name</td><td>Carrier's name
Vehicle registration number</td><td colspan="3">22 Company name (PREPARED BY THE SHIPPER)</td></tr>
<tr><td colspan="2">Name/position of the declarant</td><td rowspan="2">Signature and date</td><td colspan="3">Name/position of the person making the declaration</td></tr>
<tr><td colspan="2">Place and date</td><td colspan="3">Place and date</td></tr>
<tr><td colspan="2">Signature of the declarant</td><td>DRIVER'S SIGNATURE</td><td colspan="3">Signature of the declarant</td></tr>
</table>

ANNEX 19 DANGEROUS GOODS HANDLING GUIDE ADDITIONAL CARGO NOTIFICATION (WHEN REQUIRED)